

# TEKAPO



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## PARKING AND LANDSCAPE CONCEPT PLAN REPORT

*Prepared for The Mackenzie District Council  
by Aurecon Group and Boffa Miskell Ltd.*

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# Document control record

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# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Scope of Work	1
1.2	Report Format	2
<b>2</b>	<b>Graphic Supplement</b>	<b>3</b>
<b>3</b>	<b>Transport Assessment</b>	<b>12</b>
3.1	Introduction	12
3.2	Town Centre	12
3.3	Boat Ramp	26
3.4	Tekapo Springs	27
3.5	Church of the Good Shepherd	28
3.6	The Community Centre	30
3.7	Lakeside Drive	30
3.8	Tekapo Lookout	32
<b>4</b>	<b>Consultation</b>	<b>34</b>
4.1	Background	34
4.2	Community Feedback	35
4.3	How the Concept Plan has Evolved in Response to Community Feedback	38
4.4	Iwi Engagement	41
4.5	Feedback from MDC Officers	42
4.6	Stakeholder and Business Operator Feedback	43

## Appendices

### Appendix A

Initial Consultation Plans

## Figures

Figure 1	Car Parking Areas	13
Figure 2	Commercial Road Existing Layout	18
Figure 3	Commercial Road Cross Section Layout	19
Figure 4	Internal Lane – One Way	21
Figure 5	Option 1 – North Bus Parking	22
Figure 6	Option 2a – East Bus Parking	22
Figure 7	Option 2a – East Centre Bus Parking	22
Figure 8	Option 3a – South Bus Parking	23

Figure 9 Option 3b – South Centre Bus Parking	23
Figure 10 Layout for West Car Park	24
Figure 11 Eastern Car Park Option 1	25
Figure 12 Eastern Car Park Option 2	26
Figure 14 Aerial Plan of Tekapo Springs with Indicative Parking Areas, with consent plan insert	27
Figure 13 Site Photo at Tekapo Springs Carpark	28
Figure 15 Aerial Plan of Church with Indicative Parking Areas,	29
Figure 16 Lakeside Drive Local Treatments	32
Figure 17 Tekapo Lookout Proposed Plan	33

## Tables

Table 1 Car Parking Numbers	14
Table 2 MacKenzie District Plan Parking Requirements	15
Table 3 Summary of Parking Demand	16
Table 4 Breakdown of Parks by Mode	16



# Section 1

## Introduction



# 1 Introduction

## 1.1 Scope of Work

MacKenzie District Council engaged Aurecon and Boffa Miskell to develop the Tekapo Parking and Landscape Concept Plan.

Concept plans and visions have previously been developed for the Lake Tekapo Village and proposed Lake Front Development, and workshops undertaken to obtain feedback on the plans. This history is detailed further in Section 2, Graphic Supplement section of this report. A Traffic Impact Assessment Report was also undertaken in 2013 to analyse the transport issues and potential impact of the proposed Lake Front Development.

This project builds on the previous work, in particular providing more detail around the parking and landscaping elements of the concept plans. The scope of works for this project includes:

1. **Walkway:** Develop the walkway design starting at Tekapo Springs and extending through to the Domain Loop Road.
2. **Footbridge:** Integrate and optimise pedestrian linkages with land use activities, landscaping and the town centre facilities.
3. **The Domain:** Develop the Domain Plan incorporating the flying fox, playground, storm water detention, public gathering and informal sport open spaces.
4. **Lakeshore:** Consider the lakeshore and develop options to create a visually attractive and useable public space that enhances the current environment.
5. **View Shafts:** Review the existing and proposed view shafts to ensure that the township's public realm flows smoothly into the Domain, framing views to the lake and providing good connection for all to the lakefront and paths around.
6. **Town Centre:** Develop the overall access and parking for the Tekapo Town Centre, including parking at both ends, Commercial Road and the new internal road.
7. **The Boat Ramp** – Review parking and integration with the walk way and Domain.
8. **Tekapo Springs** – Consider the current parking situation and options to accommodate spill over parking at peak times.
9. **The Church of the Good Shepherd** – Review the current parking arrangement.
10. **Lakeside Drive** – Review the design standards for Lakeside Drive and the impacts of plan change rezoning to Residential (Res 2) on the design standards for all road user facilities on and off road (including carriageway widths, the need for off-road shared pedestrian and cyclist facilities).
11. **The Community Hall** – Review parking format of the proposed development plans for the Community Centre.
12. **Hamilton Drive Visitor Lookout** – Investigate the drainage issues at the car park and consider the most appropriate solution.

## 1.2 Report Format

The remainder of this report is split into three main sections:

- **Section 2: Graphic Supplement** – This section builds on the plans that were developed for Community Consultation. There are nine plans
  - Plan 01 – Provides further background and consultation history of the project
  - Plan 02 – Details the wider area context and objectives for the Town Centre
  - Plan 03 – Wider Area Concept Plan from the Church of the Good Shepherd to Tekapo Springs
  - Plan 04 - Concept Plan for the Town Centre
  - Plan 05 - Concept Plan for the Domain
  - Plan 06 – Caparking and Access for the town centre. The detail of which is further analysed in Section 3 of the report
  - Plan 07 – Walkway paths and Wayfinding recommendations
  - Plan 08 – Staging and landscape components, including the stormwater, view shaft and two edge onto the Domain
  - Plan 09 – Planting character and Community Centre
- **Section 3: Traffic Assessment** – This section supports the concept plans presented in Section 2, by providing analysis and option assessment of the parking requirements and traffic aspects associated with the relevant areas of the plan. In particular it provides further detail in regard to bullet points 6 to 10 of the Scope of Work defined in Section 1.1.
- **Section 4: Consultation Summary** - This section summarises and analyses feedback received from the community and other key stakeholders on the draft Tekapo Town Centre landscape and transport study.

## Section 2

# Graphic Supplement





# Background to the Project

## 2003 STUDY

In 2003 the Council commissioned a consultative planning exercise on the future of Lake Tekapo Village for the next 10 years and beyond. The report produced from that work was a planning document entitled “Lake Tekapo – A Shared Vision”.

The community, through submissions and workshops provided a valuable brief on the form of development, including:

- The character of the town is to be refined and enhanced.
- The image of the town as a high country rural-town, set in the countryside is to be retained.
- That development should define the edges of the town.
- The town is to remain compact, not to sprawl.
- The village centre should be reinforced and encouraged to become more “village” like in design.
- The key features of the domain, view up the lake and the church should be protected and promoted.

The major change of the report was the promotion of a 60 metre wide strip of land in front of the current town centre to be zoned for commercial development.

## PREVIOUS CONSULTATION

In January 2014 two public workshops were undertaken to obtain feedback on the concept plans prepared by Boffa Miskell and architectural drawings prepared by Nott Architects. There were a few reoccurring topics resulting from the consultation, including:

- Traffic management in Tekapo needs to be a priority, as well as bus drop-off sites and car parking.
- People want to see the new development embrace a pedestrian-friendly town where cars are kept out of the central hub, other than essential service vehicles.
- There were mixed opinions on the look and feel of the township:
  - Tekapo should be an Alpine village and development should reflect that.
  - Maintaining and improving great viewing corridors, lots of light, a feeling of a cosy central hub.

## RECENT PROGRESS ON THE PROJECT

Community feedback from earlier workshops has guided MDC as it moves forward with the lakefront development. Work is continuing behind the scenes to ensure the town centre project is progressing with the hope that construction can happen over summer 2014/2015.

There are a number of projects in progress that need a design standard to ensure once developed that they merge seamlessly with each other, particularly in relation to the landscape.

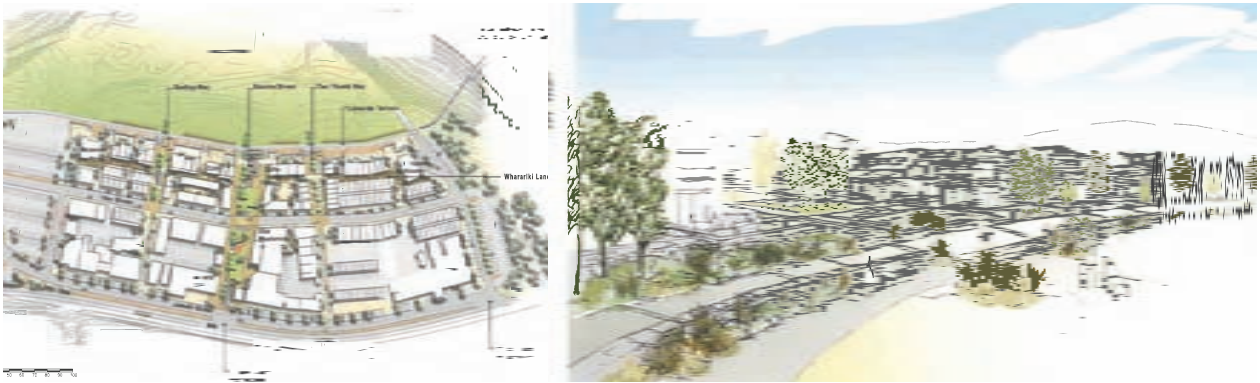
Future parking for the town is a priority to ensure there are adequate parks, or land available to support any future development, whilst there is still an opportunity to lock that in.

As a result of this, the concept plan for the town centre needs to be further developed and evolved and it is timely for the Council to pursue more detailed work around the public spaces, planting and car parking areas in the township. This will ensure integration of key aspects of the concept plan and development of a high quality village centre.

## ONGOING ENGAGEMENT

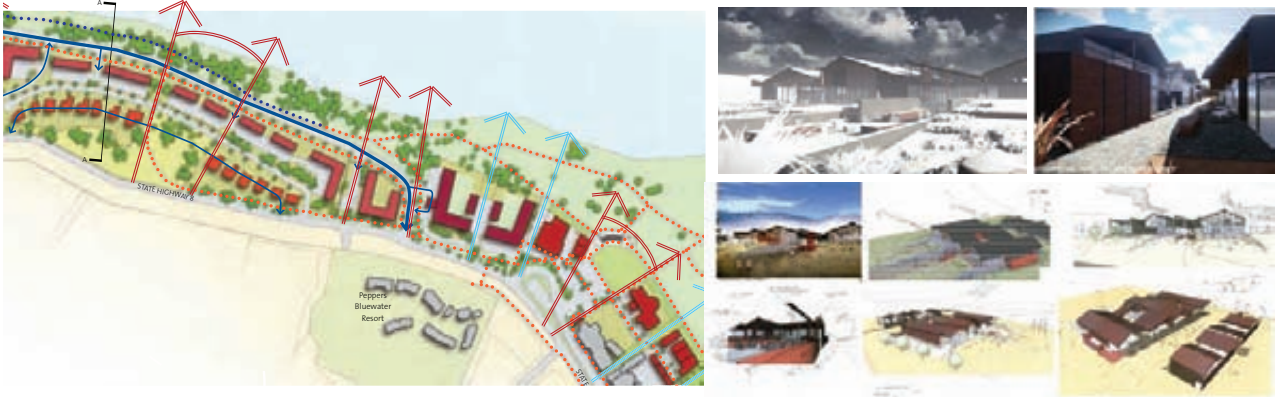
The Council sought feedback on the updated concept plan for the town centre, in particular issues around access, roading, car parking and the landscape in October 2014. This feedback received from the community and key stakeholders is outlined in Section 4 of this report. The following pages of this section outline the current concept plan, parking provision and landscape guidelines. The background to the proposed parking and layout is provided in Section 1 of the report.

# Process to Date



## LAKE TEKAPO: A SHARED VISION

In 2003 Council commissioned a consultative planning exercise on the future of Lake Tekapo Village and the ‘Lake Tekapo - A Shared Vision’ was produced.



## BOFFA MISKELL AND NOTT CONCEPTS

Further concept plans were prepared for the public and green spaces on the Tekapo lake front by Boffa Miskell in late 2013. Architectural concepts were also prepared by Nott Architects to explore the look and feel of buildings and to explore the idea of Council owning and developing a commercial building as part of the overall development.



## CONSULTATION AND FEEDBACK ON LANDSCAPE AND TRANSPORT STUDY

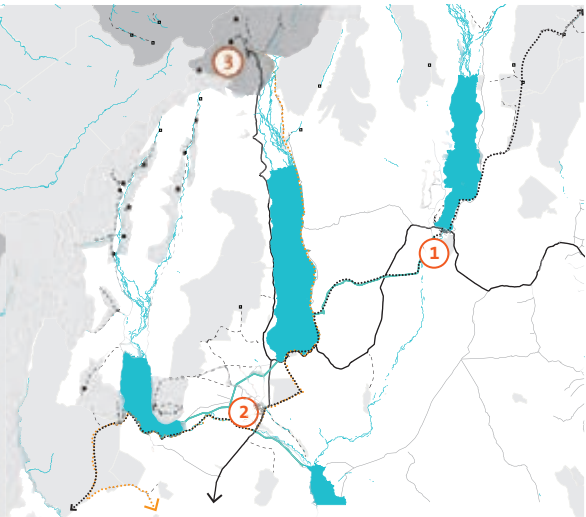
The consultation provided an update on the concept plan, access, roading, car parking and landscape issues. These are outlined in the following pages of this section.



# Wider Context

Tekapo is mid-way between Christchurch and Queenstown on State Highway 8. The region affords spectacular and iconic views over Lake Tekapo and to the ranges beyond. Tekapo is known for its big sky landscape and outstanding views of the Southern Alps. It has the feel of an alpine village. Maori called the lake Takapo, which means to leave by night. Takapo was often occupied by Ngai Tahu and, like most lakes there are traditions of a taniwha connected with it.

Aoraki Mackenzie is a gold-rated dark sky reserve in recognition of the quality of the almost light-pollution-free skies, and this includes Tekapo village. The wider context includes a significant number of recreational attractions, including the nearby Roundhill Ski Field, mountain biking, hiking and the Alpine Springs ice skating rink and hot springs. There is an opportunity to strengthen Tekapo's role as a key destination on the South Island map and this includes growing and defining the town centre and maximising recreation, amenity attractions and landscape character.



## WIDER AREA ATTRACTIONS

### 1 LAKE TEKAPO

Key attractions include; Te Araroa National trail, Mt John observatory, walking, tramping, hunting, skiing & snowboarding, 4wd tracks and water based recreation.

### 2 LAKE PUKAKI/ OHAU

Key attractions include; Alps 2 Ocean cyleways, Te Araroa National Trail, 4wd tracks, walking, tramping, hunting, canal fishing, boating, climbing, wetland & wildlife attractions, skiing and snowboarding.

### 3 MT COOK

Key attractions include; Alps 2 Ocean Trail, walking, climbing, tramping and sight seeing.

# TEKAPO

PARKING & LANDSCAPE CONCEPT PLAN

# Town Centre

The town centre faces a number of key issues and constraints which need to be addressed in the concept plan. These include no defined heart to the existing village, very poor connectivity to the residential areas, no direct connection with the church and a village that turns its back on the lake vistas.

There is a need to grow core facilities that support an increasing residential population. In addition, there is a need to establish core activities and destination attractions to cater for day travellers and tourism.

It is important that the town centre is well integrated into the wider context, recreational attractions, provides new and improved facilities for both the local community and visitors to the centre and sits comfortably within the landscape.



## KEY OBJECTIVES

- Provide greater connections between the town centre and the wider landscape and recreational routes.
- Establish the town centre as an iconic destination in its own right.
- Build on the high country landscape character and cultural references within the Domain and the town centre.
- Create a legible and compact town centre, which has a greater sense of community.
- Achieve efficient road access, sufficient car parking to meet the broad needs of a growing centre and ensure that the centre is safe and easy to walk around.

## CONTEXT + LANDSCAPE + RECREATION



# Wider Concept

The wider context concept seeks to promote integration between key attractions in the town, including the Church of the Good Shepherd, camping ground and Tekapo Hot Springs. A more legible and purpose built network of cycle, mountain bike and walking tracks will help to provide links with wider recreation attractions beyond the town.

Wayfinding and features along these routes (i.e. look outs, interpretation and information signage) will help to orientate people and also provide the opportunity for them to learn about the natural landscape and the history of Tekapo. These will also be locations that provide for key views of the lake and mountains.

Car parking and access has been assessed for key sites beyond the town centre and a number of comments are included in the diagram below.

## TEKAPO HOT SPRINGS ACCESS

Improved walking and cycling tracks will enhanced connections between the pools and the town centre.

The car parking is considered to be adequate with only minor changes recommended to better demark spaces.

TO MT JOHN OBSERVATORY WALKWAY

## LEGEND

- ACTIVITY NODE
- TOWN CENTRE ENTRANCES
- PEDESTRIAN CROSSINGS
- MAIN PEDESTRIAN PATHWAY
- NO BUILD ZONES (VIEWSHAFTS)

CAMPGROUND

BACKPACKERS

## IMPROVED CROSSING POINTS

Improvements to the crossing provision at the campground and backpackers are required to allow safe access to the pedestrian/cycle path.

## RECREATIONAL CYCLE/PEDESTRIAN PATH

A formalised 3 to 4-metre wide compact gravel chip shared pathway is proposed that connects main activity nodes. This will be developed as the town gets busier.

## IMPROVED CYCLE/ WALKWAY

A more legible and suitable network of cycle and walking tracks is proposed to connect with main attractions. This will include the extension of some of the existing tracks, including the concrete path located part way along Lakeside Drive. (See page 7 for more details)

## NEW LOOKOUT

A new simple, architectural jetty that complements the landscape. This will be a feature that draws visitors from the town centre to the water.

## CHURCH

## NEW FOOT BRIDGE

The bridge will link the town centre and the Church of the Good Shepherd

## BOAT PARKING

## STORMWATER BASINS

## NO BUILD ZONE

## NEW PLAYGROUND

## SUNDIAL

## TOILETS

## TOWN CENTRE

## DEVELOPMENT OPPORTUNITY SITE

## I SITE & TOILETS

## UPGRADED WESTERN CAR PARK

(See Page 4)

## NEW EASTERN CAR PARK

(See Page 4)

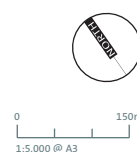
## NO BUILD ZONE

## DEVELOPMENT OPPORTUNITY SITE

## NEW COMMUNITY CENTRE

The Community Centre building has been constructed, with future buildings still proposed.

Although the parking proposed is less than the District Plan requirements, the use of activities at the various facilities provided are likely to be at different times and parking on the road should be sufficient to provide for the overflow for one off peak events.





# Town Centre Concept

The town centre structure seeks to cater for new development, achieve a compact walkable centre and build on the high country village theme concept which will support both the local community and visitors. The layout includes a series of pedestrian routes connecting different attractions, lake viewshafts established through the District Plan, building blocks orientated to take advantage of views of the lake, an internal lane, and the introduction of key open spaces.

The Concept reinforces and updates previous work undertaken for the town centre by the Council and for Tekapo village centre to be an 'iconic destination in its own right'.

The building blocks will provide for a range of different buildings and uses, including an Earth & Sky Heritage Centre, retail and hospitality and accommodation.

Future access to the town centre will be via eastern and western gateway entrances off the State Highway. Changes are also proposed to the existing commercial street, along with the introduction of a lane centrally within the development to promote an integrated, accessible and walkable town centre.

The concept plan includes two main car parking areas. These are referred to as the 'Eastern Car Park' and the 'Western Car Park' (See also Page 6 for more information) and Section 1 of the report.

The landscape concept respects the outstanding natural landscape in which the town sits and builds on its high country setting. The town centre spaces will incorporate a high country landscape palette and include a range of pedestrian (and cycle) pathways, and opportunities for wayfinding and cultural history references.



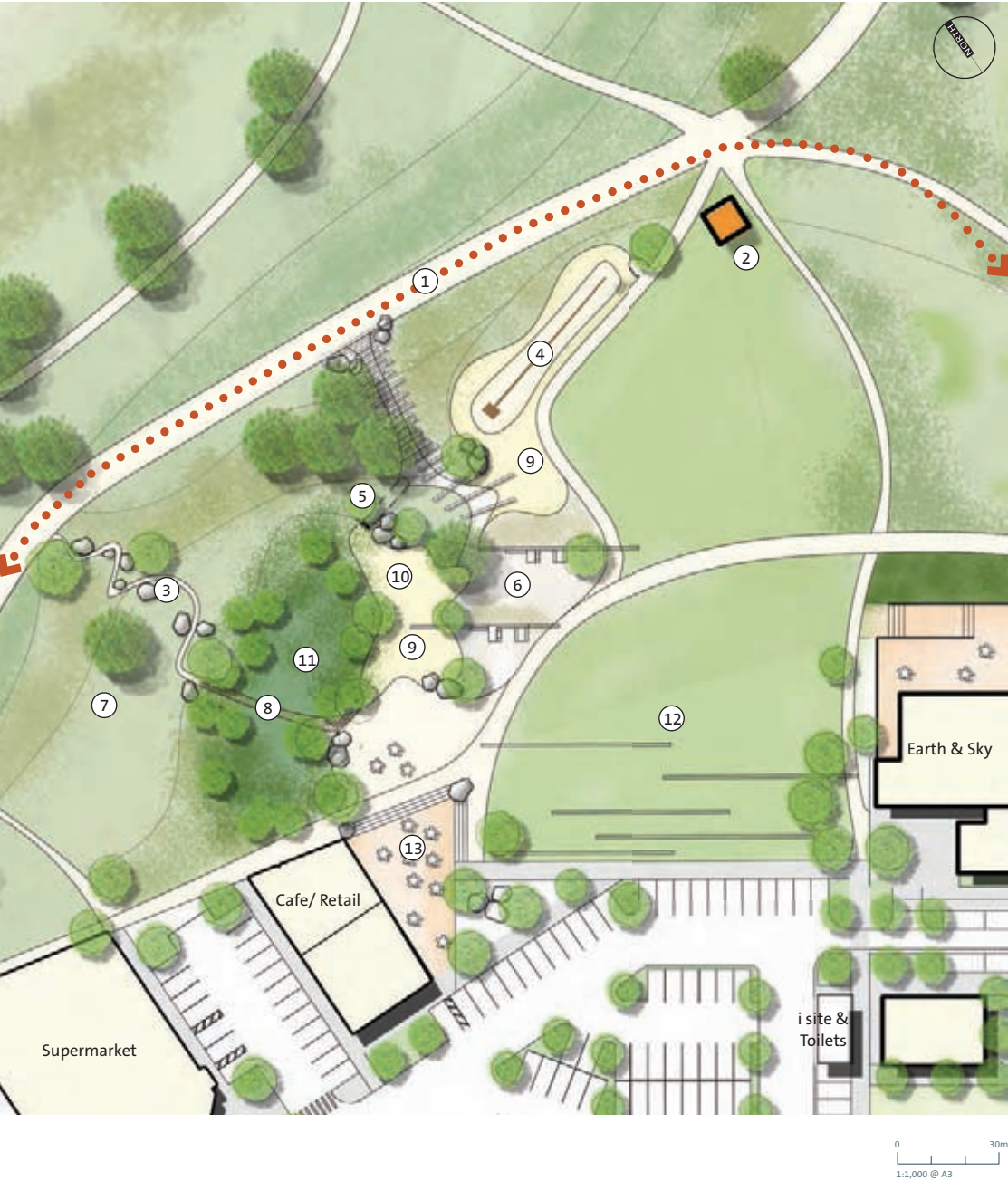


# Domain Concept

The focus of the Domain is to define a new ‘community lawn’ as a place of gathering which adjoins key town centre attractions and takes full advantage of views out to the lake. This will be an informal space where people can relax and enjoy the scenery.

The ‘community lawn’ will adjoin a new playground environment, including but not limited to a swing bridge, boulder play, tube slide and improved links to the existing flying fox. This will have a strong landscape character. Structures will be introduced into the space to provide for shelter from the wind and which also provide BBQ facilities. Further detailed proposals for the playground will be developed in due course.

Pathways will provide links to the wider Domain and recreational paths.



## LEGEND

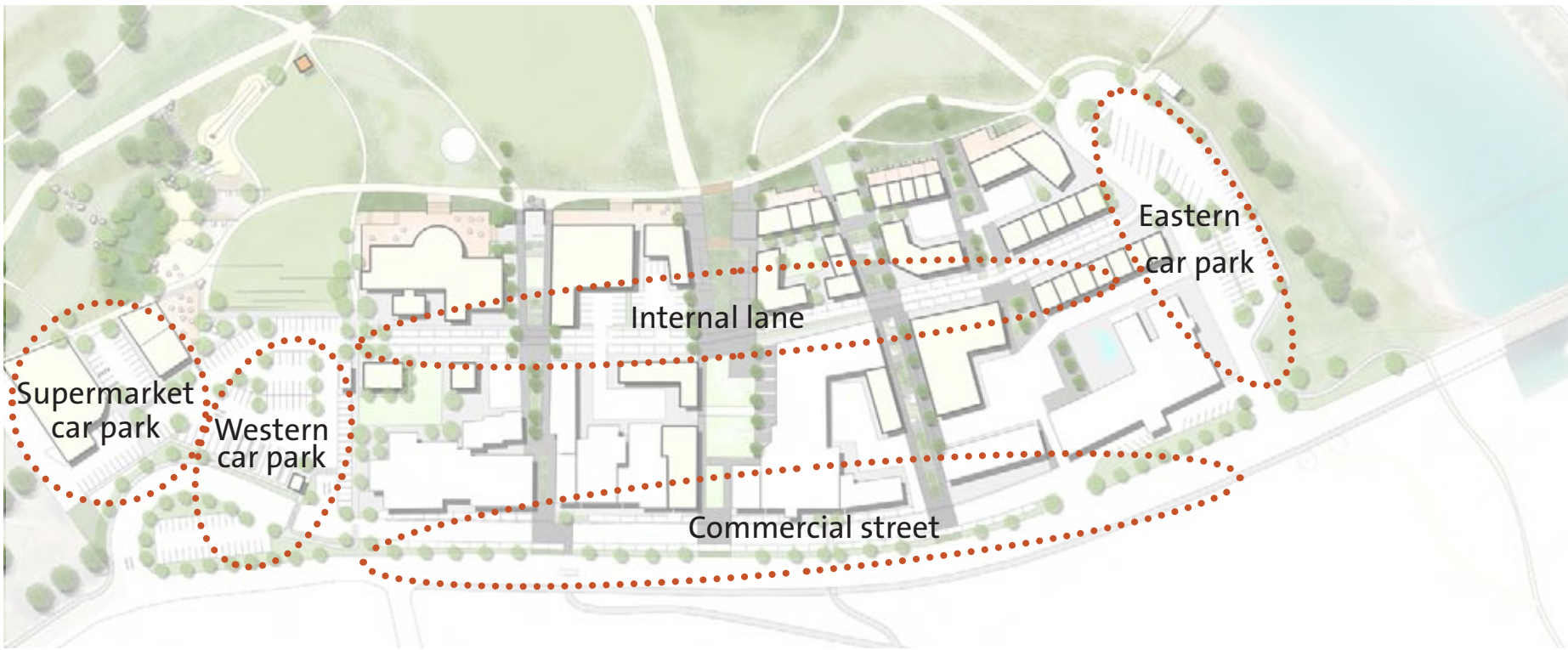
- 1 MAIN CYCLE / WALKING PATHWAY**  
Connects the hot pools with the town and Church of the Good Shepherd.
- 2 SCULPTURAL REFUGE AND INTERPRETATION SIGNAGE**  
Rustic shelter providing focal point and a place out of the prevailing winds. Interpretation signage and wayfinding will be incorporated within shelter exploring stories of the local iwi.
- 3 CHASING LOOP**  
Paths create loops ideal for chasing games: down the flying fox, along the path, up the boulder scramble, across the swing bridge, through the playground and down the slide, repeat.
- 4 EXISTING FLYING FOX**  
The existing flying fox is to be relocated to the new domain playground.
- 5 CONCRETE TUBE SLIDE**  
A buried concrete tube slide echoes hydro-electrical infrastructure.
- 6 BBQ AREAS**  
Concrete structures embedded within planted earth mounds create shelter from the wind.
- 7 BOULDER SCRAMBLE HILL**  
A playful path that draws children from the main recreational path to the playground.
- 8 PLAYFUL SWING BRIDGE**  
Crossing the stormwater pond the swing bridge provides a safe challenging, and fun experience.
- 9 PLAY AREAS**  
Informal play areas made by local natural materials to create swings, climbing walls and sculptural play elements.
- 10 KEY PLAY FEATURE**  
A sculptural play feature that is unique to Tekapo and reflective of the areas character.
- 11 ENHANCED STORMWATER BASIN**  
Existing stormwater basin to be retained and enhanced with new native plantings.
- 12 COMMUNITY LAWN**  
Informal terraces set within the gently sloping lawn offer places to gather, rest, stretch the legs and enjoy the scenery.
- 13 OUTDOOR CAFE SEATING**  
A raised deck and large gravel chip outdoor space offer prime views over the lake.





# Car Parking

## CAR PARK AREAS



## CAR PARK ANALYSIS

The proposed concept plan provides 418 car parks. This excludes any parks that may be provided on the proposed development sites along the internal lane, or any potential changes to the existing sites along the Commercial Street. This car parking supply will meet MDC planning requirements of 366 car parks. However, based on demand estimations the plan will not meet the forecast 85 percentile demand of 440-480 car parks. Furthermore, the plan will not meet the peak demand over the ultimate peak periods in Easter, and January holiday period. (These issues are discussed further in Section 1 of the report.)

The potential shortfall of 20-60 car park spaces, and likely more over the summer peak, could be provided by:

- The new developments providing on site car parking.
- An alternative eastern car park layout, which could provide an additional 14 car parks overall , but with two less bus parks and one less campervan park.
- Overspill informal car parking areas, left as no parking outside of the peak, could be identified and signposted to accommodate peak period parking. Potential locations to be further explored could be at the south end of eastern car park or west of the supermarket site.

# Internal Lane

## ONE-WAY INTERNAL LANE



A new internal lane, one way from the west to east, will provide access to the internal blocks, including access and parking for service vehicles and general traffic. It is anticipated that the lane will be designed to encourage slow traffic and have a pedestrian focus, with regular pedestrian crossing points where it aligns with the view shafts (No build zones). It is recommended that the businesses provide inviting and active frontages to the lane to encourage pedestrian activity and passes-by. The footpath on the north side of the lane will connect to a range of paths, including those through the viewshafts leading north to the Lake frontage and south to the Commercial Street, and to both the east and west car park areas. It is recommended that the parking bays and crossing areas be flush with the road, to ensure ease of snow clearance, and be defined by the use of alternative material texture and/or colour, such as appropriate use of pavers.

The one-way option will:

- Balance the objective for traffic to be less dominant while also providing some businesses exposure.
- Provide the opportunity for further on-street parking, compared to an alternative two-way option.
- Allow for snow clearance while still providing access and some parking, as snow can be piled on the southern side and melt directly into the adjacent swale.

Two key elements to be further explored in subsequent detailed design phases of the internal lane includes:

- Further detailed design development of the lane character, through appropriate landscaping and material detailing, to encourage a slow speed environment and provide pedestrian appeal.
- Appropriate and clear way-finding solutions to ensure vehicular access to the one-way lane and parking options are legible, particular for unfamiliar visitors.

# Commercial Street

## ENHANCED COMMERCIAL STREET



## EXISTING CHARACTER



## EXISTING ISSUES

- Confusing to users and cluttered.
- Low street amenity and no landscape.
- Pedestrian unfriendly environment with limited space for pedestrians and no clear crossing points.
- Poor legibility.
- No character or sense of place.

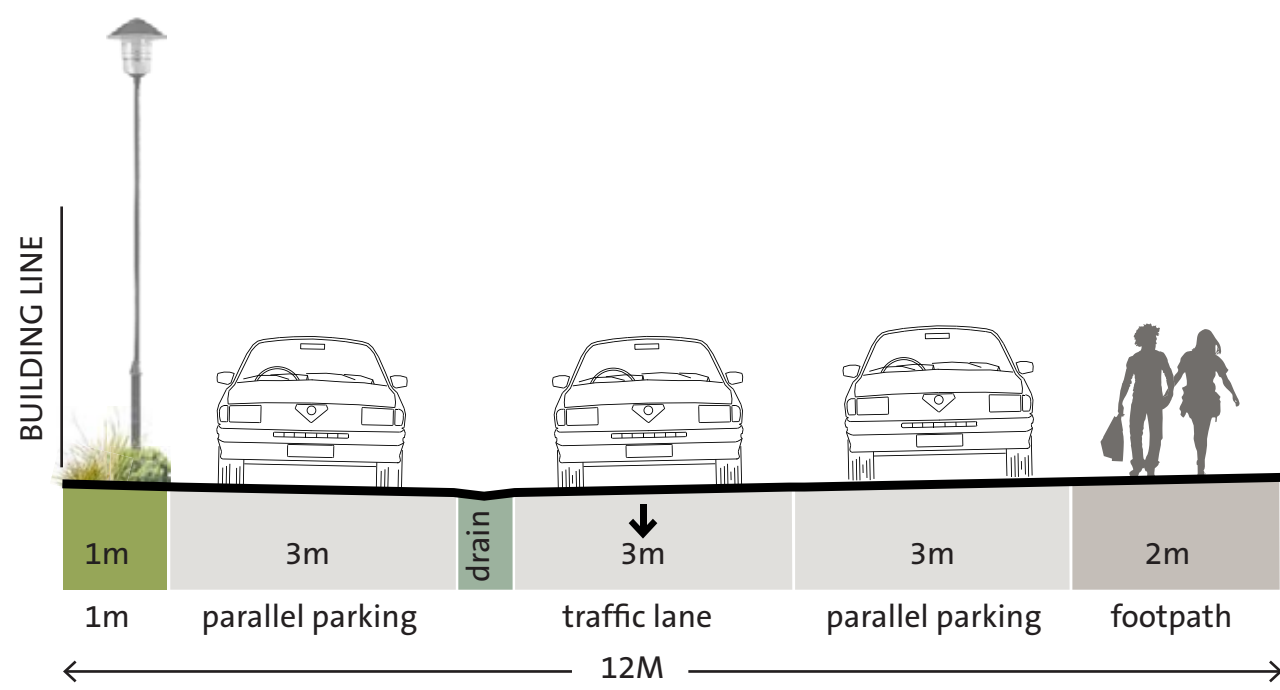
## POTENTIAL CHARACTER



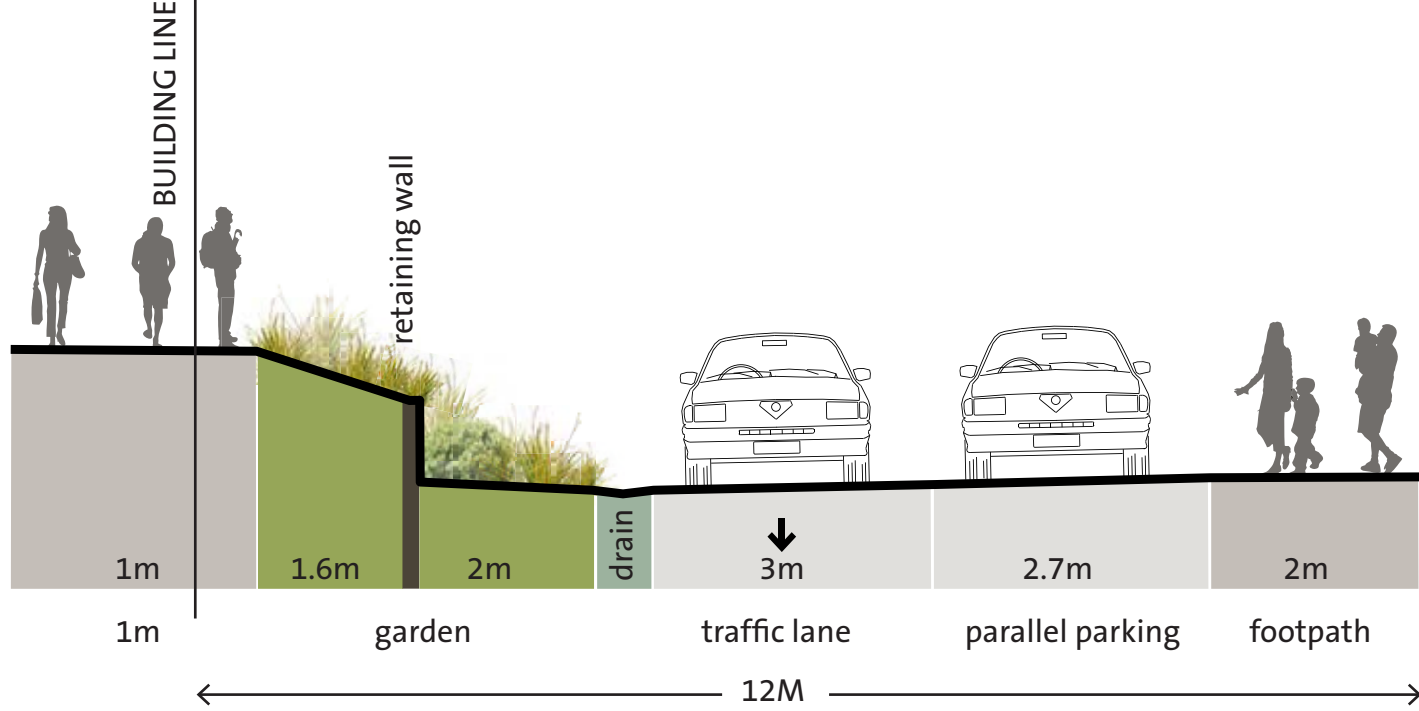
## KEY PRINCIPLES

- Two-way street with access provided via the two main entrances into the town centre.
- Better integration of the street with the overall town centre.
- Extend the viewshafts across the street as part of threshold/crossing points to strengthen links between the Commercial Street, the town centre and the lake.
- Create a sense of place by building on the existing landscape and utilising local materials and colours.
- Comprehensive landscape approach which includes native trees and shrub planting, seating, street furniture and shielded lighting.

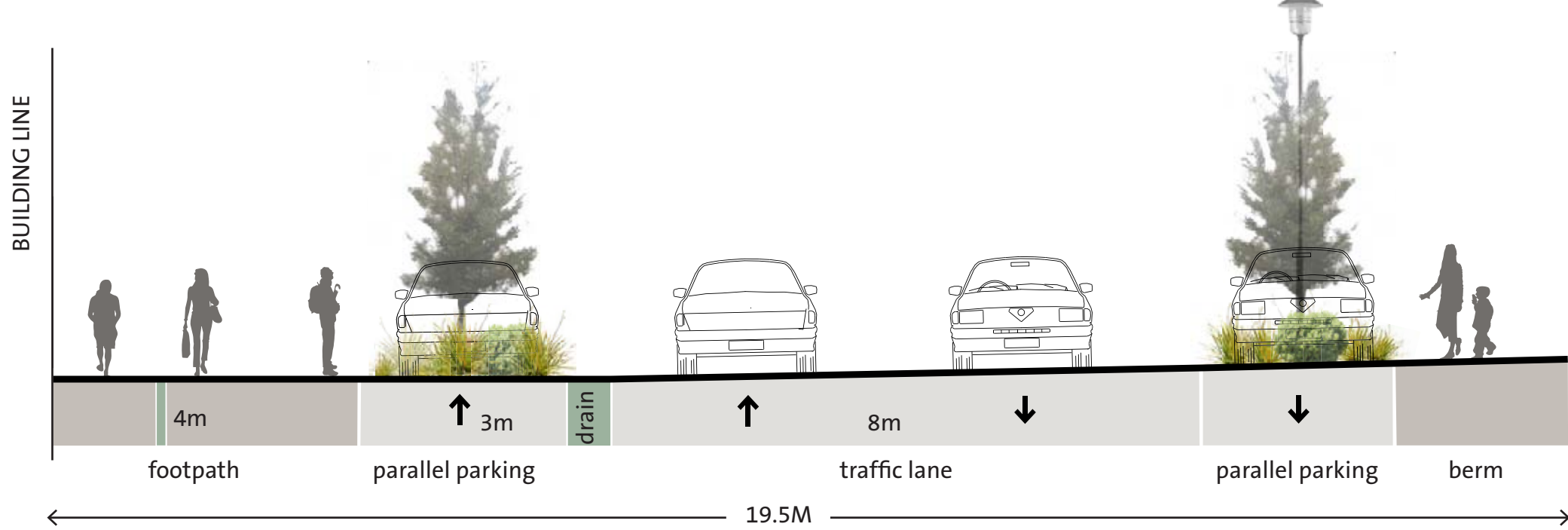
## CROSS SECTION (A) ONE-WAY SERVICE LANE - CROSS



## CROSS SECTION (B) ONE-WAY SERVICE LANE



## INDICATIVE CROSS SECTION COMMERCIAL STREET

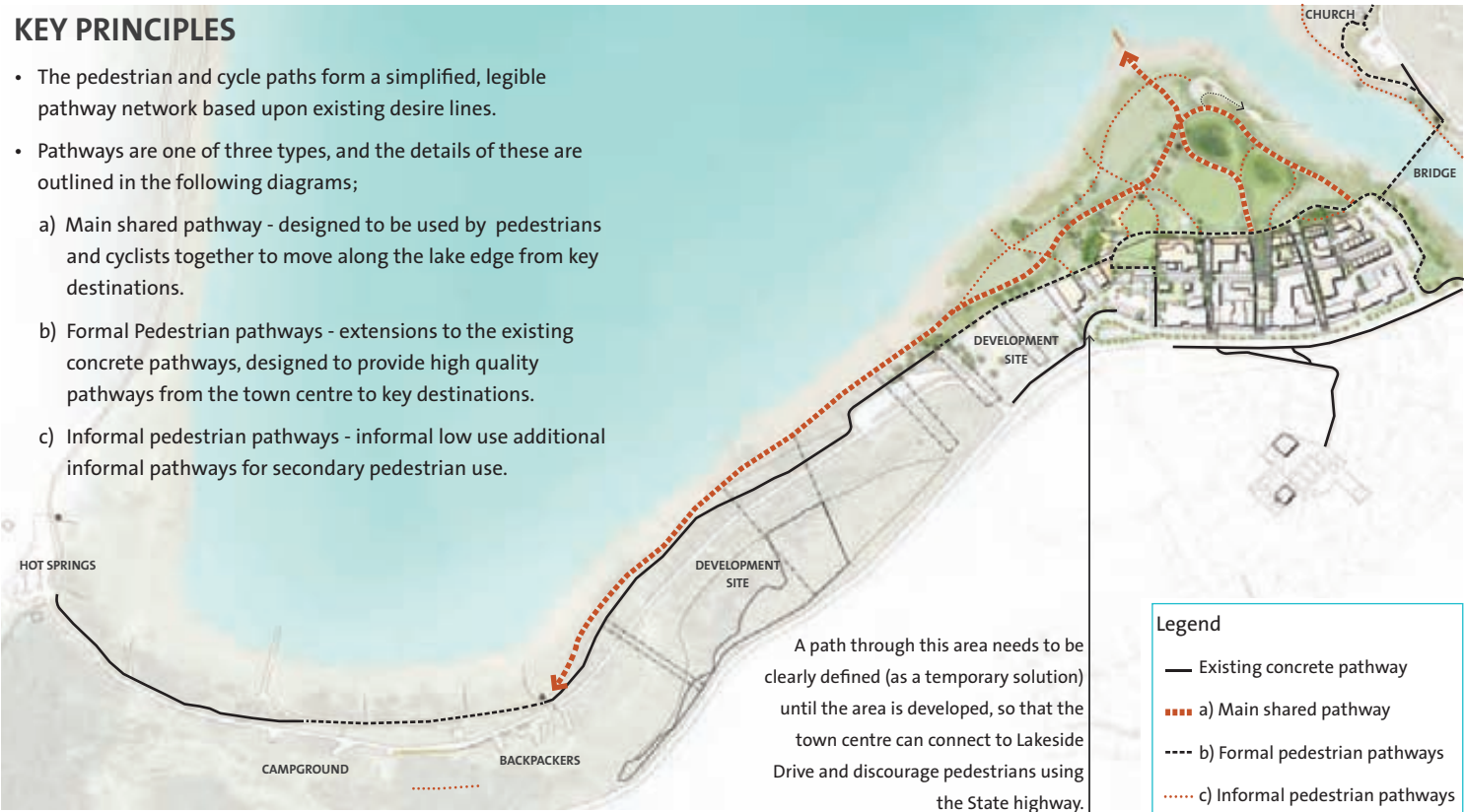




# Paths

## KEY PRINCIPLES

- The pedestrian and cycle paths form a simplified, legible pathway network based upon existing desire lines.
- Pathways are one of three types, and the details of these are outlined in the following diagrams;
- a) Main shared pathway - designed to be used by pedestrians and cyclists together to move along the lake edge from key destinations.
- b) Formal Pedestrian pathways - extensions to the existing concrete pathways, designed to provide high quality pathways from the town centre to key destinations.
- c) Informal pedestrian pathways - informal low use additional informal pathways for secondary pedestrian use.



## PATHWAY TYPES

### MAIN SHARED PATHWAY



- Guidelines:
- Width: 3-4m wide formed gravel pathway.
  - Material: Compacted gravel chip with rock boulders as edging material.
  - Specification: 50mm crusher dust (or local schist) on 150mm compacted AP65 with 3% crossfall. 150 UPUC drainage pipes where required.
  - Lighting: No lighting.

### FORMAL PEDESTRIAN PATHWAYS



- Guidelines:
- Width: 1.8m wide concrete pathway.
  - Material: Concrete to match existing. (with brushed surface)
  - Specification: 120mm deep 20Mpa concrete with 665 mesh placed centrally on 150mm compacted AP40. Concrete cuts at 3m maximum and construction joints at 15m.
  - Lighting: low level bollard lighting to match existing.

### INFORMAL PEDESTRIAN PATHWAYS



- Guidelines:
- Width: 1.2m wide gravel pathway.
  - Material: Compacted gravel chip.
  - Specification: 50mm crusher dust (or local schist) on 150mm compacted AP65 with 3% crossfall. 150 UPUC drainage pipes where required.
  - Lighting: No lighting.

# Wayfinding

## KEY PRINCIPLES

- Wayfinding is a key aspect of creating a legible and interesting network of tourism attractions. A clear brand identity is needed to communicate to users about the range of activities that Tekapo has to offer.
- It is important that wayfinding elements create a strong, visual language, with some to include directions, locations, time and distance, maps and icons. Interpretation could also include cultural stories and imagery from the local iwi.



## WAYFINDING ELEMENTS

### SCULPTURAL REFUGE



- Guidelines:
- Description: Rustic steel structure with a roof and at least one side wall to protect from the prevailing winds. Seating and interpretation panels to be integrated into structure. Form to be sculptural and reflective of Tekapo.
  - Material: Cor-ten steel.
  - Lighting: Downlighting of interpretation panels only.

### INTERPRETATION & SEATING



- Guidelines:
- Description: A smaller version of the Sculptural refuge with a vertical element and some interpretation. Might include a map of walks and some local stories. Seating to be incorporated.
  - Material: Cor-ten steel and concrete or stone.
  - Lighting: Downlighting of vertical element and signage.

### WAYFINDING DEVICE



- Guidelines:
- Description: A sculptural design element within the landscape that continues the wayfinding story along the foreshore.
  - Material: Cor-ten steel or stone.
  - Lighting: No lighting.



# Viewshafts + Stormwater



## KEY PRINCIPLES

- Provide connections between key spaces and streets.
- Pedestrian-only spaces incorporating sheltered gathering spaces.
- Adjoining buildings to activate the spaces.
- Maintain open direct views to the lake and incorporate a high country landscape character.
- Low native planting and boardwalks. (As per the planting character outlined in Page 9)



# Town Edge onto Domain

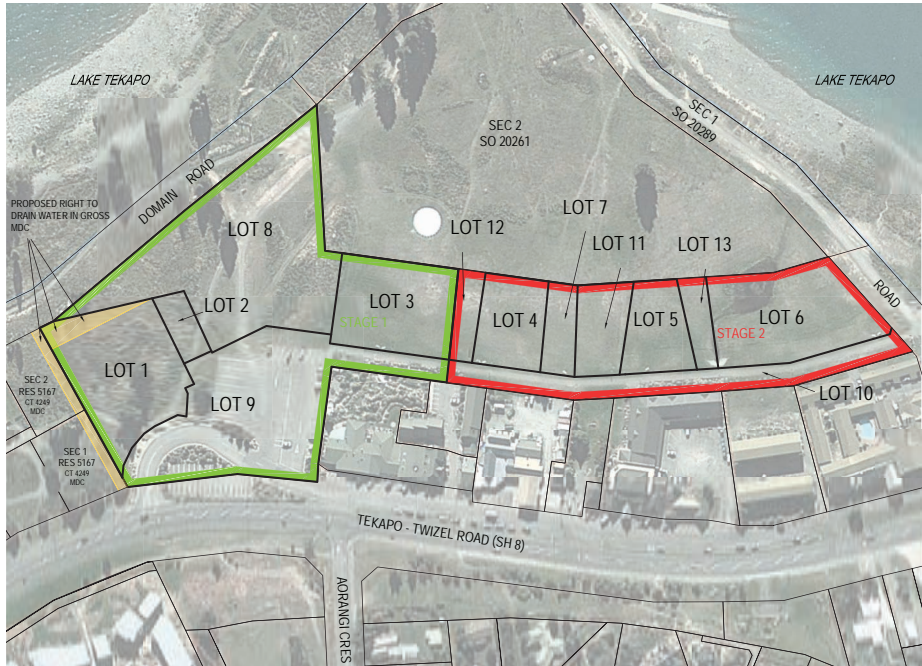


## KEY PRINCIPLES

- Activate the lakefront built edge with a range of fine grain buildings supporting café, retail, entertainment and accommodation uses.
- Develop a landscaped edge as part of the 10m landscape setback requirement from the Domain boundary, including terrace areas.
- Support connections to the walking tracks and attractions.
- Incorporate the high country landscape.



# Staging



## STAGING PLAN

Legend

- Stage 1
- Stage 2

## STAGING

The commercial development is anticipated to take place in two key stages as outlined in the staging plan.



# Planting Character

## WIDER RESERVE

The planting design for the reserve adjacent to the town centre is based on the high country landscape and will mirror mountain grassland plantings.

Low swathes of indigenous local plants will be used to create an open vista to the mountains whilst softening new buildings and walkways and creating a lush environment.

Species might include:

- Chionochloa conspicua and rubra (bush and red tussock)
- Cortadeira richardii (toe toe)
- Aciphylla aurea (Golden speargrass)
- Sophora prostrata (prostrate kowhai)
- Ozothamnus vauvilliersii (cottonwood)
- Podocarpus nivalis (mountain totara)
- Nothofagus solandri (mountain beech)



LEGEND

## TOWN CENTRE

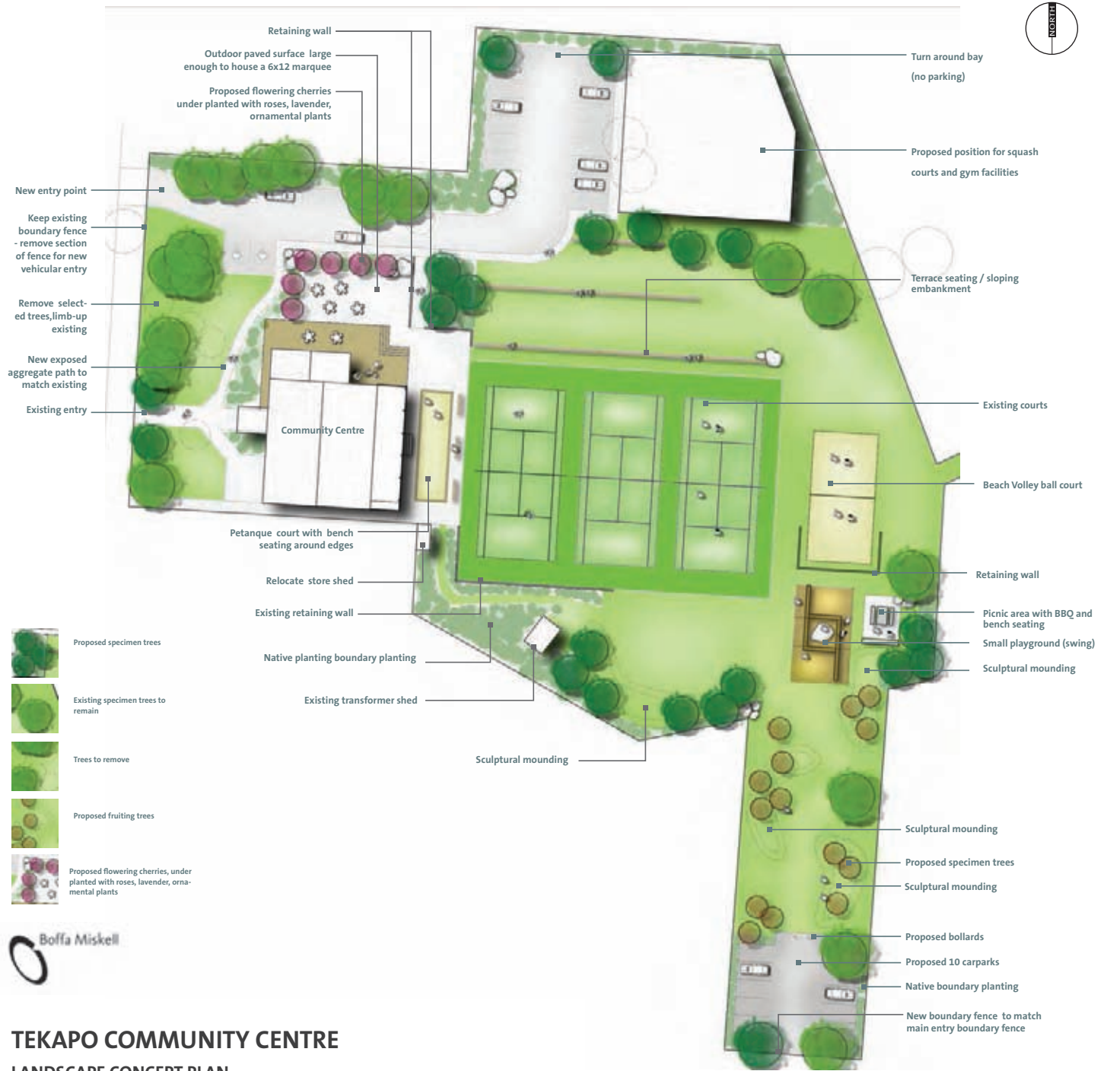
The planting within the town centre will build on the current plantings and will be an extension of the reserve. The introduction of plants with more height and structure will add interest and diversity.

Species might include:

- Phormium tenax (Mountain flax)
- Sophora microphylla (kowhai)
- Nothofagus solandri (mountain beech)
- Hebe salicifolia (koromiko)



# Community Centre



## TEKAPO COMMUNITY CENTRE LANDSCAPE CONCEPT PLAN

This plan produced by Boffa Miskell in 2013 outlines the landscape concept plan for the development of the Tekapo Community Centre. The car parking provision is discussed in Section 1 of the report.

## Section 3

# Traffic Assessment



## 3 Transport Assessment

### 3.1 Introduction

Aurecon undertook a Traffic Impact Assessment (TIA) Report, for Tekapo Village Centre, on behalf of MDC in August 2013. Many of the assumptions provided in the TIA are still relevant and hence have been referenced and updated where required, in this report.

The transport assessment in the report has included an evaluation of parking needs, safety, efficiency and practicality of the following:

- Existing and proposed Town Centre development including access and parking requirements for:
  - Existing Commercial Road;
  - Proposed Access Road to the new development area;
  - The east car park area; and
  - West car park area.
- Boat Ramp area by the Domain and connection to the town centre;
- Tekapo Springs car park;
- Church of the Good Shepard car park;
- The Community Centre car park; and
- Lakeside Drive, including pedestrian and cycling linkages to the Town Centre.

The concept plans presented in Section 2 Graphic Supplement of this report summarises the proposed parking and access arrangements, in Plans 03, 04 and 06. This section of the report further details the parking and access requirements, including analysis, reasoning and recommendations for each area.

### 3.2 Town Centre

#### 3.2.1 Car Parking Allowance

The Traffic Impact Assessment (TIA) undertaken in 2013 included a car parking survey and parking demand forecast based on the proposed development. This report has been reviewed as part of this study, and the existing parking numbers and forecasted requirements updated where relevant. The results are summarised below along with updated car parking numbers provided in the current proposed concept plan.

The current parking numbers extracted from the TIA and parking numbers based on the new concept plan, are outlined in Table 1, with reference to the different areas shown in Figure 1.





**Figure 1 Car Parking Areas**

The analysis assumes the following:

- The surveyed car park numbers on the existing developed sites (e.g. Areas 4,5,6 - Lake Scenic Resort, Tekapo Services Area and Shops) are retained in the proposed scenario.
- Potential car parking spaces on the development sites are excluded in the analysis. The plans and parking arrangements for many of these sites are still being developed. Hence to simplify the results and limit the assumptions, the number of parking spaces on these development sites is input as zero.

Overall the proposed concept plan provides for 418 car parks, 136 more than the 282 car parks currently provided.

Table 1 Car Parking Numbers

Description		Existing Parking			Proposed Parking		
		Car	Bus	Campervan	Car	Bus	Campervan
1	West car park between SH8 access lane	28			28		
2	West parking area	47	7	10	69	7	6
3	Commercial Road	70	3		64		
4*	Lake Tekapo Scenic Resort	17			17		
5*	Tekapo Services (Informal)	10			10		
6*	Shops	15			15		
7	The Godely Hotel	40			40		
8	East Parking Area	30	5		52	6	6
9	Internal Lane	NA			58	2	
10	Supermarket	NA			38		
<b>Subtotal</b>		257	15	10	391	15	12
		<b>282</b>			<b>418</b>		

### 3.2.2 Car Parking Demand

The number of car parks required has been assessed based on two alternative methods:

- MDC planning requirements.
- Demand estimation based on traffic surveys undertaken in 2013, and factoring assumptions.

#### Consent Requirements

The assessment based on planning requirements is based on Gross Floor Area and room number/visitor assumptions. The assumptions around the demand assessment for these activities are similar to the 2013 TIA Report, with the exception of a couple of sites where the GFA area has been updated based on more up to date information. The following table reiterates these assumptions and resulting car parking requirements.

Table 2 MacKenzie District Plan Parking Requirements

Infrastructure	GFA Area (m2)	Land Use Activity	Parking Requirement	Demand Assumptions	Space Required
<b>Existing Infrastructure</b>					
Lake Tekapo Scenic Resort	1500	Motels	1 per unit (+2 per Managers Residence)	12 units, 1 Manager (assumed)	14
Tekapo Tavern and Café	500	Restaurants and Taverns	10 per 100m2 public area	Public Floor Area 300m2 (assume 60% x GFA)	30
Shops, tourist operators etc.	2600	Commercial Activities	3 per 100m2 GFA	2600m2 GFA	78
Service Station, Toilets and Supermarket	500	Commercial Activities	3 per 100m2 GFA	500m2 GFA	15
Restaurants/Cafes	500	Restaurants and Taverns	10 per 100m2 public area	Public Floor Area 250m2 (assume 50% x GFA)	25
Godley Hotel	4000	Visitor Accommodation (other than motels)	1 per 5 visitors accommodated plus 1 per 2 staff	120 Visitors (web info – 60 rooms, assume 2 people per room) 8 Staff	28
<b>Subtotal Existing</b>					<b>190</b>
<b>Proposed Infrastructure</b>					
Supermarket	1255	Commercial Activities	3 per 100m2 GFA	1255m2 GFA	38
Retail and Café	373	Commercial Activities	3 per 100m2 GFA	373 m2 GFA	12
Information Site & Public Toilets	100	Commercial Activities	3 per 100m2 GFA	100m2 GFA	3
Small Retail Units	1395	Commercial Activities	3 per 100m2 GFA	1395m2 GFA	42
Overnight Accommodation	1700 (updated since TIA)	Visitor Accommodation	1 Space per 5 visitors accommodated plus 1 space per 2 staff	70 Visitors 6 Staff (Assumed)	17
Village Green Gateway Space Earth & Sky	1200	Recreational Activities	1 Space per 4 persons designed to be accommodated		50
Overnight Accommodation – adjacent to Godley Hotel	2000 (assumed based on site area)	Visitor Accommodation	1 per 5 visitors accommodated plus 1 per 2 staff	Another 50% of existing Godley Hotel Development	14
<b>Subtotal</b>					<b>176</b>
<b>Total</b>					<b>366</b>

Based on the assumptions above, the proposed concept plan which provides 418 car parks will meet MDC planning requirements of 366 car parks; resulting in an excess of 52 car park spaces.

### Demand Requirements

To ensure the parking requirement outlined by MDC Planning guidelines is actually sufficient to meet demand, a parking estimation based on surveyed vehicle numbers has also been undertaken. The TIA



analysis concluded that 220 to 240 parking spaces would be adequate to service existing village during the 85<sup>th</sup> percentile peak period. This means that 85% of the year the parking demand will be met.

The TIA also estimated that the new development may potentially double the trip generation of the existing village. This would equate to an 85<sup>th</sup> percentile peak demand of 440-480 parking spaces.

However, note that this will not likely correspond to a doubling in State Highway trips, since the additional increase trips to the town centre are more likely additional visitors stopping off on their way through rather than creating new trips.

Based on the assumptions above, the proposed concept plan which provides 418 car parks will not meet the forecasted 85<sup>th</sup> percentile demand of 440 to 480 car parks; resulting in a potential shortfall of 20 to 60 car park spaces. However, a portion of this shortfall could be provided by the new developments providing parking on site.

Table 3 Summary of Parking Demand

Situation	Parking Numbers Provided (Ref Table 1)	Parking Requirements	
		MDC Planning Requirements	85 <sup>th</sup> ile Based on traffic counts
Existing	282	190	220-240
Proposed	418	381	440-480

Additionally, Tekapo also has a very seasonal peak period. In particular, the two week Christmas Period, Easter and over the January summer period. On the peak days the AADT can more than double compared to average statistics. During these periods there will certainly be higher parking demand than supply. It is not recommended that the parking be designed for the peak season, but rather overflow parking be identified and signposted to mitigate issues during these period.

The potential shortfall of 20 to 60 car park spaces, and likely more over the summer peak, could be provided by:

- The new developments providing on site car parking.
- An alternative eastern car park layout, which could provide an additional 14 car parks overall, but with two less bus parks and one less campervan park. This alternative layout is discussed further in section 3.2.6 of this report.
- Overspill informal car parking areas, left as no parking areas outside of the peak, could be identified and signposted to accommodate peak period parking. Potential locations to be further explored could be at the south end of the eastern carpark or west of the supermarket site.

### Mode Split

The TIA also provided a percentage breakdown in the types of parks required. These percentages have been applied to the updated Consent Requirement of 366 parks, to determine the number of parks required by type, as shown in Table 4 below.

Table 4 Breakdown of Parks by Mode

Type	% of Vehicles	Number of Parks Required (Consent Conditions)	Number of Parks Provided in Proposed Plan
Cars	92.8%	339	391
Campervans	3.7%	14	12
Buses	3%	11	15
Trailers	0.5%	2	NA
<b>Total</b>	<b>100%</b>	<b>366</b>	<b>418</b>

Note the above results are based on proportions surveyed in the winter peak and in the summer peak the distribution is likely to change, with the proportion of campervans and trailers increasing. Furthermore, the number of buses has also been increased proportionally to the surveyed percentages, but in reality this is likely a fixed number throughout the year and somewhat independent of the increased development area. All bus parks have been designed to accommodate a tour coach, however the majority of buses present appear to be smaller shuttle buses.

Community consultation indicated some concern that the proposed parking layout will not be sufficient to accommodate bus demand. However the survey numbers and feedback from the tour bus companies do not support this view, as they indicate that the existing bus provision is sufficient.

In the proposed layout, the number of bus parks is higher and the campervan parks lower, than the calculated consent requirement. However this provides a conservative design as bus parks could easily be used for campervan parks where required.

Trailer parks have not been specifically identified in the commercial car parking areas shown on the plans, however in the west car park there are 8 double car parks that can either provide for 16 cars or 8 car and trailer units. These are not able to be provided in the east car park due to the change in levels. Additionally, parallel car parks along Commercial Road will also provide for potential Car and Trailer parking. Further, the existing informal trailer parking area adjacent to the boat ramp will be reconfigured to better cater for trailer parking.

#### Recommendation

The proposed layout will achieve the number of car parks required for MDC planning requirements. However there will likely to be a shortfall, approximately 20 to 60 car parks, compared to the 85%ile demand and more in the peak periods.

To mitigate this shortfall the following is recommended:

- MDC enforce any new development provides parking on site.
- An alternative eastern car park layout, which could provide an additional 14 car parks overall , but two less bus parks and one less campervan park could be pursued.
- Overflow parking areas be identified and signposted to accommodate peak period parking.

If more certainty was required in the mode split proportions, a survey would need to be undertaken in the summer period.

### 3.2.3 Commercial Road

#### Existing Situation

The Commercial Road currently provides access and parking to the existing town centre. The existing layout provides:

- Angle parking on the north side;
- Parallel parking on the south side – including buses. This section also enables cars and boats to pull in where two adjacent spaces are free;
- A drop off loop and angle parking on the south side outside Godley Hotel;
- Four access locations from the State Highway;
- In total 70 car parks plus 3 buses are provided, excluding the angled parking area immediately in front of Godley Hotel.

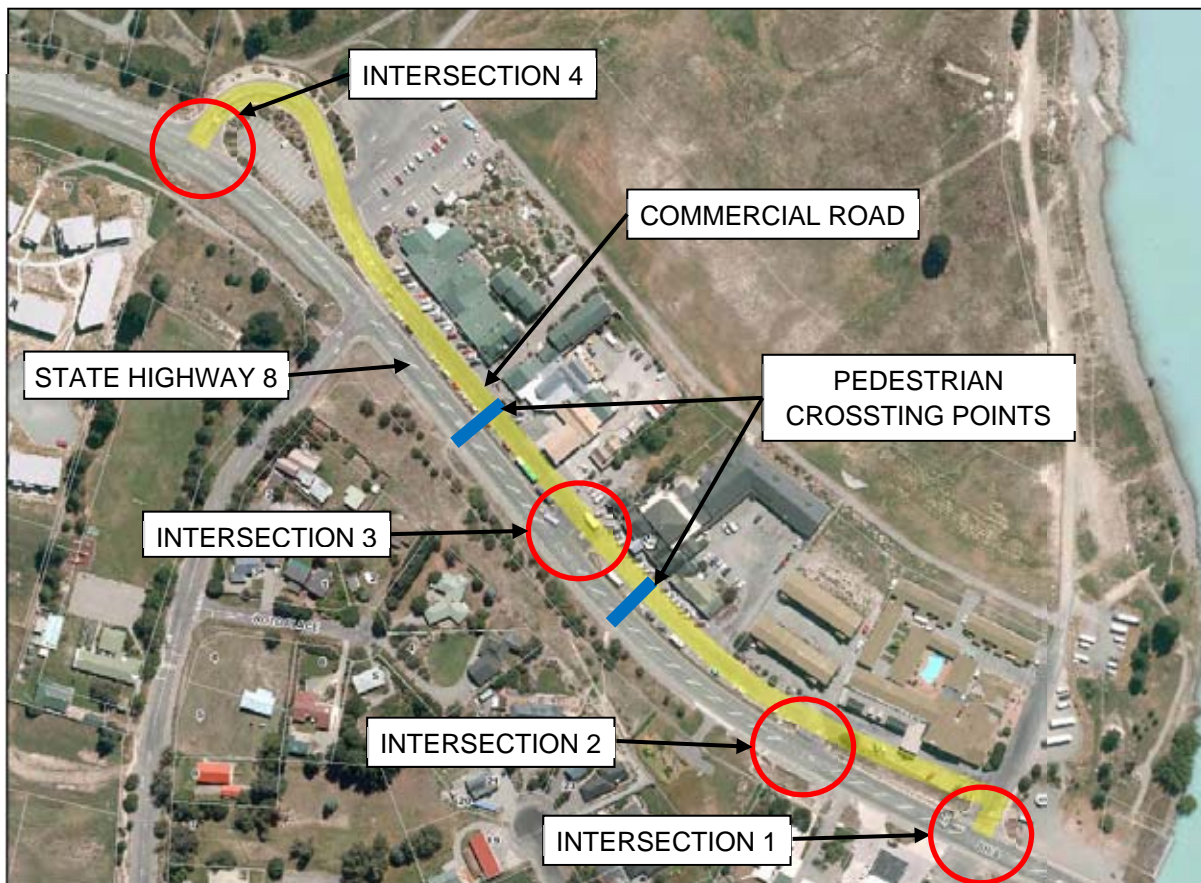


Figure 2 Commercial Road Existing Layout

The concerns with the existing layout include:

- Confusing access for users.
- Cluttered, low street and shop frontage amenity, with no landscaping.
- Uninviting for pedestrians with no clear crossing points.
- Issues with double parking of courier and delivery vehicles, although it is thought that this may be alleviated when the supermarket is relocated.



## Option Development

To alleviate the above concerns four options have been considered:

- **Option 1: Retain the existing situation** – This will not improve any of the current concerns but it is the least cost solution and provides for the maximum number of car parks.
- **Option 2: Provide 90° or angled parking on the north side only** – The south parallel parking is removed and the existing north side parking will be pulled back, opening up the shop frontage and providing for a widened footpath pedestrian space and landscaping. This option was provided in the initial consultation plans. However, the existing crossfall would mean the parking would be half over the existing storm water v-channel and on an awkward angle.
- **Option 3: Provide 90° or angled parking on the south side only** – Similar to Option 2, the shop frontages and footpath would open up, but to an even further degree as angled parking would be on the south side of the road. Users would need to cross the road to the shop side from their parked vehicles, but other slow measures could be incorporated to ensure a slow speed and safe pedestrian environment. However, unless a significant portion of the road was reformed, the road would be on an awkward crossfall through the swale section of the carriageway.
- **Option 4: Provide parallel parking on the north and south side** – This option would also open up the shop frontages and footpath. Furthermore, it could be appropriately developed utilising the existing crossfall of the road. A cross section for this option is included in Figure 3. Options 4 will provide 64 car parks, which is slightly less than the existing situation of 70 plus 3 bus parks.

All options assume that the section through the old petrol station site would be available for development, and hence parking along this section could be continuous, compared to the current situation where the old petrol station forecourt roof is in the way.

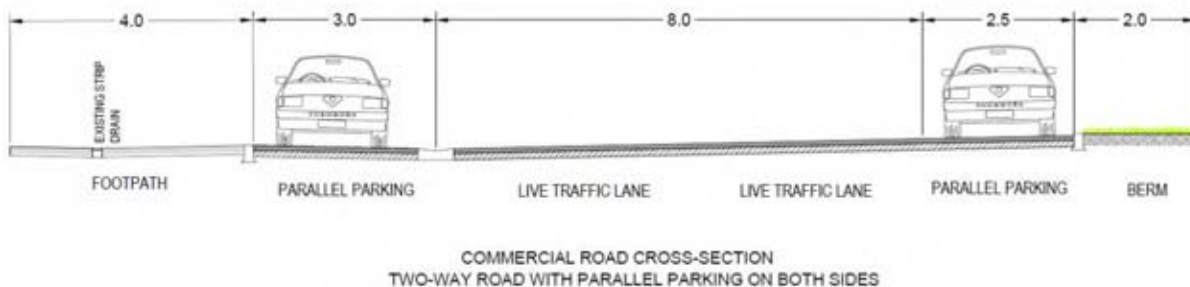


Figure 3 Commercial Road Cross Section Layout

Additional considerations with the Commercial Road include:

- **Vehicle Access** – The number of vehicular access points onto the State Highway is proposed to be reduced from four to three. The central access (Identified as Intersection 3 in the Figure 2) is proposed to be closed off. This access is through a proposed view corridor where vehicular access is restricted. This closure will also help minimise potential conflict areas and also focus on two main entry points to the site. Clear signage is recommended to ensure the entry locations are clearly identifiable.
- **Pedestrian Access** – Pedestrian crossing points are currently located at two locations, as shown in Figure 2. Both of these locations are proposed to be retained as they connect well with paths on the southern side of the State Highway.

## Recommendation

In the short term the current layout could be retained.

The medium term, the low cost option would be Option 4 - the revitalisation of the shop frontage by widening the footpath area and providing parallel parking while retaining the existing crossfall of the road. This will be at the expense of some car parks compared to the existing situation but will meet the objective of a pedestrian focused town centre.

A medium/longer term option, more expensive solution, would be Option 3 - the revitalisation of the shop frontage by widening the footpath area and reforming the road so it had a suitable crossfall and provide either 90° or angled parking on the south side only. This will likely achieve a similar number of parks to Option 4.

Vehicle accesses should be reduced to three and pedestrian crossing points be retained but revitalized where able.

### 3.2.4 Internal Lane

#### Option Development

In the initial public consultation plans, provided in Appendix A, two options were proposed for the internal lane:

- Option 1 - One-way Lane
- Option 2 – Two-way Lane

Details in regard to the consultation responses on the two options above are detailed in Appendix A. In summary, the majority of respondents preferred one-way access. However a portion preferred the lane to be restricted to service vehicles only, so that it had a strong pedestrian focus, and others preferred a two-way solution, so that there were more options for access and circulation ensuring exposure to the businesses along the internal lane.

The objective of the internal lane was therefore creating a balance between access to ensure exposure and success of the businesses, while limiting traffic so that it had a pedestrian friendly and accessible atmosphere.

The proposed one-way internal lane is shown in Figure 4, designed with the following elements:

- **Footpaths:** The footpath on the north side of the lane will connect to a range of paths, including those through the view shafts leading north to the Lake frontage and south to the Commercial road, and to both the east and west car park areas.
- **Pedestrian Crossing Points:** It is recommended that the crossing areas be flush with the road, to ensure ease of snow clearance, and be defined by the use of alternative material texture and/or colour, such as appropriate use of pavers.
- **Cross Section Detailing:** The cross section is formed with a v-channel swale to provide ease of use for snow clearance. Additionally, snow clearance could be undertaken by piling the snow on the southern side, ensuring the road is still fully accessible and the snow can melt directly into the adjacent swale.
- **Developing Pedestrian Priority Environment:** The intention is that subsequent detailed design will further build on the lanes character, through appropriate landscaping and material detailing, to encourage a slow speed environment and provide pedestrian appeal.
- **Way Finding:** The detailed design will also need to incorporate appropriate and clear way-finding solutions to ensure vehicular access to the one-way lane and parking options are legible, particular for unfamiliar visitors.

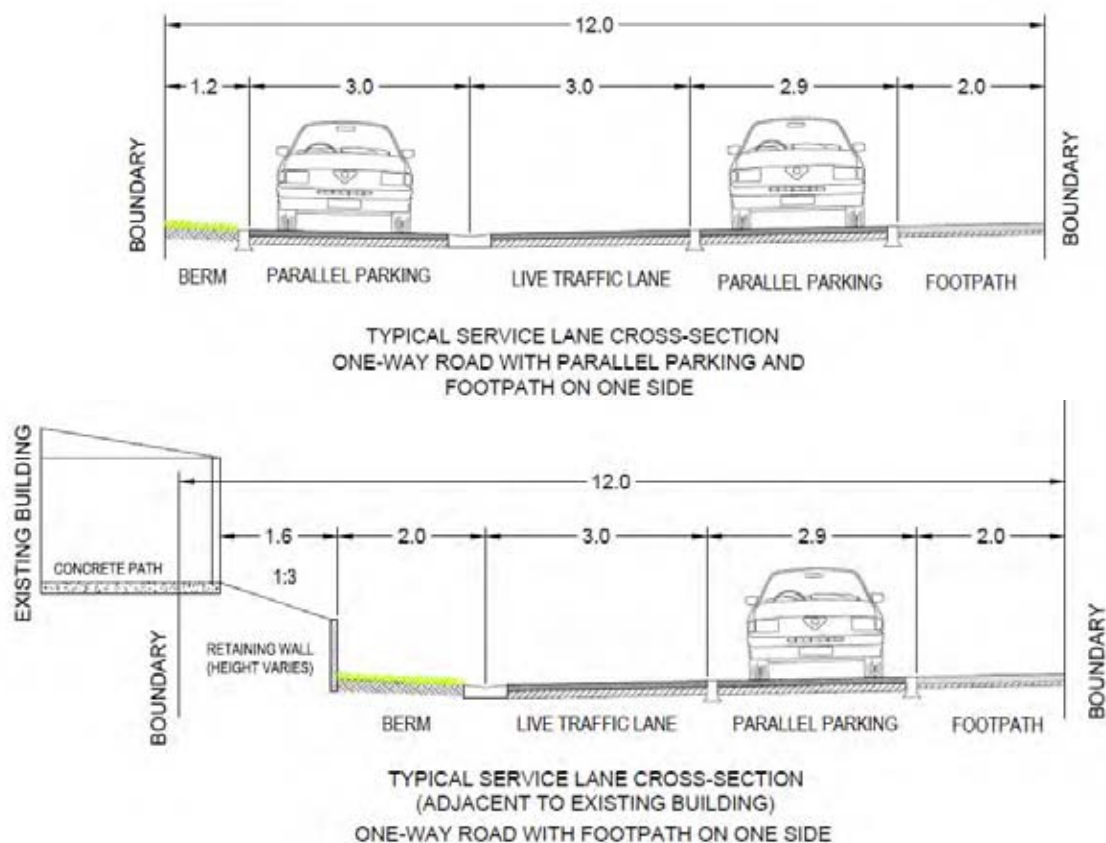


Figure 4 Internal Lane – One Way

#### Recommendation

A one-way lane be progressed to detailed design to further enforce pedestrian focused appeal.

### 3.2.5 Western Car Park

#### Existing Situation

The existing western car park currently provides for 47 car parks, 7 bus parks, 10 campervan parks. However, with the connection to the supermarket car park and access to the internal lane the layout of this car park has required revision.

Bus operators have indicated that this is currently their preferred parking location and is still likely to be their preference in the future as it is closest to toilets and food outlets.

#### Option Development

Various layout sketches were developed, from which the preferred option was then detailed and tested for manoeuvrability within CAD.

Five layout concept options were developed as shown in Figure 5 to Figure 9. The most key design consideration was allowing for safe and accessible bus parking, while optimising the number of general car parking spaces available. Hence the initial sketches focused on providing alternative layout options for bus parking.

The option assessment also took into consideration feedback from bus tour companies, who indicated the following preferences:

- A self-contained area, close to amenities so passengers do not wander far from the stop.
- Parking close to toilets, food outlets and tourist information.
- Safe areas to drop off and pick up passengers



- Identifiable and safe area for waiting bus passengers, including a bus shelter
- Be on or near main road for ease of access
- Be large enough for easy bus access in and out of the stop
- Be accessible by other public transport, walking and adjacent car parks so passengers can be dropped off.



Figure 5 Option 1 – North Bus Parking

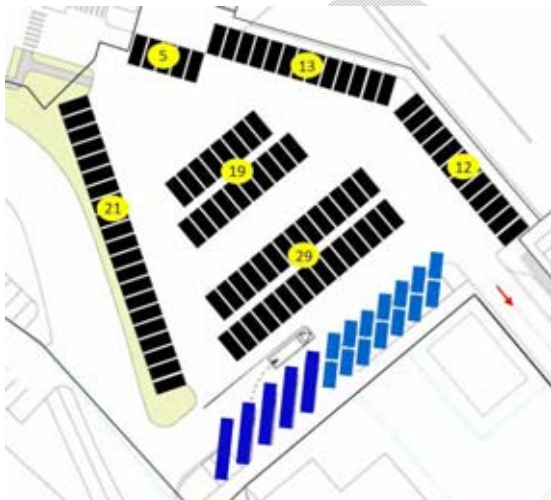


Figure 6 Option 2a – East Bus Parking

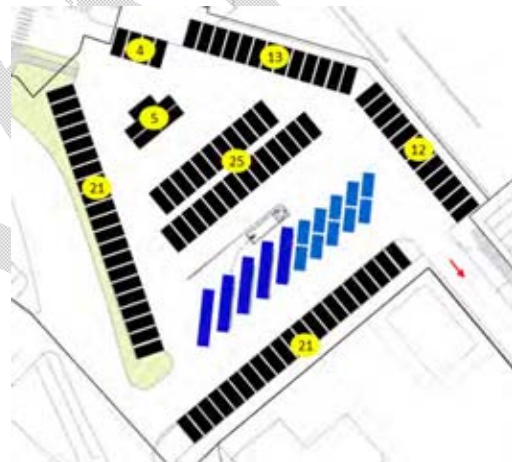


Figure 7 Option 2a – East Centre Bus Parking

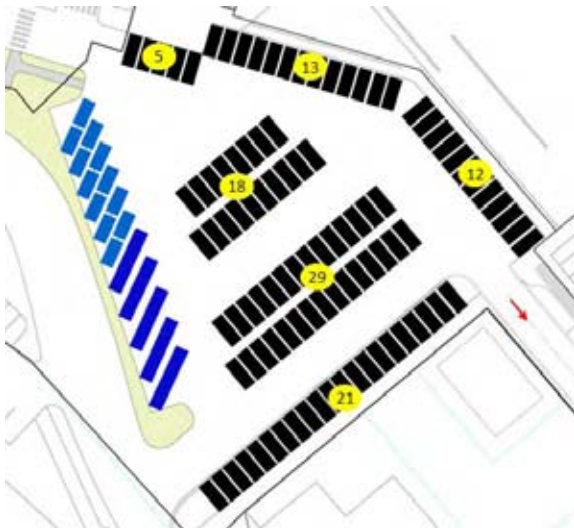


Figure 8 Option 3a – South Bus Parking



Figure 9 Option 3b – South Centre Bus Parking

The preferred solution by the consultant team was Option 3a. The other options were discounted based on the following reasoning:

- The initial preference was to provide bus parks so that the bus could enter in one direction and exit in the other e.g. Options 2a and 3b. However, to enable this manoeuvre, significant space was required and could not be efficiently achieved without further reducing the provision for general car parking spaces. Hence Options 2a and 3a were eliminated.
- Buses backing across the main access road to enter or exit car park spaces were considered a safety concern, hence Option 2a was discounted. Option 1 also provided bus parking on the through road to the supermarket and on further inspection substantial space was required for manoeuvring into these parks. The buses would also be parked along the boundary of the view corridor and encroach on the view to the village green area.
- Option 3a would ensure the bus parking manoeuvres could be undertaken in their own area, without encroaching on general access roads. This option also provided for bus parks close to toilets and food outlets, and had potential space for a bus shelter. Option 3a was therefore developed further to confirm access and manoeuvrability within the car park.

During the refinement of Option 3a, various sub options were developed. The finalised plan is shown in Figure 10.

The option to reconfigure the west car park between SH8 and the internal lane was also investigated, but given the space and level restrictions the layout could not be optimised any further.

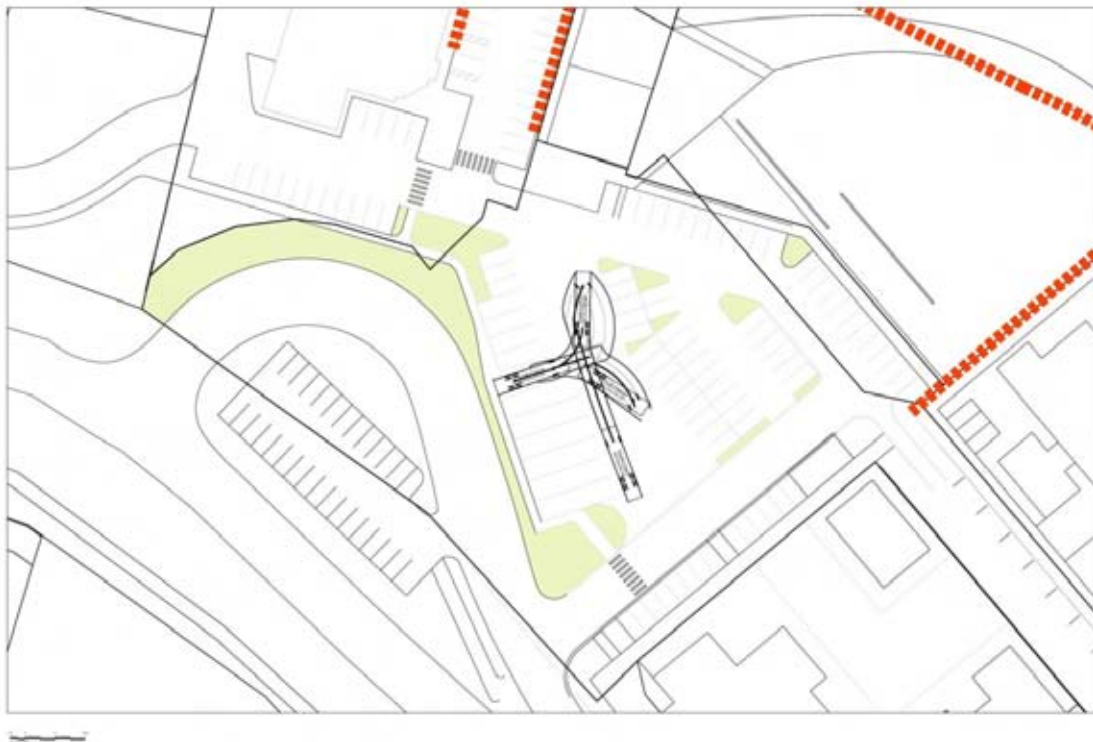


Figure 10 Layout for West Car Park

#### Recommendation

The western carpark be progressed to detailed design.

The existing western car park is likely to need adjustment once the supermarket construction commences. The initial staging option is to either provide an interim car park, that retains the majority of the existing layout as a short term solution or rebuild the entire car park to match the final plan.

### 3.2.6 Eastern Carpark

#### Existing Situation

The existing eastern car park currently provides for 30 car parks and 5 bus parks.

In discussion with bus operators, very few, if any, tend to use this location to park the buses. However on site a number of buses were observed parking here, possibly only for storage.

Bus operators have indicated that their preference is to keep passengers close rather than wander between sights. Hence, although a new pedestrian bridge is proposed connecting this car park with the Church of the Good Shepard, bus companies have indicated they would still travel and park at the Church rather than have passengers walk across the bridge. Furthermore, with food outlets and toilets all provided at the western end at the town, the western carpark is likely to remain a much more attractive parking location than the east; for both buses and cars.

However, additional parking spaces will still be required to meet over car parking consent conditions and hence alternative options to increase the parking provision at the eastern end has been assessed.



### Option Development

Two alternative options have been developed for the eastern car park.

- Option 1: Provides for angle parks for buses to drive in and straight out.
- Option 2: Provides for parallel parking for the buses around the perimeter of the car park. This helps achieve a larger number of parks overall. Overall this provides more car parks (69 compared to 52) but reduces the number of bus from 6 to 4 and the number of campervan parks from 6 to 5.



Figure 11 Eastern Car Park Option 1





Figure 12 Eastern Car Park Option 2

Both options require similar overall land area and hence similar cost to construct.

#### Recommendation

In the short term the current layout could be retained.

Option 1 and Option 2 are both viable options, the preference may depend on the overall ability of the plan to meet the car park and bus demand. Ongoing consultation with the bus companies should also be considered to confirm the preferred option.

### 3.3 Boat Ramp

#### Existing Situation

There are two main boat ramp locations in Tekapo: one opposite the campground along Lakeside Drive and the other nearer the town centre by the lake outlet. This project has focused on the town centre site, which is understood to be used in low tides when the other boat ramp is not accessible.

Parking spaces are not delineated at the boat ramp and hence cars and boat trailers currently park in arbitrary locations. Since a summer survey or site visit has not been undertaken, the parking demand at this location is not fully understood. However, we believe that although it is reasonably busy, cars and trailers generally park in a considerate manner.

#### Option Development

The proposed scheme proposes to delineate a wider perimeter of the parking area for the cars and trailers, using landscaping eliminates, but not delineates individual parking spaces.

The demand is not well understood since a summer survey has not been undertaken. However, the area provided in the proposed scheme could comfortably accommodate up to 10 cars and trailers.

#### Recommendation

Delineate the perimeter of the parking area for the cars and trailers, using landscaping elements, but not individually mark car parking spaces.

### 3.4 Tekapo Springs

Tekapo Springs provides for a variety of seasonal tourist activities throughout the year, including hot pools, day spa, skating rink, tub park, waterslide and café.

Tekapo Springs is located at the end of Lakeside Drive adjacent to the entry to Mount John Walkway. A site layout plan, with indicative areas of car parking is show in Figure 13.



Figure 13 Aerial Plan of Tekapo Springs with Indicative Parking Areas, with consent plan insert

A site visit was undertaken on the 26<sup>th</sup> August while meeting the Operations Manager, Jeff Smith, resulting in the following observations:

- The parking area generally works well although there is overflow during peak periods, where cars tend to parallel park along Lakeside Drive. Due to no delineation in parks it is difficult to establish the number of car parks provided but it is estimated to be approximately 72 in the Springs car park and 30 near the Mt John walkway.
- The parking format and materials work well, although larger rather than smaller rocks are recommended so that vehicles do not park over and get stuck on the rocks.
- To ensure maximum utilisation of the car park and provide a more efficient layout, individual spaces could be delineated on the existing gravel surface using alternative materials.
- Given shading of the site in winter the existing gravel surface appears to work well. There is some reluctance expressed by the operator to provide sealed car parking area given shading and possible durability questions. Cited recent chipsealing of adjacent section of Lakeside Drive as example of parts showing signs of failure.

- The site operates two shuttle buses that continually run return trips to and from the town centre, which drop patrons directly to the entry door.
- If further extension of the car park is required, a parking area further around the lake shore (area F in the plan below) could be further investigated.



Figure 14 Site Photo at Tekapo Springs Carpark

#### Recommendation

To maintain status quo unless there is a non-compliance issues with respect to current resource consent requirements. Monitor the situation as growth occurs and if required consider reconfiguration of the carpark, delineate car park spaces and/or define further spaces potentially around the lake shore

### 3.5 Church of the Good Shepherd

#### Existing Situation

The Church of the Good Shepherd It is located on Pioneer Drive on the Lake Frontage and is a key tourist attraction in Tekapo. It is open in winter from 10am to 4pm and in summer from 9am to 5pm. This area is important to tourists and provides an idyllic photo opportunity and star gazing opportunity of the night sky. An aerial photo with indicative parking locations is shown in Figure 15.

A site visit was undertaken on the 26th August resulting in the following observations:

- There was a peak of 1400 visitors per day recorded over the 2014 summer (based on a church supplied survey). Many of these are via bus tours and duration of stay is for a short time.
- Parking demand at the Church is high although this is likely to be alleviated somewhat by construction of new footbridge and provision of parking adjacent to the existing town centre in future. However, consultation with the bus companies indicate that the bus operators will still likely park at this location to be close to the passengers to ensure they do not wander off during sightseeing.



- There is an additional metalled area surface on the western side of the sealed parking area. However this is not required for manoeuvring and can be landscaped to provide improved amenity.
- Visitors also park near the Mackenzie Dog monument (area B in the following figure). This is not marked but provides a sufficiently wide area for visitors to park clear of Pioneer Road.
- There is evidence of some vehicles parking on the road shoulder on the inside (south side) of Pioneer Drive (area C in the following figure). This activity is likely to only occur at peak times.



Figure 15 Aerial Plan of Church with Indicative Parking Areas,

#### Recommendation

To maintain the current parking layout but provide additional landscaping to west side of parking area by the Church.



### 3.6 The Community Centre

MDC are also proposing further development of the Community Centre facilities on Aorangi Crescent. The proposal, as shown in Plan 09 of the Graphic Supplement, includes a number of facilities including:

- Community Centre (existing)
- Squash Courts and Gym
- Tennis Courts (existing)
- Beach Volleyball Court
- Picnic area and playground

The current plan provides for 26 car parks.

Mackenzie District Consent Requirements indicate that up to 60 on-site carparks would be required if all activities were in peak demand at the same time. As the chance of this occurring is highly unlikely a lesser amount on-site car parking can be justified.

There are sufficient parking spaces available on site for the various sporting activities and for the playground. The largest demand for parking is likely to be for events at the main community centre building such as weddings. At these times, the shortfall in on-site provided parking can be made up with available parking spaces on Aorangi Crescent. This is a rational approach given the likely frequency of peak use of the community centre for such events.

#### Recommendation

To adopt the current parking layout proposed in the existing Community Centre concept plans, accepting that parking at peak times will overflow onto adjacent Aorangi Crescent.

### 3.7 Lakeside Drive

#### Existing Situation


Lakeside Drive extends from SH8, immediately west of the Town Centre to Tekapo Springs and Mount John Observatory walkway. The road is sealed, approximately 6.0 metres in width with gravel shoulders. From the intersection with SH8 it has a 50 km/h posted speed limit, which reduces to 20 km/h immediately east of the Lake Tekapo Motels.

Limited traffic survey data available for Lakeside Drive indicates traffic volumes vary throughout the year, from approximately 600 vehicles per day to 1500 vehicles per day, with the peak in the summer holiday period. A speed survey completed in May 2014 indicates approximately 40% of vehicle speeds in excess of 50 km/h.

On the south side of Lakeside Drive there are three accommodation sites: Motels, Backpackers and a Campground, all under the one management operation located at the Motels. The DoC car park for the Mount John walking track is located at the western end of Lakeside Drive along with the Tekapo Springs facility.

There is a large speed hump and two smaller judder-bars in the vicinity of the motels and backpackers.

A pedestrian path, approximately 1.5 metres wide, is located along the length of the northern side of the road. Two portions of this have been recently concreted while the section from the motels to the frontage of the motor camp is formed in gravel. It is understood that MDC's future intention is to also upgrade this section of gravel path to a concrete path. Additionally, there is a wider gravel path extending around the Lake frontage that is currently informally used as a 4-wheel drive access and for recreational walking and biking.



On site observations indicate that pedestrians do utilise the concrete path, however they tend to connect to this path from the town centre by initially walking along SH8. It is also understood that pedestrians from the Camp Ground area walk along both sides of Lakeside Drive road to connect west to Tekapo Springs or head east down to the Lodge. Bicycles use both the concrete path and Lakeside Drive.

### Option Development

**Formal Pedestrian Path:** The width of the existing concrete path is not optimal for use as a full shared pedestrian and cycleway facility. However, given the ground levels and existing trees, there is minimal opportunity to widen the path, and where local opportunities do exist any add-on extensions would not result in substandard aesthetics. Consequentially it is proposed that this path remains at the current width, with the middle gravel section also completed in concrete to match existing.

It is also recommended that a path through the potential development site between the Supermarket and Lakeside Drive be further defined, as a temporary solution until this area is developed, so that a pedestrian path can connect the town centre to Lakeside Drive and discourage pedestrians using the State Highway.

**Shared Path:** The existing wider path located closer to the Lake Front is recommended to be closed off to vehicles and promoted as the main shared pathway, designed to be used as a recreational path by pedestrians and cyclists to move along the edge of the lake. This path currently ends near the backpackers. There may be an opportunity for this to be further extended to Tekapo Springs, however the ground level and tides would need to be taken into consideration. These paths are illustrated further in plan 03 and 07 of the Graphic Supplement.

**Campsite Area:** Additional works are proposed in front of the Lodge/Backpackers/Campground area as further defined in Figure 16. On the south side, a path is proposed along the frontages between the Campground and Lodge, as it is understood that pedestrians currently use the road at this location. To be considerate of the surrounding environment, it is proposed that the edge of the path be delineated by landscaping between the path and road edge, where appropriate. Any landscaping would be designed to ensure pedestrians are not obscured. Provided storm water control is adequately addressed, the road side edge of the new landscaped areas can be formed with kerb and channel.

**Crossing Points:** Pedestrian crossing points are also proposed at the entrance to the campground and the motels, which will connect these destinations up to the concrete path on the north side. These crossing points are envisioned to consist of a built out area, defined using landscaping and an alternative surface treatment, such as paving, on the road. It is also preferable if the crossing points are built as raised platform to also encourage slow traffic through the area. It is understood that appropriately designed raised platforms shouldn't be an issue for snow clearance in this area, but this should be considered further as part of detailed design.

**Speed Humps:** It is recommended that the existing smaller speed humps, which are understood to be relatively in-effective, should be removed. The larger speed hump on the eastern approach to the Lodge should be removed if raised pedestrian crossing facilities are installed, otherwise it is recommended that this speed hump remains.

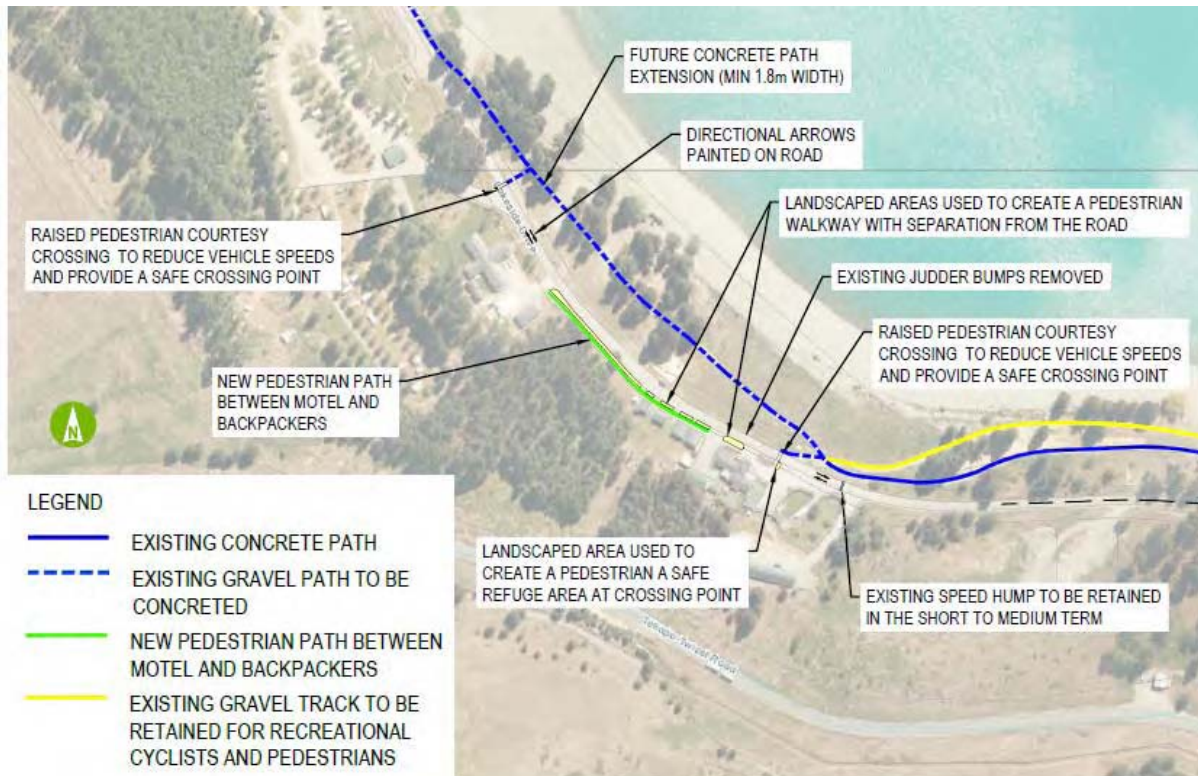


Figure 16 Lakeside Drive Local Treatments

### Recommendation

To upgrade the remaining central portion of gravel path to concrete to complete the existing path connecting around the front of the lake. In addition, provide a pedestrian link between the Supermarket and Lakeside Drive.

Construct an additional concrete path on the south side of Lakeside Drive extending from the Camp ground to the Motels.

Introduce landscaping along the extent of the south side path to better define the road edge and improve separation of vehicles and pedestrians. Kerb and channel can be used on the roadside edge along with appropriate storm water controls. Any plantings to be kept at low-level to ensure visibility is not affected.

Provide pedestrian crossing points to connect the south side facilities with the continuous path on the north side. These should be formed using an alternative surface treatment to the road chipseal with a preference for these crossing points is for raised platforms.

### 3.8 Tekapo Lookout

The Lake Tekapo scenic lookout is located off Hamilton Drive just to the east of the village. Stormwater has been observed to be ponding in and around the gravel parking area at the lookout.

It is proposed that a new stormwater sump be installed at the low point in the grassed area to the south of the gravel carpark. This sump would be connected to the existing road sump on Hamilton Drive to discharge stormwater to the basins on the east side of Hamilton Drive. A shallow swale should be formed alongside the gravel area to intercept run-off from the grassed area to the south and direct it to the new sump. In the long-term the gravel area should also be re-shaped to provide a 3% fall across the carpark into the swale.

# Section 4

## Consultation Assessment





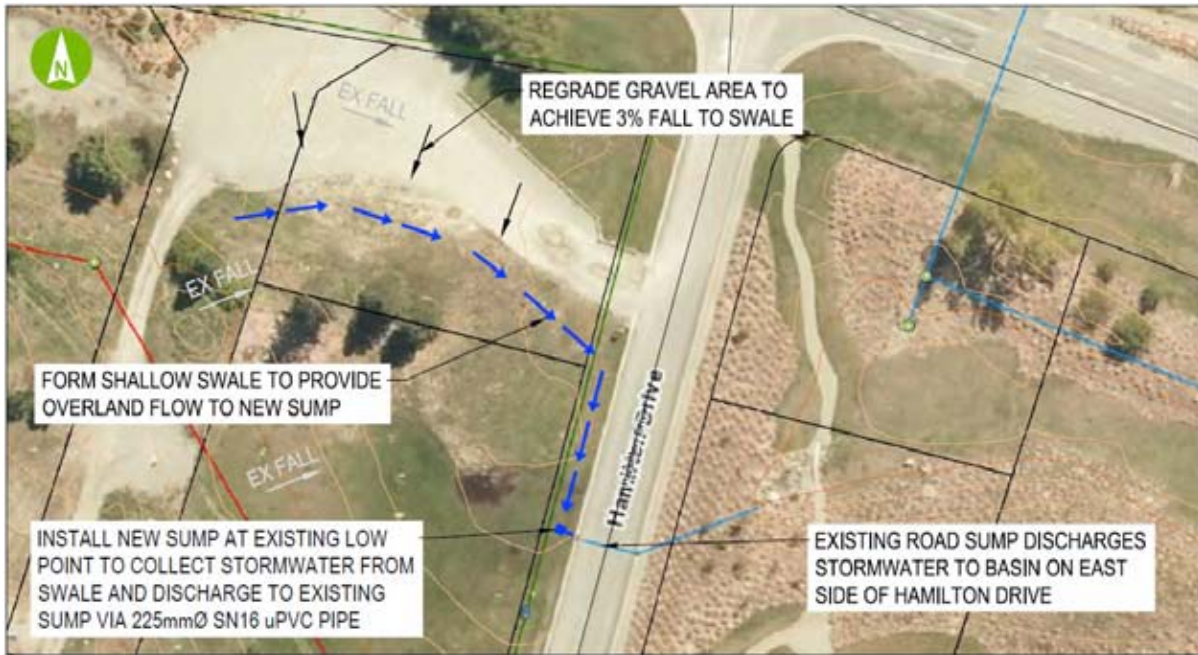


Figure 17 Tekapo Lookout Proposed Plan

DRAFT

## 4 Consultation

### 4.1 Background

This Section of the report analyses feedback received from the community and key stakeholders and business operators on the draft Tekapo Town Centre landscape and transport study, including the concept plan.

#### Community Consultation

Public consultation on the draft material involved a public drop in event on the 7<sup>th</sup> October between 3pm and 7pm and receipt of feedback via a feedback form to MDC up until 10<sup>th</sup> October 2014. The consultation boards are attached at Appendix A.

Publicity of the public drop-in event involved the following:

- Adverts being placed in the Fairlie Accessible and Twizel Update.
- Information uploaded to the MDC website and Facebook page.

In addition to the above, invites were sent to the following:

- Tekapo Lakefront Development Interest Group (a list of 58 primarily local businesses);
- Community Board members;
- Property Group members; and Councillors.

Community Board members were asked to forward the invitation to everyone they knew in Tekapo.

The feedback form asked respondents the following questions:

1. What are the best aspects of the draft concept plan?
2. The new internal road could be developed as a one-way or two-way service road. Do you have a preference and if yes, why?
3. Do you have any feedback on the access and car parking arrangements?
4. Do you have any feedback on the landscape elements?
5. Any other comments?

Responses to the questions are analysed in Section 1.2 below.

#### Key Stakeholder Consultation

Other stakeholder engagement has involved:

- Arowhenua Runanga
- MDC staff
- NZTA
- Tekapo Springs
- Lake Tekapo Motels and Holiday Park Camp
- Church of the Good Shepherd
- Bus operators

The draft concept plan was also presented to the Tekapo Property Group on the 7<sup>th</sup> of October.

## 4.2 Community Feedback

### 4.2.1 Overview

A total of 17 submissions were received. In addition, verbal feedback was received during the course of the public drop in event. Submissions were received primarily from residents and businesses in Tekapo.

### 4.2.2 Feedback Received

#### Question 1 - What are the best aspects of the draft concept plan?

The majority of respondents answered this question. The best aspects of the concept plan can be summarised as:

- Drawings are exciting and by securing major retail, accommodation and hospitality it will encourage Tekapo to reach its full potential as a tourist hot spot.
- The viewshafts, for their openness and ability to walk through them (and beyond around the town centre).
- The Plan brings the town together, the planting is attractive and the 'people' hubs are great.
- Linkages of the town centre to the lake.
- The playground, including the natural play features proposed (a preference over plastic play equipment).
- Tidying up the commercial street and a wider, safer pedestrian path.
- Proposals for car parking at the eastern end of the town.
- A range of cycle and walkways.
- Landscaping around the fringe of the reserve and sheltered outdoor areas and open spaces for people to enjoy.

Issues identified were:

- The children's play area needs to be bigger.
- The stormwater pond located within the play area could be a hazard for children and should be investigated.

#### Question 2 - The new internal road could be developed as a one-way or two-way service road. Do you have a preference and if yes, why?

The majority of respondents answered this question. Of those:

- Pedestrian only – 5 submitters preferred a pedestrian-only or pedestrian route with servicing capabilities.
- One-way – 7 submitters preferred the one-way option with the reasons given as:
  - It is less confusing for pedestrians and they can be given greater priority.
  - Is more convenient and easier for tourists who stall their cars.
  - Two-way is not necessary.
  - Service road only with time restrictions for vehicles, i.e. all servicing undertaken before 10am and with bollards used.
  - East to west direction.

- Cars can pass stopped delivery trucks.
- Two-way – 5 submitters preferred the two-way option with the reasons given as:
  - Allows for traffic coming and going from both directions and will help to avoid congestion of the traffic from both directions off the State Highway.
  - One-way would be confusing for tourists.
- No through route – 2 submitters preferred no through route.

### **Question 3 - Do you have any feedback on the access and car parking arrangements?**

All respondents answered this particular question. The key issues identified were:

#### **Car Parking**

- Car parking numbers. The number of spaces needs to be increased, including for accommodating parking at peak times and for growth in visitor numbers. Suggested future car parking areas included the area alongside the canal where the turbine is, also further towards the boat ramp and the nearby industrial area.
- Western car park – This appears cluttered and is not large enough for cars with trailers/boats and buses manoeuvring. Angle parking would work well in this area.
- Eastern car park – This could be expanded to include the existing area off the SH.
- Business parking – New businesses need to provide their own on-site parking. The loss of car parking from the scenic resort and the mini golf sites is not acceptable.
- Worker parking - car parking is a problem and it is not clear how this is being provided for.
- Parking analysis - Need to understand the analysis around car parking in terms of time of day and year being considered.
- Short-stay parking - Consider short-stay car parking (i.e. 10min) in front of the post office boxes.
- Commercial road car parking - Car parking would be better located on the SH side of the commercial street and angle parking would fit in more. This would enable more space outside shops for landscaping.
- Lakeside car parking - Parking by the lake is out of the line of sight from the village.

#### **Bus, Trailer and Caravan Parking**

- Bus parking - There is not enough bus parking (bus drivers complain about a lack of parking and stop in other towns instead). A bus shelter near the bus parks would be appreciated by visitors.
- Boat and trailer parking - Need to create a boat and caravan parking area (potentially to the west of the supermarket).

#### **Vehicle Access and Servicing**

- Require ample parking for delivery trucks servicing local businesses.
- The entrance to the western car park appears to be tight.

#### **Pedestrian Access**

- Access from the motor camp must be addressed and currently the intersection of SH8 is very dangerous.

Other points noted included



- Parking proposed as part of the Community Centre needs to be discussed with the community.
- I-site would be better located next to the supermarket.
- Discourage accommodation in the town centre.
- Green spaces should be better located in relation to bus shelter/toilet locations.

#### **Question 4 - Do you have any feedback on the landscape elements?**

The majority of the submitters responded to this question. Feedback was as follows:

- Natural environment – Landscape needs to reflect the natural setting of Tekapo.
- Planting – The plan has too many shrubs and trees. The present foliage frequently blocks sight lines and intersections. Keep shrubs and trees far from the north wide of roads and footpaths in terms of issues with ice. Support for native and alpine planting, not many tussocks as they get untidy very quickly. Some themed gardens would add interest. Paving to pick up stone, similar to the rock wall on SH8.
- Access to lake – This needs to be as clear as possible. Weaving paths create interest.
- Weather conditions – Snow (and snow clearance) and ice need to be considered in the design.
- Stormwater pond – This could be a hazard for children. How is the stormwater going to be kept clean (i.e. the colour of the Peppers lake)? Don't bring swales into the town centre, more important to use this space for a village green and seating.
- Commercial street trees – Reduces the number of available car parking spaces.
- Lighting – Allow for bollard lighting and make lighting a feature to show off the night sky.
- Playground – Excellent design.

#### **Question 5 - Any other comments?**

The majority of the submitters responded to this question in some detail. Those issues that have not already been highlighted in earlier questions are summarised below under key themes.

##### **Parking**

- Cycle park facilities are required.

##### **Access**

- Need a safe pedestrian crossing across SH8 at the near the fire station/service station for those approaching the town centre from the east.
- The western entrance to the town centre can be dangerous as pedestrians from the YHA cross over the road at this point when walking to and from the town centre.
- Don't move the middle entrance to the commercial street as important so that car's don't have to travel the full length of the street.
- Would like to see the commercial street as one-way and for traffic to flow in one direction.

##### **Landscape**

- Paddling pool would be a good addition to the playground design.
- Signage and wayfinding to be simple to read, informative and recognise different languages.

- Don't put landscape on the median between SH8 and the commercial street as causes ice patches and blocks sight lines.

■

#### Built development

- How will the traffic that usually bypasses Tekapo be encouraged to stop and visit the town centre? Will the new built development be visible when approaching the town centre?
- Uniform design for all new buildings would be effective and increase interest in the town.
- Importance of attracting some quality retailers.
- Do not want to see budget accommodation located at the ground floor level. Upper floors are ok.
- Will there be any public consultation on each building development proposal? Important to have this given the buildings will define the village in the longer term.

#### Other

- Church of the Good Shepherd to be kept as a dark space (no lighting).
- A double laned boat ramp would be advantageous.
- Covered laneways reduce ice in winter, provide shade in summer.

#### Verbal Feedback Received during Public Drop-in:

- Boat ramp – This area and the car parking opposite provide an opportunity to view the lake for those with limited mobility.
- Western car park – Could the triangle area by the buses be used for toilets and or bus shelter area
- Landscape - Silver Tussock looks rough after 3 years. Other good plant species to include would be Melicytus Alpinus, local Ribbonwood, Mountain Totara Nevans, Hebe Dacrydoides, Oleria
- Existing Sun Dial - Include on plan and include some landscape around it so it becomes a feature along the path and links to Earth and Sky – Interpretation to support this.
- Jetty feature – Structural shore feature, how does it relate to changes in lake levels?
- Play activities - Are there any other low cost family activities that could be recommended for the area? (I.e. orienteering course could be set up somehow in conjunction with the Iwi heritage links. That way it could lead people along a path of discovery around the town but also have hidden locations for kids to find out about. This could be cleverly link to the geocaching app).

### 4.3 How the Concept Plan has Evolved in Response to Community Feedback

In response to the feedback received on the draft concept plan by the community further work and changes have been undertaken to the draft concept plan and wider parking, access and landscape components of the project that was outlined during consultation. The following table outlines this.

Item	Key Feedback Issues	Response

Car Parking		
1	Need for further car parking	The car parking numbers have been reviewed in the context of a range of changes to the concept plan. The proposed concept plan includes 418 car parks. This excludes any parks that may be provided by new development sites or if any changes occur to the existing commercial site car parking areas off the Commercial Street. This will meet the MDC requirements for car parking of 381, however it will not meet the forecasted 85 percentile demand or peak period demand. The potential shortfall of 20-60 car parks over the summer could be provided by provision of spaces by new development sites, an alternative Eastern Car Park layout, or exploring other locations beyond the immediate town centre in the proximity of the proposed supermarket.
2	Western car park layout concerns around manoeuvring space, bus provision and car parking provision	The layout of the Western Car Park has been revised to simplify the way in which it works. This will make manoeuvring for cars and buses more straight forward. The number of car parks that can be provided in this area is currently limited by a number of layout constraints and as a result the car parking numbers have remained similar to those outlined in the draft concept plan (97 spaces). This compares with 75 existing spaces.
3	Individual business to provide car parking requirements	New developments will be required to provide some parking on-site, taking into consideration District Plan requirements and the overall results of the Tekapo Parking Study.
4	Commercial street car parking better located on the SH side of street.	Further consideration has been given to the layout of the street. Options were considered, including retaining the existing, providing 90 degree or angle parking on either the north or south sides only, or providing parallel parking on both sides.  In the medium to longer term the preference is to enable the revitalisation of the shops by providing parallel parking on both sides.
Bus and Boat/Trailer Parking and Boat Ramp		
5	Need for further bus parking	Further options have been explored for the proposed bus parking in the Western Carpark to address concerns about manoeuvring areas for buses and numbers of spaces. The proposed number of bus parks will be 6 in this location. The Eastern Car Park will include a further 6 spaces and the internal lane 2. This would give a total of 15 bus parks. Based on the analysis undertaken this would appear to be sufficient.
6	Need for boat/trailer, caravan parking area	The concept plan has been revised and will include 5 parks for either boats/trailers or caravans in the Western Car Park and 6 in the Eastern Car Park. Signage will be improved to direct people to those spaces. In addition,

		proposed parallel parking along the Commercial Street will enable the options for boat and caravans to park.
7	Provision of bus shelters, convenient toilets and green space near bus stops	Toilets are proposed within both the Western and Eastern car parking areas. In the Western Car Park i-site information and seating areas could be incorporated into the toilet building design. A further waiting area/shelter is outlined adjoining the bus parks. The Eastern Car Park toilets could also provide other amenities.
Roading and Access		
8	One-way or two-way option for Internal Lane	Taking into consideration feedback received and based on further investigations a one-way, west to east internal lane is proposed.
9	Western car park entrance appears tight and pedestrians informally cross over this access.	The existing access road into the Western Car Park was designed to meet the relevant requirements of that time. The curve in the road does help to reduce the speed of traffic arriving into the town centre. Alternative layouts were discussed with NZTA but they have requested that it remains as is. In order to ensure the safety of pedestrians, it will be necessary to make some temporary improvements to the link between the existing YHA and the town centre.
10	Lakeside Drive/SH junction safety concerns and development along Lakeside Drive.	NZTA do not have any concerns about this junction and accordingly no change is proposed at this time. Access for future development off Lakeside Drive will be considered as part of the subdivision process. Further consultation with NZTA is likely on this matter.
Landscape		
11	The playground needs to be bigger, not include standard plastic play equipment, include a swing and ensure any water area does not raise safety concerns.	The proposed playground covers an extensive area and has the opportunity to expand when a detailed design is developed. A swing is included within the design. The concept is for the play facilities to draw reference from the natural landscape of Tekapo and be constructed in local materials. The water area indicates comprises a natural swale which would be planted. This is not considered to be of safety concern.
12	Too many shrubs and trees (including in car parking area along Commercial Street) to ensure keep sightlines and avoid ice patches and impacts from snow clearance.	The detailed design of the landscape will consider the extent of landscape and the types of plants that will go in different areas. The layout of the Commercial Street has been revised and limited planting is proposed on the northern side of the street. New planting is proposed on the south side to improve the look and feel of the main street. The detailed design of this landscape will occur at a later date and will factor in weather conditions and snow clearance issues.
13	Signage to factor in different languages	Wayfinding and interpretation signage is proposed as part of the town centre development. The details of this will be



		considered at a later date, including what information is provided and in what languages. Alternatively technology could be used to provide this information to visitors.
14	Review surfacing and number of pathways	The proposed pathways has been revised to ensure a clear and legible network of paths. Further consideration has been given to the recommended surface treatment.
15	Include the sun dial in the proposal	The sun dial is outlined on the concept plan and consideration will be given to how to integrate this with the Earth and Sky site as the detailed design for the landscape progresses.

## 4.4 Iwi Engagement

Two gatherings have been held to discuss the Takapo town centre and Lakeside Drive areas, including in relation to stormwater issues and other opportunities for integration of cultural reference and landscaping/planting. Further details of these discussions are:

- Meeting 7 October 2014 of the project team and ECan Iwi Liaison Officer and which was followed by a site visit – The focus of this discussions was:
  - To explore iwi connections in the area
  - Understand potential opportunities around wayfinding in exploring journeys and story telling
  - The town centre stormwater design, technical considerations and opportunities for integration of passive stormwater treatment.
  - Lakeside Drive stormwater, site challenges and opportunities to the need for a clear vision for the landscape in this area.
- Meeting 22 October 2014 of the project team and ECan Iwi Liaison Officer and Arowhenua Runanga. The focus of this discussions was similar to the previous meeting but provided the opportunity to discuss the issues with Arowhenua.

In relation to Lakeside Drive stormwater there was general agreement of the following:

- Look to utilise the existing gully system in the east to capture and treat stormwater from the eastern portion of the development.
- For the western portion, utilise the low lying area adjacent to the shore and backpackers for a large bio-retention basin.
- Consider the following issues:
  - Development of a swale along the edge of the development sites (adjacent to the road) for some stormwater treatment
  - Development of a possible option for stormwater treatment in the existing car park area
  - Removal of the pine trees over time and gradual replacement with native planting.

## 4.5 Feedback from MDC Officers

### 4.5.1 Transportation (Bernie Haar)

#### Snow clearance

- Doesn't want raised crossings/ table crossings within commercial area as these liable to damage during snow clearance operations. Prefers concrete swales to kerbs as less damage by snow-plough.
- Need to keep planted and landscaped areas (within car parks in particular) as low-profile as possible as this is where snow gets dumped when cleared from car park areas.
- Prefers current service lane cross section as it achieves good use of shared space and easy to deal with snow clearance.

#### Shared Paths

- Preference is for a timeframe for development of paths on the basis of priority, as MDC unlikely to be able to construct all in one go. Surfacing should be considered as a part of this strategy. Concrete surface definitely for main path in front of new commercial area and on approach to new bridge.
- Prefers concrete surface as low-maintenance and sees this as best investment value but metalled/ gravelled surfaces are appropriate for either low-priority paths or if constructed as part of first stage of development if dictated by budget.

#### Pedestrian Bridge

- Agreed that the bridge will take cyclists regardless of whether or not that was original intention. Some modifications have been made to approach at Eastern end of bridge for cyclist access, as this previously proposed steps.
- Boat and Trailer Parking
- Boat and trailer parking is best provided adjacent to the boat ramp as that is where demand is and there is currently available space in that area. Suggested levelling any low spots, placing gravel and providing landscaping to better define parking area. Can keep this relatively low-level, doesn't require sealed surface.
- Could be developed as part of a shared type space with spaces also available for vehicles to park and access lake-front and picnic tables etc.

#### Lighting

- Scheme will need to comply with MDC standards for the area in terms of public space lighting.
- Lakeside Drive
- Remove existing speed hump and replace with new Watts profile off the end of the footpath as a safe crossing point and means to slow traffic down. Need to consider height with regard to caravans so these don't bottom-out.
- Construct full kerb and channel across the motel frontage through to the back packers with a concrete footpath behind. This will positively control access to the Chalets, Office, etc. It could also allow parallel parking as well if road was widened to 9 -10m.
- Various pedestrian crossing points to be denoted by using in-road pavers. They will have the added advantage of keeping speeds low.

#### Project Team Response

- Cross section/ profile for the service lane has been configured with flush kerbing to minimise damage to infrastructure during snow clearance operations.

- Concrete paths to be used where budget permits.
- Installation of new raised (Watts profile) platform across Lakeside Drive is proposed.
- Pedestrian crossing places to be denoted by in-road pavers. This won't achieve same speed reduction as using raised platforms but installation in conjunction with Watts profile platforms at either end is ideal.
- Full kerb and channel at the motel frontage will promote reduction in vehicle speeds. Will need to consider provisions for stormwater drainage with installation of kerb. This option would also be higher initial cost than landscaped edge treatment but likely to provide lower whole-of-life cost when allowing for maintenance.

## 4.6 Stakeholder and Business Operator Feedback

### 4.6.1 NZTA

Discussions were held with Tony Spowart, Traffic and Safety Manager, and planners Mark Newsome and James Coutts.

#### Tony Spowart Comments

- Intersection at west end of commercial area was relocated due to safety concerns over conflict between turning and parking vehicles. Has since had a good safety history. NZTA wouldn't support relocation of this intersection back towards the commercial area
- NZTA have no short-term plans for any upgrade works at the Lakeside Drive intersection.
- Preference is for closure of one (or more) of the existing access points off the highway to Commercial Road.

#### James Coutts/ Mark Newsome Comments

These comments relate specifically to consideration of access provisions for any new development on land off Lakeside Drive, west of the Lakeside Drive/ SH 8 intersection:

- As part of NZTA/ affected party approval to the subdivision, NZTA would expect access to be directly off Lakeside Drive rather than a new access to the State highway.
- Preliminary view is that NZTA would not oppose the change in land use on planning matters but that is dependent on review of actual resource consent application along with agreement on access provisions.
- If a new access direct to the State highway access was to be considered then NZTA would require detailed evidence as to why Lakeside Drive access is not viable.

#### Project Team Response

- No relocation of western intersection to commercial road.
- Closure of one of the existing access points from Commercial Road onto State Highway 8 is proposed.
- Access for future development off Lakeside Drive to be considered as part of the subdivision. Further consultation with NZTA likely on this matter.
- Final set of plans have also been provided to NZTA for their comment and as of the time of this report we are still awaiting final response from them.

#### 4.6.2 Tekapo Springs

- Discussions held with Jeff Smith, Operations Manager Tekapo Springs including meeting on site with him on 26 August 2014.
- Peak time is over the July school holidays. The average for this two week period would be approximately 800/day.
- The busiest day to date in 2014 was 1,115 people.
- Agreed that over-flow of car park does occur at peak times but also noted that cars parking at DoC car park do also over-flow into Tekapo Springs at peak times.
- Some reluctance expressed by operator to provide sealed car parking area given shading of site in winter and possible durability questions – cited recent chipsealing of adjacent section of Lakeside Drive as example as parts of this showing signs of failure.

#### Project Team Response

- Existing car park layout could be improved with more efficient layout to provide additional parking spaces.
- Recommend to maintain status quo unless there is a non-compliance issues with respect to current resource consent requirements.

#### 4.6.3 Lake Tekapo Motels and Holiday Park Camp

Discussions with Gavin Cox Manager of Lake Tekapo Motels and Holiday Park including site meeting on 8<sup>th</sup> October.

- Concerned that any new roadside plantings could eventually obstruct the view for children coming out of the motels and crossing the road and also generate maintenance issues regarding weeding etc.
  - If the crossings are to be courtesy only, then a speed lowering speed hump would be more beneficial and reduce the speed limit to 30 km/hr.
  - The pedestrian pathway on the south side should be the same material as the road (chipseal) to promote use by families with prams, children on bikes etc.
  - Seal to the fences outside the motels and beyond to the barrier arms and include centre line.
- Provide speed humps at either end of the motels and public toilets with flexi-base posts to stop drivers going round the sides of the humps.
- Arrows on the road for the length of Lakeside drive would be beneficial for overseas drivers in particular.

#### Project Team Response

- Any roadside plantings can be kept low profile to avoid hiding pedestrians especially children.
- Permanent surfacing for proposed south side pedestrian path beneficial but recommendation to construct as concrete to match new north side path as that is MDC's preference for maintenance.
- Pedestrian crossing places to be denoted by in-road pavers.
- Raised tables can be accommodated as snow clearance along Lakeside is carried out by businesses and not MDC and there are already existing tables/ judder bars in place.
  - Keep-left arrows on Lakeside are a good idea to reinforce driver behaviour similar to use in other high tourist areas.



#### 4.6.4 Church of the Good Shepherd

Discussions were held with Anne Dobson, Mackenzie parish administrator and Reverend Andrew McDonald. Church site also visited on 26 August 2014.

- Peak visitor numbers occur during the summer season with highest number in 2014 to date approximately 1400 visitors per day.
- Average numbers of visitors per day during the winter Season is approximately 400 per day.
- The current Parking area is regularly full with Buses, Campervans and cars and church is concerned that the parking creates disturbance within the environment; particularly the tour coaches.
- Church hopes that when the new foot bridge over the river is complete that walking will be encouraged and that the carpark area could be reconfigured to reduce coaches and enable visitors to enjoy the spiritual and environmental dimensions of the space.
- No major concerns over existing parking arrangements at the Dog monument.

#### Project Team Response

- Recommend closure of metalled area on Western side of sealed parking area. Not required for manoeuvring and can be landscaped to provide improved amenity.
- Parking demand at the Church is likely to be alleviated somewhat by construction of new footbridge and provision of parking adjacent to the existing town centre in future. Bus parking has been allowed for in the reconfigured eastern car park at the town end of the new bridge to promote use of this area.
- Propose to leave existing parking at the Dog monument "as-is".

#### 4.6.5 Bus Operators

The following bus companies were contacted in order to seek their feedback on the draft concept plan.

- Atomic Shuttles
- Great Sights
- Newmans
- Naked Bus (Southern Link Coaches)

Feedback was received from Newmans and Naked Bus as follows:

**Naked Bus** - At present they have two services in at the same time around 1:30pm every day. Up until this time they have not had any major complaints from drivers regarding the bus stop in Tekapo. Their drivers are currently using the western carpark and foresee them continuing to use this area, unless a better option is made available.

They would like to see the following in relation to bus stop facilities:

- Provide adequate shelter for passengers while they wait for service
- Provide access to amenities such as bathrooms, food/drink
- Be easy to identify for passengers
- Be self-contained so passengers do not need to wander to far from the stop
- Have safe areas to load and unload passengers for longer periods of time i.e. no risk from other motorists

- Be accessible by other public transport
- Be accessible by walking
- Be close to local information centres
- Be large enough for easy bus access into and out of stop
- Have nearby parking for passengers to be dropped off to stop
- Minimise disruption from local events
- Be on or near main roads so buses have easy access

**Newmans/ InterCity (operated by Pacific Tourways)** - They have one coach going Queenstown to Christchurch and another Christchurch to Queenstown, 365 days per year. The coaches meet at Tekapo at lunch time, the drivers swap coaches and return to their home base. They also operate charter tours through the Pacific Tourways brand and so have anywhere between 2 and 10 coaches a day stopping in Tekapo.

Feedback included:

- Their drivers have not reported much difficulty in congestion etc during peak periods and can usually find somewhere to park.
- They anticipate that the buses will still use the current bus parking at the western end of the town centre.
- Charter coaches are usually under the direction of the tour guides who have chartered the coach so they could park anywhere. They often drive around to the Church of the Good Shepherd either before or after stopping in Tekapo town centre. In the past these coaches have also stopped at the existing bus park at the western end of town, however they could just as easily stop at the eastern end if there was suitable coach parking there. They possibly would still prefer to park at the western end, as there are more cafes etc at that end of town compared to the eastern end.
- Groups in general try to walk as little distance as possible and therefore would probably not park in the town and walk to the Church as drivers and guides like to keep their groups together. If they start wandering all over Tekapo some will inevitably get lost and then the drivers and guides have to start searching for them. It is more likely they will drive the coach to the Church and stop there for a 5 minute photo stop either on the way in or out of Tekapo.

Detailed consideration of the bus operator points is included in the Parking Section of the report.



# Appendix A

## Initial Consultation Plans

DRAFT



# Your Feedback is Important

## BACKGROUND TO THE PROJECT

In 2003 the Council commissioned a consultative planning exercise on the future of Lake Tekapo Village for the next 10 years and beyond. The report produced from that work was a planning document entitled “Lake Tekapo – A Shared Vision”.

The community, through submissions and workshops provided a valuable brief on the form of development, including:

- The character of the town is to be refined and enhanced.
- The image of the town as a high country rural-town, set in the countryside is to be retained.
- That development should define the edges of the town.
- The town is to remain compact, not to sprawl.
- The village centre should be reinforced and encouraged to become more “village” like in design.
- The key features of the domain, view up the lake and the church should be protected and promoted.

The major change of the report was the promotion of a 60 metre wide strip of land in front of the current town centre to be zoned for commercial development.

## PREVIOUS CONSULTATION

In January 2014 two public workshops were undertaken to obtain feedback on the concept plans prepared by Boffa Miskell and architectural drawings prepared by Nott Architects. There were a few reoccurring topics resulting from the consultation, including:

- Traffic management in Tekapo needs to be a priority, as well as bus drop-off sites and car parking.
- People want to see the new development embrace a pedestrian-friendly town where cars are kept out of the central hub, other than essential service vehicles.
- There were mixed opinions on the look and feel of the township:
  - Tekapo should be an Alpine village and development should reflect that.
  - Maintaining and improving great viewing corridors, lots of light, a feeling of a cosy central hub.

## PROGRESS ON THE PROJECT

Community feedback from earlier workshops is guiding MDC as it moves forward with the lakefront development. Work is continuing behind the scenes to ensure the town centre project is progressing with the hope that construction can happen over summer.

There are a number of projects in progress that need a design standard to ensure once developed that they merge seamlessly with each other, particularly in relation to the landscape.

Future parking for the town is a priority to ensure there are adequate parks or land available to support any future development, whilst there is still an opportunity to lock that in.

As a result of this, the concept plan for the town centre needs to be further developed and evolved and it is timely for the Council to pursue more detailed work around the public spaces, planting and car parking areas in the township. This will ensure integration of key aspects of the concept plan and development of a high quality village centre.

## ONGOING ENGAGEMENT

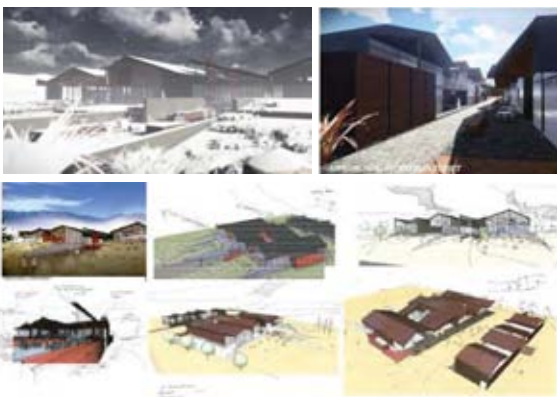
As part of an ongoing commitment to engagement with the community, the Council wish to seek feedback on the updated concept plan for the township, in particular issues around access, roading, car parking and the landscape. These aspects are outlined in these consultation boards.

# Process to Date



## LAKE TEKAPO: A SHARED VISION

In 2003 Council commissioned a consultative planning exercise on the future of Lake Tekapo Village and the ‘Lake Tekapo - A Shared Vision’ was produced.



## BOFFA MISKELL AND NOTT CONCEPTS

Further concept plans were prepared for the public and green spaces on the Tekapo lakefront by Boffa Miskell in late 2013. Architectural concepts were also prepared by Nott Architects to explore the look and feel of buildings and to explore the idea of Council owning and developing a commercial building as part of the overall development.



## CONSULTATION AND FEEDBACK ON LANDSCAPE AND TRANSPORT STUDY

The following boards provide an update on the concept plan, access, roading, car parking and landscape issues.

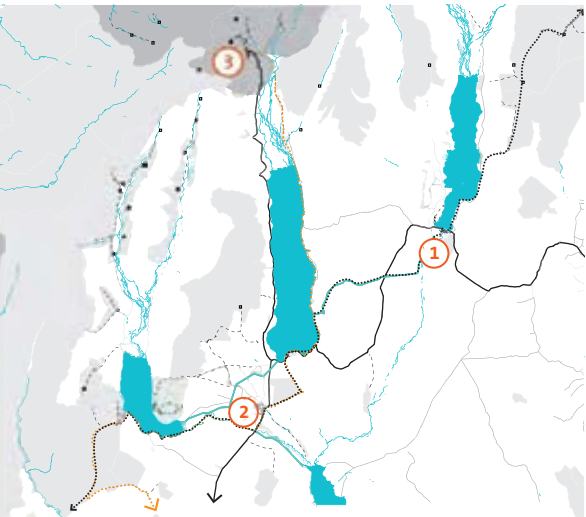
*We welcome your feedback*



# Wider Context

Tekapo is mid-way between Christchurch and Queenstown on State Highway 8. The region affords spectacular and iconic views over Lake Tekapo and to the ranges beyond. Tekapo is known for its big sky landscape and outstanding views of the Southern Alps. It has the feel of an alpine village. Maori called the lake Takapo, which means to leave by night. Takapo was often occupied by Ngai Tahu and, like most lakes there are traditions of a taniwha connected with it.

Aoraki Mackenzie is a gold-rated dark sky reserve in recognition of the quality of the almost light-pollution-free skies and this includes Tekapo village. The wider context includes a significant number of recreational attractions, including the nearby Roundhill Ski Field, mountain biking, hiking and the Alpine Springs ice skating rink and hot springs. There is an opportunity to strengthen Tekapo's role as a key destination on the South Island map and this includes growing and defining the town centre and maximising recreation, amenity attractions and landscape character.



## WIDER AREA ATTRACTIONS

### ① LAKE TEKAPO

Key attractions include; Te Araroa National trail, Mt John observatory, walking, tramping, hunting, skiing & snowboarding, 4wd tracks and water based recreation.

### ② LAKE PUKAKI/ OHAU

Key attractions include; Alps 2 ocean trail, Te Araroa National Trail, 4wd tracks, walking, tramping, hunting, canal fishing, boating, climbing, wetland & wildlife attractions, skiing and snowboarding.

### ③ MT COOK

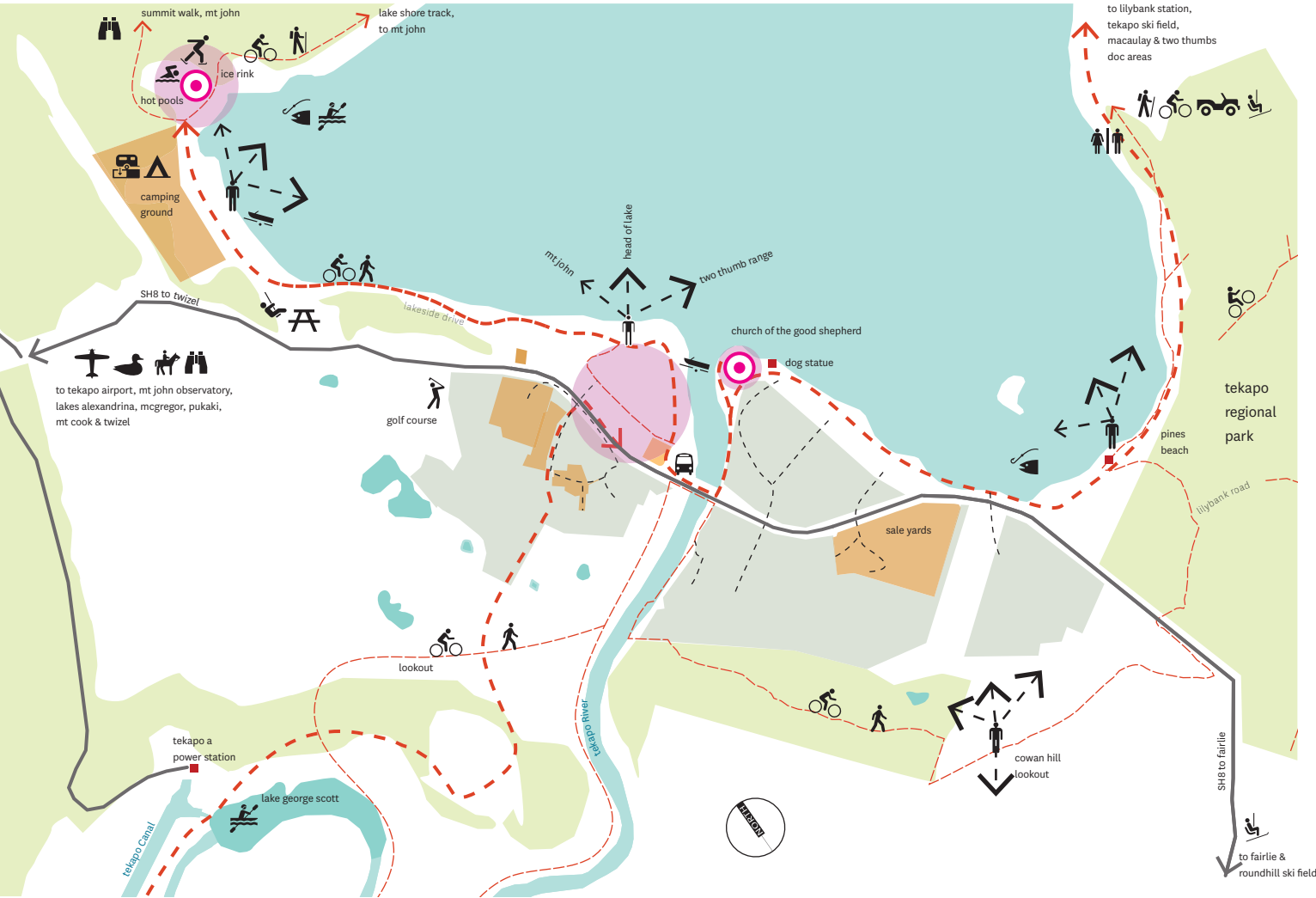
Key attractions include; Alps 2 Ocean Trail, walking, climbing, tramping and sight seeing.

# Town Centre

The town centre faces a number of key issues and constraints which need to be addressed in the concept plan. These include no defined heart to the existing village, very poor connectivity to the residential areas, no direct connection with the church and a village that turns its back on the lake vistas.

There is a need to grow core facilities that support an increasing residential population. In addition, there is a need to establish core activities and destination attractions to cater for day travellers and tourism.

It is important that the town centre is well integrated into the wider context, recreational attractions, provides new and improved facilities for both the local community and visitors to the centre and sits comfortably within the landscape.



## KEY OBJECTIVES

- Provide greater connections between the town centre and the wider landscape and recreational routes.
- Establish the town centre as an iconic destination in its own right.
- Build on the high country landscape character and cultural references within the Domain and the town centre.
- Create a legible and compact town centre, which has a greater sense of community.
- Achieve efficient road access, sufficient car parking to meet the broad needs of a growing centre and ensure that the centre is safe and easy to walk around.

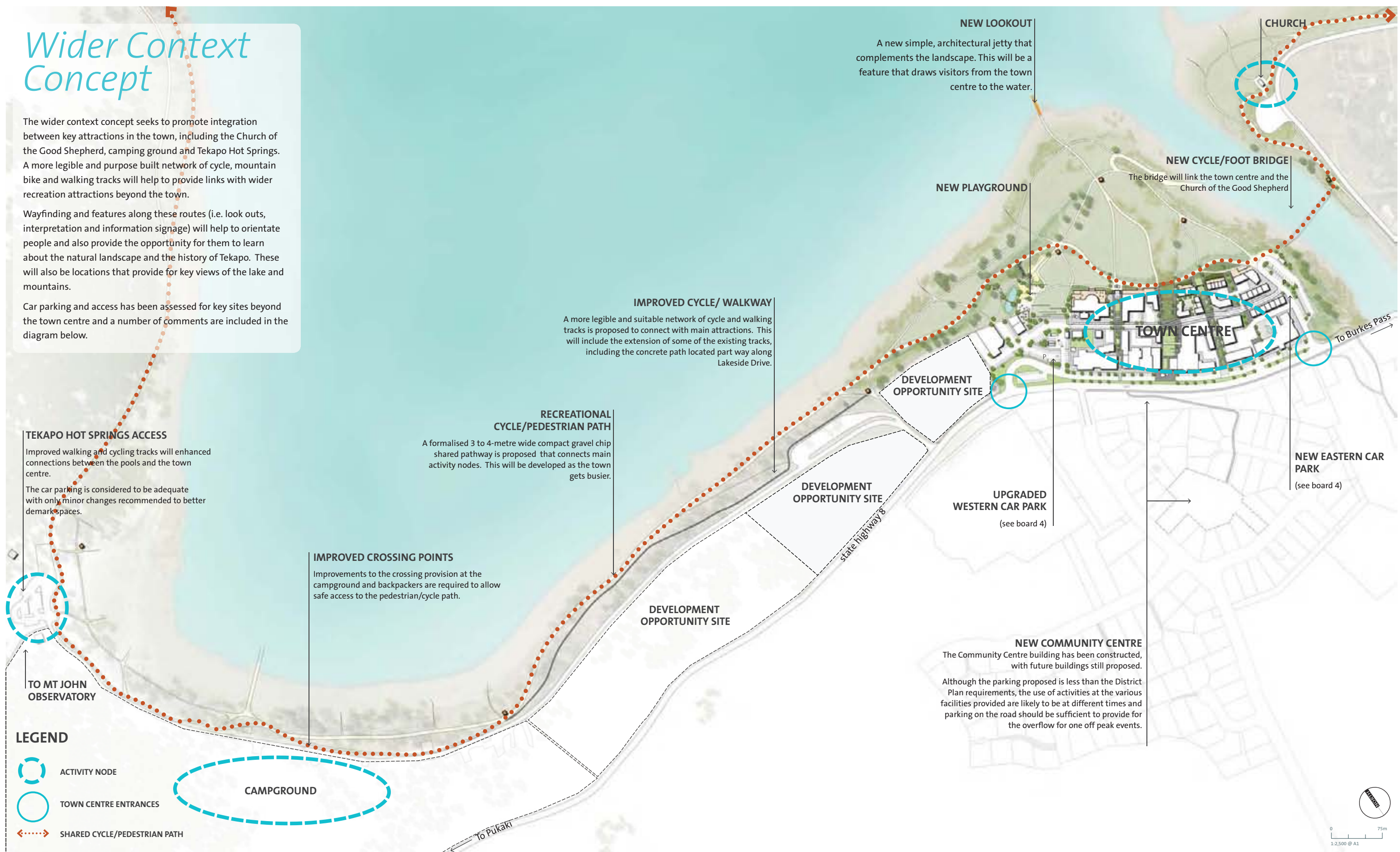


# Wider Context Concept

The wider context concept seeks to promote integration between key attractions in the town, including the Church of the Good Shepherd, camping ground and Tekapo Hot Springs. A more legible and purpose built network of cycle, mountain bike and walking tracks will help to provide links with wider recreation attractions beyond the town.

Wayfinding and features along these routes (i.e. look outs, interpretation and information signage) will help to orientate people and also provide the opportunity for them to learn about the natural landscape and the history of Tekapo. These will also be locations that provide for key views of the lake and mountains.

Car parking and access has been assessed for key sites beyond the town centre and a number of comments are included in the diagram below.





# Town Centre Concept

The town centre structure seeks to cater for new growth, achieve a compact walkable centre and build on the high country village theme concept which will support both the local community and visitors. The layout includes a series of pedestrian routes connecting different attractions, lake viewshafts established through the District Plan, building blocks orientated to take advantage of views of the lake, an internal lane, and the introduction of key open spaces.

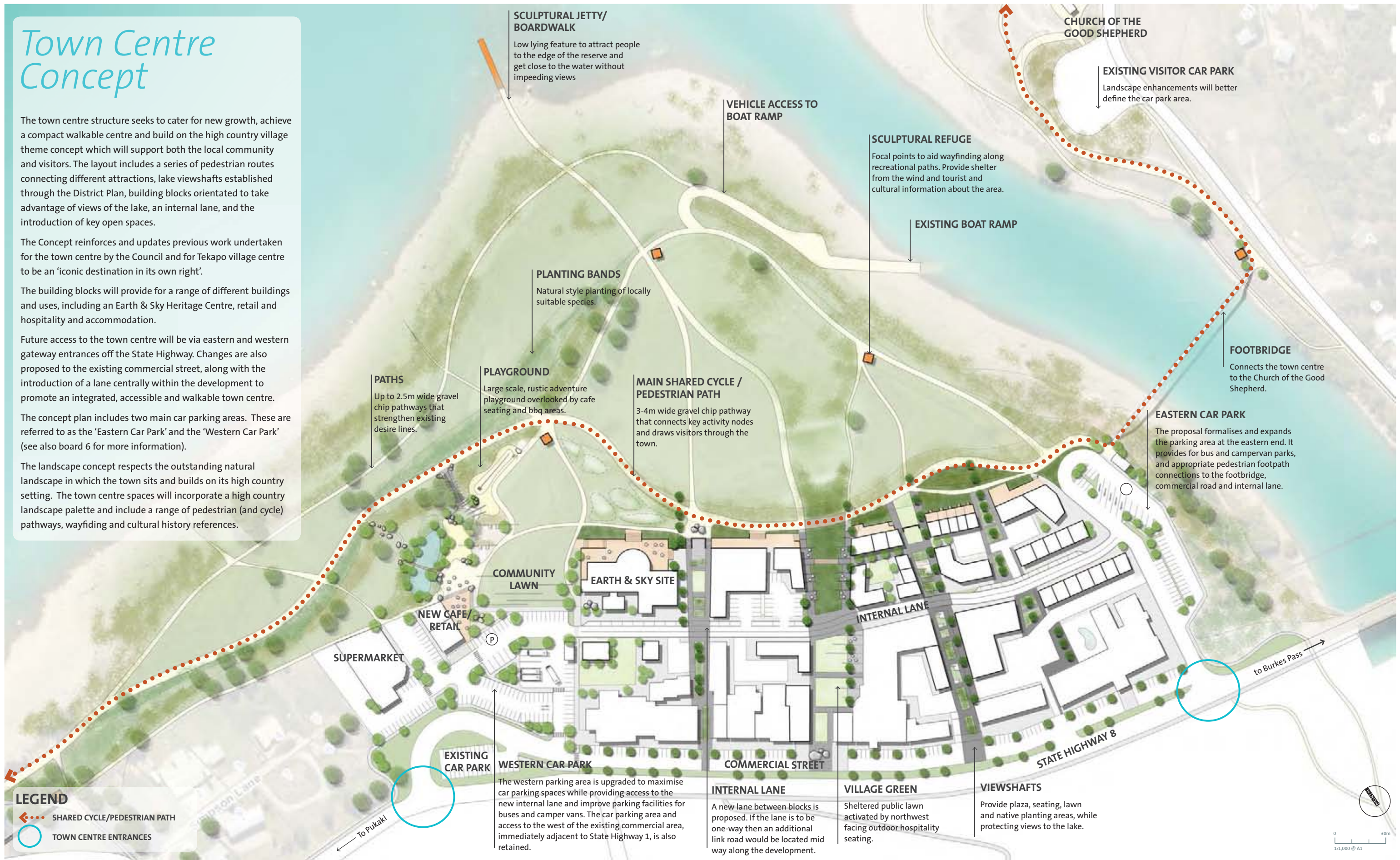
The Concept reinforces and updates previous work undertaken for the town centre by the Council and for Tekapo village centre to be an 'iconic destination in its own right'.

The building blocks will provide for a range of different buildings and uses, including an Earth & Sky Heritage Centre, retail and hospitality and accommodation.

Future access to the town centre will be via eastern and western gateway entrances off the State Highway. Changes are also proposed to the existing commercial street, along with the introduction of a lane centrally within the development to promote an integrated, accessible and walkable town centre.

The concept plan includes two main car parking areas. These are referred to as the 'Eastern Car Park' and the 'Western Car Park' (see also board 6 for more information).

The landscape concept respects the outstanding natural landscape in which the town sits and builds on its high country setting. The town centre spaces will incorporate a high country landscape palette and include a range of pedestrian (and cycle) pathways, wayfinding and cultural history references.





# Domain Concept

The focus of the Domain is to define a new ‘community lawn’ as a place of gathering which adjoins key town centre attractions and takes full advantage of views out to the lake. This will be an informal space where people can relax and enjoy the scenery.

The ‘community lawn’ will adjoin a new playground environment, including but not limited to a swing bridge, boulder play, tube slide and improved links to the existing flying fox. This will have a strong landscape character. Structures will be introduced into the space to provide for shelter from the wind and which also provide BBQ facilities. Further detailed proposals for the playground will be developed in due course.

Pathways will provide links to the wider Domain and recreational paths.



## LEGEND

### ① MAIN CYCLE / WALKING PATH

Connects the hot pools with the town and Church of the Good Shepherd.

### ② SCULPTURAL REFUGE AND INTERPRETATION SIGNAGE

Rustic shelter providing focal point and a place out of the prevailing winds. Interpretation signage and wayfinding will be incorporated within shelter exploring stories of the local iwi.

### ③ CHASING LOOP

Paths create loops ideal for chasing games: down the flying fox, along the path, up the boulder scramble, across the swing bridge, through the playground and down the slide, repeat.

### ④ EXISTING FLYING FOX

The existing flying fox is to be relocated to the new domain playground.

### ⑤ CONCRETE TUBE SLIDE

A buried concrete tube slide echoes hydro-electrical infrastructure.

### ⑥ BBQ AREAS

Concrete structures embedded within planted earth mounds create shelter from the wind.

### ⑦ BOULDER SCRAMBLE HILL

A playful path that draws children from the main recreational path to the playground

### ⑧ PLAYFUL SWING BRIDGE

Crossing the stormwater pond the swingbridge provides a safe challenging, and fun experience.

### ⑨ PLAY AREAS

Informal play areas made by local natural materials to create swings, climbing walls and sculptural play elements.

### ⑩ ENHANCED STORMWATER POND

Existing stormwater pond to be retained and enhanced with new native plantings.

### ⑪ COMMUNITY LAWN

Informal terraces set within the gently sloping lawn offer places to gather, rest, stretch the legs and enjoy the scenery.

### ⑫ OUTDOOR CAFE SEATING

A raised deck and large gravel chip outdoor space offer prime views over the lake.



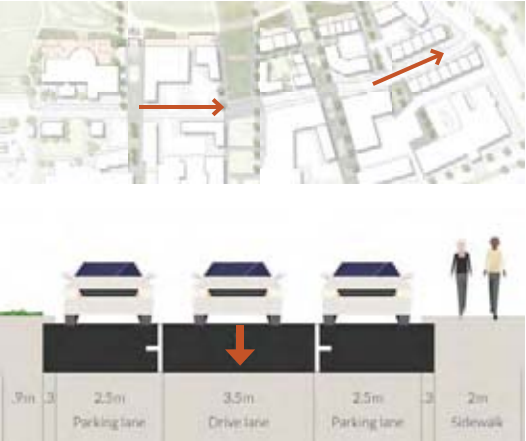


# Internal Lane

A new internal lane will provide access to the internal blocks, including for servicing and car parking. It is anticipated the lane will be informal and have regular pedestrian crossing points where it aligns with the viewshaft areas. Active uses would be located alongside the lane where possible to encourage passers-by. The lane will assist in creating a street layout that is more legible and there are a range of opportunities for moving around the centre. The character of the lane would strengthen the village feel.

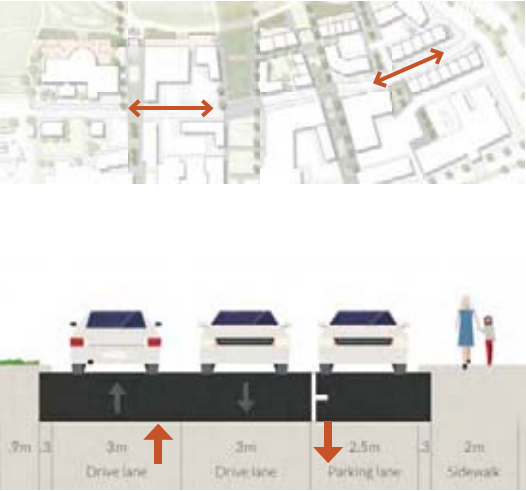
There is the option for the internal lane to be either two-way or one-way, and the advantages and disadvantages of these are outlined below. If a one-way is proposed an additional link between the lane and the commercial street is likely to be introduced.

## OPTION 1: ONE-WAY INTERNAL LANE



- ADVANTAGES**
- Greater opportunity to provide parallel on-street parking (20+ additional parks could be provided).
  - Traffic will be less dominant and more people may be encouraged to park and walk.
- DISADVANTAGES**
- Allows access to businesses from one end of the village only.
  - It may be confusing to motorists not familiar with the village.

## OPTION 2: TWO-WAY INTERNAL LANE



- ADVANTAGES**
- Provides better access to businesses from either end of the village.
  - Provides good exposure for businesses to passing traffic, particularly in winter months when foot traffic may be low.
  - Links the two large car parks in both directions.
  - Caters better for motorists not familiar with the village.
- DISADVANTAGES**
- Traffic will be more dominant through the village and there may be increased conflict with pedestrians.
  - May cause greater disruption to traffic and pedestrian movements during peak periods.
  - Less opportunity to provide parallel on-street parking.

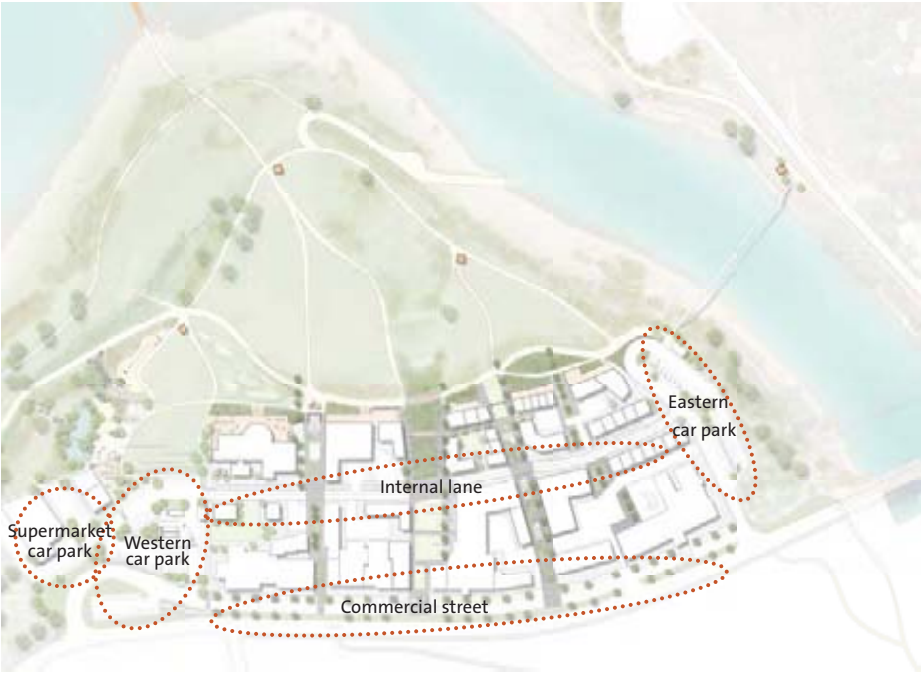
# Car Parking

**CAR PARK ANALYSIS**

Previous car parking analysis has indicated, that in the peak season, just over half of the current parking spaces in the town centre are utilised. This means that the current parking allowance within the town centre should suffice for the initial stages of the proposed development.

However, at full development the car parking within the Eastern and Western Car Parks is unlikely to meet the District Plan requirements.

## CAR PARK AREAS



- THE OPTIONS ARE:**
- Accept the shortfall in car parking provision, given current parking is under-utilised, and monitor in the future as development progresses.
  - Provide additional parking by further expansion of the eastern carpark, however this will require significant work and expenditure.
  - Identify other locations that could provide for potential overflow parking, however, these areas are unlikely to be in the immediate area that the parking will service.

# Commercial Street



## EXISTING CHARACTER



- EXISTING ISSUES**
- Confusing to users and cluttered.
  - Low street amenity and no landscape.
  - Pedestrian unfriendly environment with limited space for pedestrians and no clear crossing points.
  - Poor legibility.
  - No character or sense of place.

## PROPOSED CHARACTER



- KEY PRINCIPLES**
- Two-way street with access provided via the two main entrances into the town centre.
  - Better integration of the street with the overall town centre.
  - Extend the viewshafts across the street as part of threshold/crossing points to strengthen links between the Commercial Street, the town centre and the lake.
  - Create a sense of place by building on the existing landscape and utilising local materials and colours.
  - Comprehensive landscape approach which includes native trees and shrub planting, seating and street furniture.



# Paths + Wayfinding



## KEY PRINCIPLES

- The pedestrian and cycle paths form a simplified, legible network based upon existing desire lines.
- Wayfinding is a key aspect of creating a legible and interesting network of tourism attractions. A clear brand identity is needed to communicate to users about the range of activities that Tekapo has to offer.
- It is important that wayfinding elements create a strong, visual language, with some to include directions, locations, time and distance, maps and icons. Interpretation will also include cultural stories and imagery from the local iwi.



# Viewshafts + Stormwater



## KEY PRINCIPLES

- Provide connections between key spaces and streets.
- Pedestrian-only spaces incorporating sheltered gathering spaces.
- Adjoining buildings to activate the spaces.
- Maintain open direct views to the lake and incorporate a high country landscape character.
- Low native planting and boardwalks.



# Town Edge onto Domain



## KEY PRINCIPLES

- Activate the lakefront built edge with a range of fine grain buildings supporting café, retail, entertainment and accommodation uses.
- Develop a landscaped edge as part of the 10m landscape setback requirement from the Domain boundary, including terrace areas.
- Support connections to the walking tracks and attractions.
- Incorporate the high country landscape.





# Planting Character

## WIDER RESERVE

The planting design for the reserve adjacent to the town centre is based on the high country landscape and will mirror mountain grassland plantings.

Low swathes of indigenous local plants will be used to create an open vista to the mountains whilst softening new buildings and walkways and creating a lush environment.

- Species might include:
- Chionochloa conspicua and rubra (bush and red tussock)
  - Cortadeira richardii (toe toe)
  - Aciphylla aurea (Golden speargrass)
  - Sophora prostrata (prostrate kowhai)



## TOWN CENTRE

The planting within the town centre will build on the current plantings and will be an extension of the reserve. The introduction of plants with more height and structure will add interest and diversity.

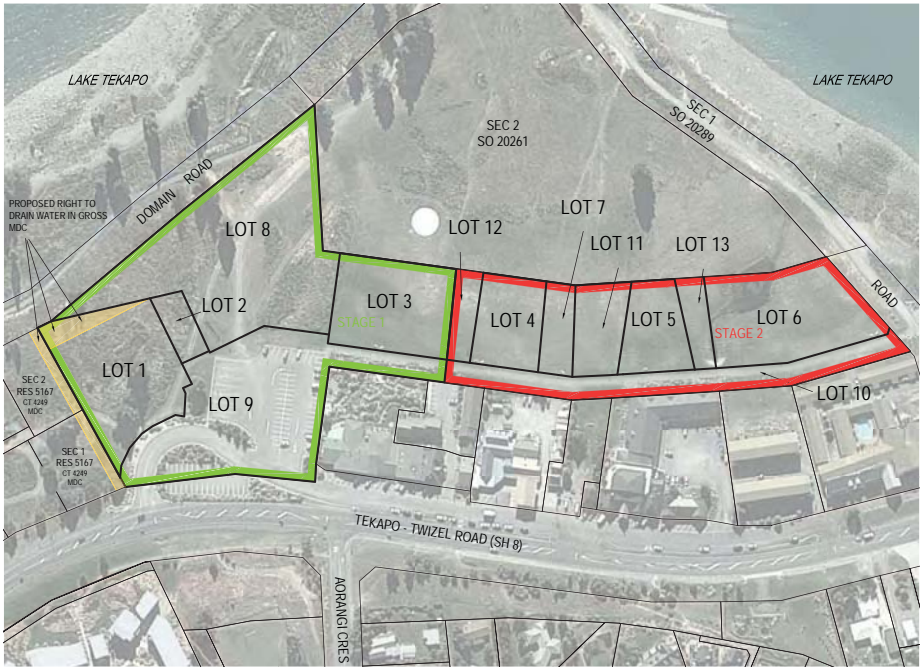
Species might include:

- Phormium tenax (Mountain flax)
- Sophora microphylla (kowhai)
- Nothofagus solandri (mountain beech)
- Hebe salicifolia (koromiko)



# Staging

## STAGING PLAN



- Legend
- Stage 1
  - Stage 2

## STAGING

The commercial development is anticipated to take place in two key stages as outlined in the staging plan.





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