



TE AWAMUTU & KIHIKIHI TOWN CONCEPT PLAN

Final Report

June 2010

ADOPTED BY WAIPA DISTRICT COUNCIL 29 JUNE 2010

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Te Awamutu 2050 map



Kihikihi 2050 map

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Good urban design is central to achieving environmentally sustainable development and facilitating growth of urban areas that interact positively with their local environment. Waipa District Council recognises the importance of urban design in the planning process and is a signatory to the New Zealand Urban Design Protocol. Future growth of Te Awamutu and the adjacent town of Kihikihi has the potential to contribute to the making of a great place for people to live and visit in the Waipa District. Waipa District Council's Growth Strategy (Waipa 2050) has established a strong vision for the District and its urban areas that, with the aid of the right design tools, will see that these two towns grow positively into the future. One of those tools is this Town Concept Plan.

It is recognised that Te Awamutu and Kihikihi share many services from infrastructure to community facilities and schools. These towns have also retained their own character which has developed over the last 150 years and this has led to each town being discussed in separate chapters of an overall Te Awamutu and Kihikihi combined report. The following process outline was also followed for Kihikihi.

1.1 Te Awamutu Town Concept Plan

The purpose of the Te Awamutu Town Concept Plan is to assist with development and implementation of the Council's vision for the Waipa District as being the Home of Champions - a great place to live, work and play. As part of this, the Council seeks to provide for the sustainable future growth of Te Awamutu, such that it provides for the social, cultural and economic wellbeing of the community, while protecting the existing environment for future residents and visitors to the town to enjoy in the future.

Integral to the preparation of the Te Awamutu Town Concept Plan has been engagement with local community and visioning group, Waipa Council's elected members and staff and wider stakeholders. The input from each group has helped shape the outcomes of the Plan and the future of Te Awamutu and wider Waipa communities.

Following on from initial consultation and analysis outlined in the Analysis Report, the Te Awamutu Town Concept Plan seeks to define and enhance the town's relationship with its immediate physical environment, including the Mangapiko and Mangaohoi Streams, Mounts Pirongia and Kakepuku, the local road network and the surrounding rural environment. This Plan seeks to achieve this by providing relevant objectives, principles and strategies that respond to these inherent qualities of the town. With the assistance of framework plans, the Plan integrates physical and social infrastructure into the overall framework for future growth. Responding to a variety of matters (such as the need for greater access to open space and community facilities; better management of roads and traffic; and providing for economic growth that has regard to the built character of the town) have formed a fundamental part of the framework plans for the town.

The outcomes sought within this Plan will form the basis for future statutory and non-statutory methods of controlling and shaping future growth of Te Awamutu out to 2050. Along with the District Plan, it is hoped that this Plan will assist the Council, community groups and other organisations to move towards a holistic and common vision for Te Awamutu.

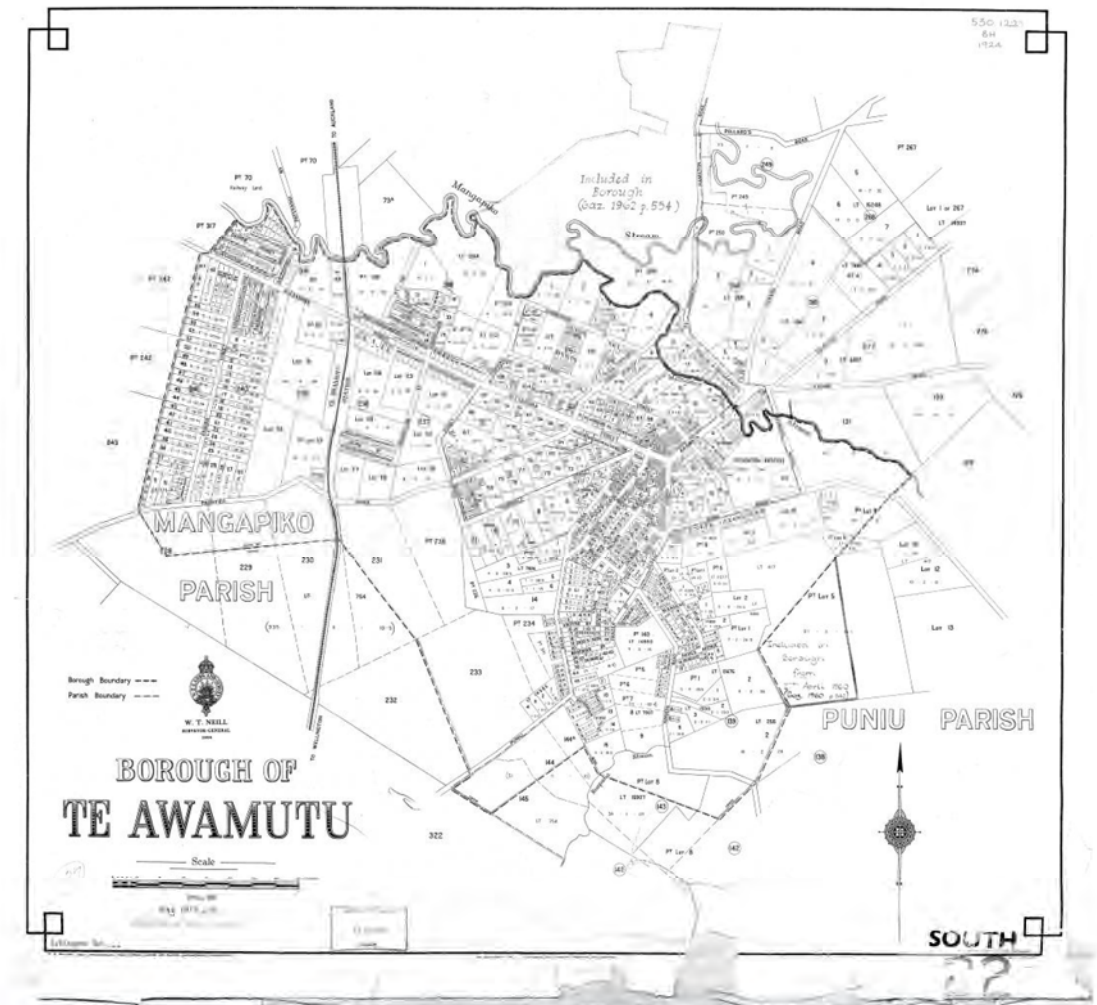


Figure 1: 1924 Town plan of Te Awamutu (provided with the authority of the University of Waikato, subject to copyright) showing the planned streets, lot layout, Mangapiko and Mangaohoi Streams, all of which remain key characteristics of the town today.

2 REPORT STRUCTURE

2.1 Process for Preparing the Town Concept Plan

The preparation of this Plan is derived from an iterative approach following on from the preparation of the Waipa District Growth Strategy (Waipa 2050) and associated technical profile statement reports. Waipa 2050 identifies a strong vision around matters relating to urban and rural living, employment, movement, infrastructure and the protection of the environment. This Plan builds upon the Waipa 2050 vision and seeks to provide a framework for how Te Awamutu may contribute to achieving this vision through sustainable future growth.

Preparation of the Te Awamutu Town Concept Plan was broken down into five stages, broadly summarised as:

- **Step 1: Data Collection and Analysis:** The review and analysis of the plan area and preliminary strategic concepts. During this fieldwork period, streets were driven and walked and photographs taken recording observations and features of interest. These observations then formed an analysis report, highlighting key characteristics of Te Awamutu, the existing issues and potential opportunities.
- **Step 2: Consultation with community and key stakeholders:** To ensure that observations were in line with those of the community (and to introduce local communities to the Waipa 2050 Town Concept Plans), a series of community visioning workshops were undertaken throughout the District. These workshops incorporated a cross section of the community, from Council staff and iwi representatives to residents and college students. The workshops identified: community likes and dislikes, key issues, needs and challenges, and helped to determine a desired future character or 'vision' for Te Awamutu.
- **Step 3: Preparation of draft objectives and principles:** To provide direction to the ongoing preparation of the Town Concept Plan, draft objectives and principles for the Concept Plan were prepared, responding to initial analysis and consultation undertaken.
- **Step 4: Preparation of urban framework plans:** Building upon the objectives and principles, draft framework plans for Te Awamutu were developed. The framework plans draw upon the Ministry for Environment's New Zealand Urban Design Protocol and People, Places, Spaces publications and have regard to best practice urban design principles, including:
 - Legibility and identity - To promote environments that are easily understood by their users, and that display a strong local identity and appropriate visual character. This facilitates an enhanced usage, enjoyment and pride in local places.
 - Consolidation and dispersal - To promote higher-intensity development around existing or new nodes and lower density on the periphery. This allows local communities, businesses and public transport to be strengthened and resource efficiencies achieved, while reducing environmental impacts on peripheral areas.
 - Integration and connectivity - To promote development that is integrated and connected with the surrounding environment and community. This facilitates ease of access, economy of movement and improved social interaction.
 - Diversity and adaptability - To promote choice through the provision of a mix of land use activities and residential densities, thus promoting healthy social and cultural growth.
 - Ecological responsiveness - To promote urban environments that are responsive to natural features, ecosystems, water quality, reduced energy usage and waste production and balance the spatial needs to achieve this outcome with those required for urbanisation. This facilitates improved ecological outcomes.
- **Step 5: Preparation of the Te Awamutu Town Concept Plan:** The final stage of the process was to bring the objectives, principles and framework plans together as a single document, supported by a concise set of strategies to assist in its implementation.

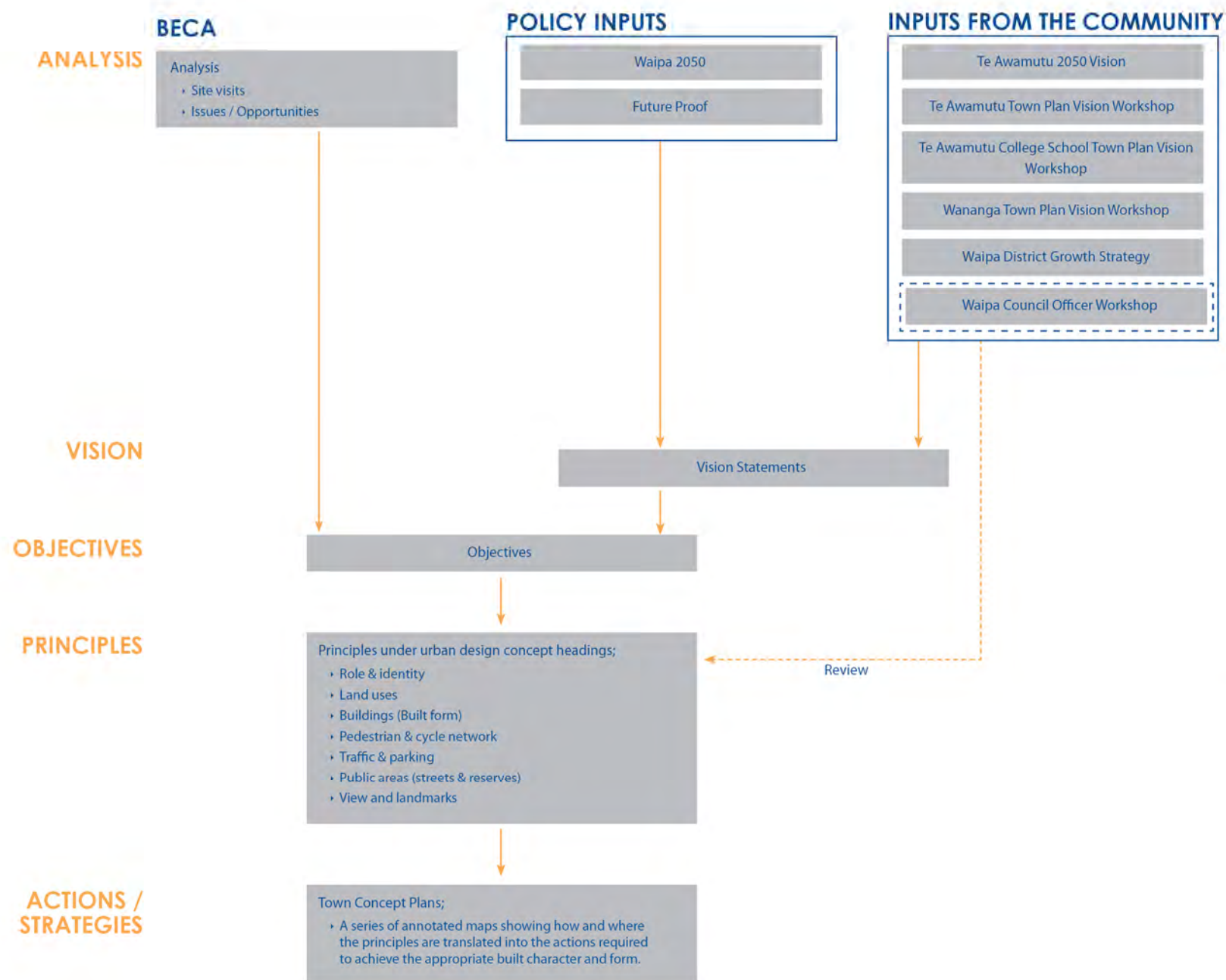


Figure 2: Te Awamutu Town Concept Plan development process

2.2 Analysis Report Summary

The Te Awamutu Analysis Report provides the foundation for this Town Concept Plan. Town analysis and community consultation has enabled informed and focused design decisions to be made, significantly influencing strategic, conceptual and design outcomes. The following significant characteristics were identified:

- Te Awamutu is a rural service town and Fonterra along with rural service industries form some of the core industries in the town.



Figure 3: View looking west on Alexandra Street past Fonterra buildings



Figure 4: View looking towards the junction of Alexandra / Sloane Streets

- A number of excellent public reserves/parks/sports facilities.



Figure 5: Pioneer Walk



Figure 6: Rose Garden on Arawata Street

2 REPORT STRUCTURE

- The town has a radial street pattern with the primary routes meeting at the intersection of Alexandra Street, Arawata Street and Sloane Street,

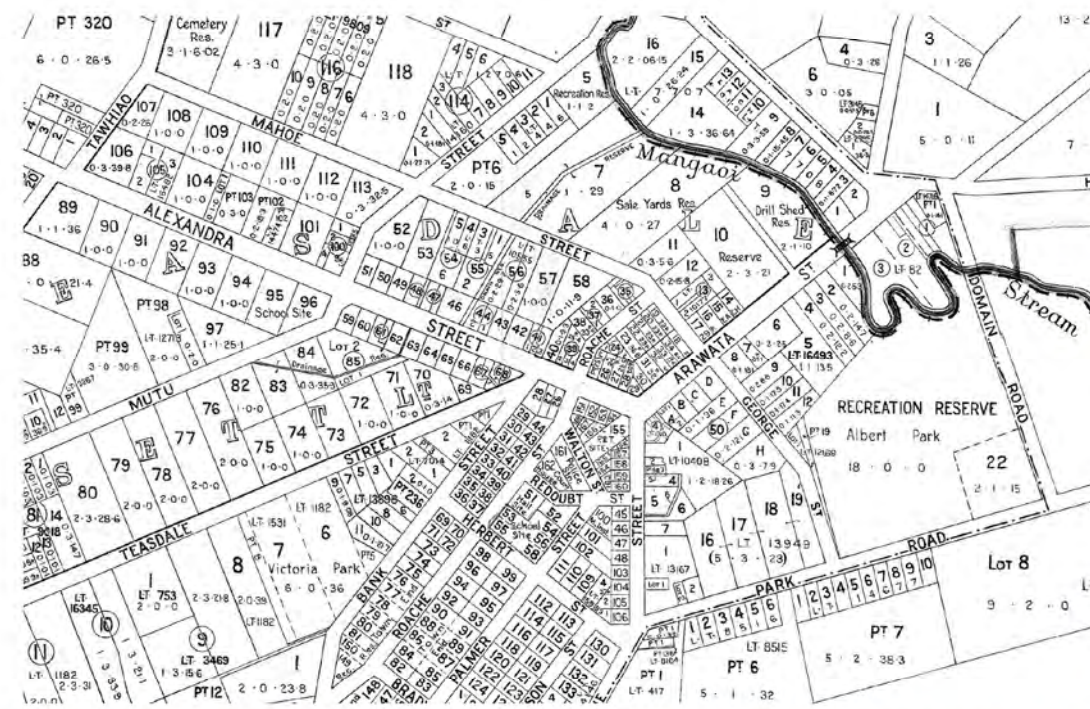


Figure 7: 1924 Town plan of Te Awamutu (provided with the authority of the University of Waikato, subject to copyright) showing the planned streets and lot layout.

- Te Awamutu has an undulating topography which provides for a range of vistas and views,



- The Mangapiko and Mangaohoi Streams with the Rose gardens and Pioneer Walk adjacent is a central asset where an extended heritage walk and future built form can be focused.



- There is a strong character along Alexandra Street and although there are not many heritage listed buildings there are rows of shops which together form a memorable built edge along both sides of the street.



2.3 Vision for Te Awamutu

As part of the preparation for this Plan, a vision statement for Te Awamutu was prepared by the Te Awamutu Vision Advisory Group. The proposed vision is;

- A vibrant town centre – the Heart of Te Awamutu – that blends the modern and historical to provide a unique ambience. Wide footpaths and pedestrian-friendly areas provide effective and efficient linkage to an extensive recreational and cultural precinct of high quality. The shopping and dining experience is extensive but relaxed – meeting the needs of residents and visitors. The entrances to the town are impactful and inviting, and reflect a vibrant enduring community.
- A diverse, open and inclusive community, where standards of health and safety reflect very high levels of social well-being. Residents have a strong sense of identity, pride and community. Citizens are empowered, taking an active interest in their community, and leadership is evident at all levels. Te Awamutu is synonymous with success.
- Maungatautari, Kakepuku, Pirongia and the Waipa peat lakes are taonga – treasured national storehouses of biodiversity. Ecosystems are healthy and productive, and their interconnectedness supports an abundance of indigenous flora and fauna within the urban environment.
- A well-defined urban area that is distinctly separate from the rich open rural hinterland. Kihikihi is seamlessly connected with Te Awamutu, and its unique character and heritage have been retained and enhanced. Landscapes have been preserved, and are reflected in the design of the urban environment.
- A preferred location to live, work and play, where development and growth are planned and managed in harmony with the local environment. Design standards are high and meet the needs of a diverse and growing community. Recreation opportunities are abundant, catering for both active and passive needs. Facilities are of a high standard.
- Dairying remains at the heart of the local economy, where world-class practices support high levels of economic well-being and ensure environmental sustainability. There is a healthy diversity in the local economy, including a healthy and growing tourism sector which reflects Te Awamutu's status as quality destination. Residents' needs are met locally and there are extensive sustainable employment opportunities for locals

2.4 Significance to Tangata Whenua

Te Awamutu describes the end, or impassable reaches of the Mangaohoi river, once traversed by traditional Māori canoe or waka. Historically, the beginnings of Te Awamutu were founded on the strong pā settlements of Otawahao and Kaipaka as well as other settlements in close proximity to the area. The immediate region encompasses a confluence of long-established Tainui iwi such as, Raukawa, Ngāti Maniapoto, Ngāti Apakura, Ngāti Hauā and Ngāti Korokī Kahukura, all who are part of its being. Thus, Te Awamutu and its district has a rich Māori history and legacy, dating from the mid 1300's to the present day, this heritage is an integral part of historical accounts, not only involving early Tainui and Māori history, but also the introduction of Christianity, the turmoil of the Waikato Land Wars, and the institution of the Māori King Movement.

2.5 Hierarchy of Objectives, Principles and Strategies

The Te Awamutu Town Concept Plan is based on a series of objectives, principles and strategies, each of which has been included to assist in achieving the overall plan for sustainable growth of Te Awamutu.

Objectives

The Plan contains urban design objectives set out to respond to the issues and opportunities identified within the initial analysis carried out for Te Awamutu. Each objective sets out what needs to be undertaken to assist in achieving sustainable future growth within Te Awamutu. Specifically, the urban design objectives in this plan relate to:

- Role and identity
- Land uses
- Buildings (built form)
- Pedestrian and cycle network
- Traffic and parking
- Public areas (streets and reserves)
- Views and landmarks

Principles

The principles in this Plan outline the courses of action that will be used to achieve the intent of the objectives. Wherever possible, the principles are implemented through the framework plans for the town and within the strategies for future growth.

Strategies

The strategies in the report outline the means by which the objectives and principles will be achieved.

2 REPORT STRUCTURE

2.6 References

The following documents have been referenced during the preparation of the Te Awamutu Town Concept Plan:

- Ministry for the Environment. March 2005. New Zealand Urban Design Protocol.
- Ministry for the Environment. March 2002. People + Places + Spaces – A design guide for urban New Zealand.
- Waipa District Council. 10-Year Plan - 2009-2019.
- Waipa District Council. Annual Plan - 2008/2009.
- Waipa District Council. Waipa 2050: District Growth Strategy.
- Waipa District Council. 2008/2009. State of Waipa District Report.
- Waipa District Council / 2008. Waipa District Cycling and Walking Strategy.
- Waipa District Council. Waipa District Plan – Heritage Inventory Record Forms.
- Waipa District Council. 1997. Operative Waipa District Plan.

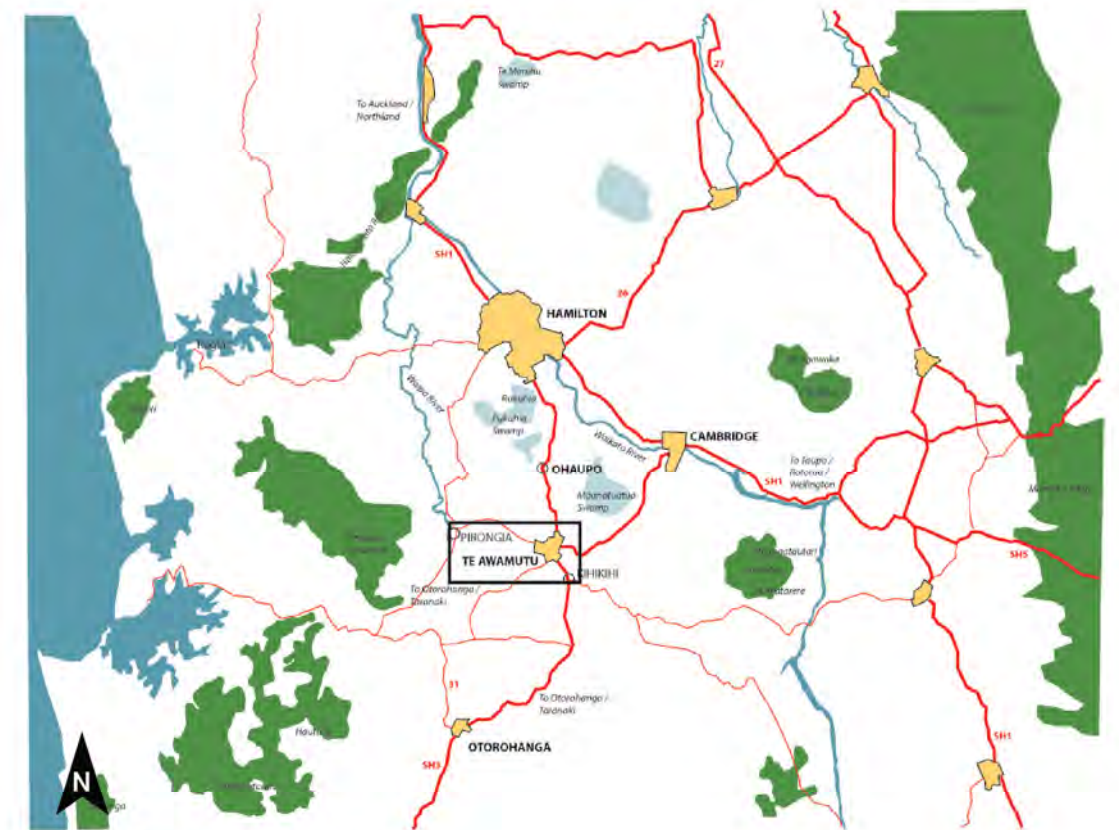


Figure 8: Te Awamutu location map

3 TE AWAMUTU CHARACTER AREA DESCRIPTIONS

Waipa District Council's Growth Strategy has established the 2050 Te Awamutu town boundary, defined by the outer limits of future growth cells catering for projected population growth and urban land needs. Building upon those areas outlined, this section describes the character of existing urban areas and future growth areas.

- 1. Te Awamutu Town Centre
- 2. Rural Hinterland
- 3. Waipa Racecourse / Industrial Lands
- 4. Residential East
- 5. Residential West
- 6. Residential Centre

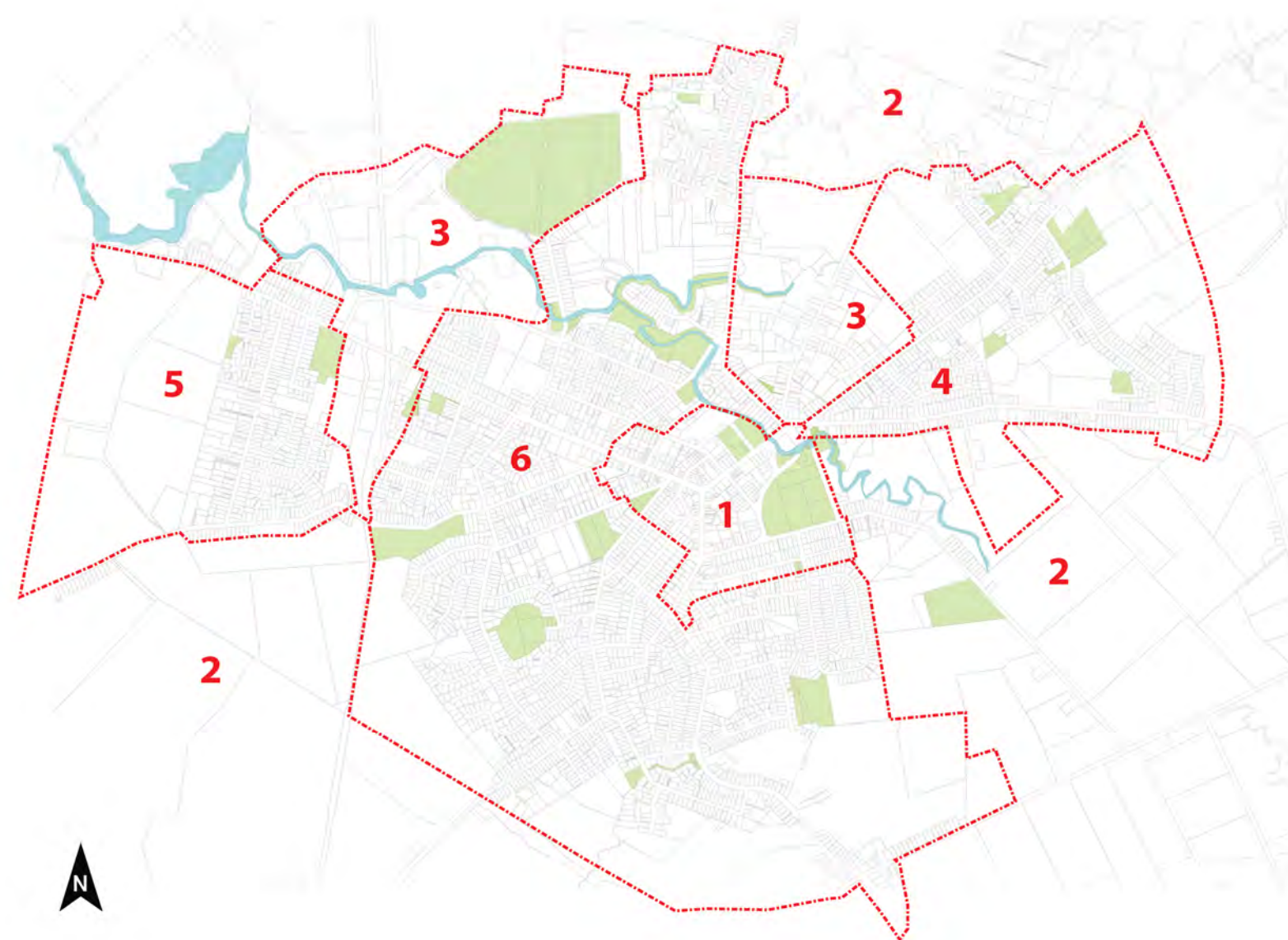


Figure 9: Te Awamutu character areas

3 TE AWAMUTU CHARACTER AREA DESCRIPTIONS

3.1 Existing character areas

3.1.1 Town Centre (Character Area 1 - 68Ha)

The Town Centre Character Area is located at the centre of Te Awamutu bounded by residential areas to the north, west and south, and by the Te Awamutu Rose Gardens, Mangaohoi Stream and Albert Park to the east.



Te Awamutu's main street network, Alexandra, Arawata and Sloane Streets, provide for a town centre commercial hub with a mix of one and two storey buildings. The streetscape along Alexandra Street includes wide paved pedestrian walkways covered with awnings. These three radial streets form an arterial link between the north and south of Te Awamutu providing potential to enhance connections throughout the town. The town centre's street and block pattern, an irregular grid, creates a prominent street pattern that adds to the town's identity. The strong character of Alexandra Street has the potential to be drawn through the town, particularly towards Mahoe Street and the Rose Gardens, to create 'complete blocks' distinguished by built form and streetscape. Some of the conceptual designs for this area have been undertaken in the Heart of Te Awamutu project.

3.1.2 Rural Hinterland (Character Area 2)

Te Awamutu has a strong relationship with the surrounding rural landscape, both through its use for dairy farming and some horse breeding. The rural hinterland is typified by large rural blocks, stand-alone farmhouses and associated utility buildings, interspersed with areas of smaller fields for keeping horses. While the driver behind the form of the landscape has largely been economic, it has nevertheless resulted in a character that adds positively to the image of Te Awamutu and attracts both residents and visitors to the area.



3.1.3 Waipa Racecourse / Industrial Lands (Character Area 3 - 199Ha)

Te Awamutu's former rural hinterland has provided a base for the ongoing growth of the dairy industry, where Fonterra plays an important role in Te Awamutu's economy and the lives of its residents. Split into two areas, each of these are characterised by large scale industrial buildings with rural land to the north and residential land on each of the other boundaries. To the northwest along Pirongia Road, the character area provides for Fonterra, located along the railway line running north-south through Te Awamutu. Within it, the Waipa Racecourse with its large grandstand provides a landmark site within the town, used by both local residents and visitors to the area. To the northeast along Bond Road, the character area provides for a range of industrial activities including grain silos, cement plants and large format warehousing.



3 TE AWAMUTU CHARACTER AREA DESCRIPTIONS

3.1.4 Residential East (Character Area 4 - 194Ha)

Located east-northeast of the town centre, the Residential East Character Area is characterised by established and recent residential activities that have been developed in pockets along Bond Road and Te Rahu Road. Established housing exists at the top of the hill along Piquet Hill Road with panoramic views of the Te Awamutu basin. To the east, land remains in rural use and is earmarked for residential development in stages up until 2040. A large area of land located along the southern side of Te Rahu Road, colloquially known as the Bilimag site, will form a commercial precinct for the area and surrounding communities, providing large format retail uses including a supermarket.



3.1.6 Residential Centre (Character Area 6 - 510Ha)

This area, surrounding the town centre, is characterised by existing residential development overlaid on a street pattern radiating out from Alexandra and Sloane Streets. The street network has developed naturally around topographical changes, such as along Rewi Street and Mangaohoi Stream. Towards the centre of Te Awamutu the terrain is relatively flat. On the outer parts of the town landform is characterised by undulating topography. At the outer edges of the town to the southwest good views to the surrounding landscape and Mount Kakepuku are possible.



3.1.5 Residential West (Character Area 5 - 148Ha)

Located west of the town centre and residential central character areas, this area is characterised by established and recent residential activities. To the west land remains in rural use and is earmarked for residential development up until 2040. Running along the eastern boundary of the activity area, the railway line has created a significant barrier to connectivity, such that east-west access is limited to Alexandra and Rewi Streets.

Original residential development occurred along Pakura Street in the form of large lifestyle blocks. These have since been subdivided down and further development has occurred closer to the railway line, resulting in a diversity of dwellings and adding to the disconnectivity in the area.



Historically, the 1924 Borough of Te Awamutu map shows that the character area was planned as large rural lifestyle plots, approximately 4000m² and larger. Over time these lots have been subdivided to provide for a range of lot sizes in the community with a large range between 500m² and 2000m², and a number of larger lots up to 4000m² still remaining. This has resulted in blocks with a mix of older colonial and newer contemporary dwellings, many of which are located on rear sites.

4 OBJECTIVES AND PRINCIPLES

To achieve the desired character outcomes for Te Awamutu, and in response to consultation undertaken during the initial stages of the process, the following objectives and principles have been prepared to assist in guiding the future growth of the town and subsequently, form the basis for the framework plans and strategies in this Plan:

Objective 1 – Role and Identity

Continue to build on and enhance Te Awamutu's distinctive heritage character and image as a vibrant rural community in the heart of the Waikato.

Principles

- 1.1 Through appropriate design tools, celebrate Te Awamutu's distinctive heritage character as a site of the New Zealand Wars as well as the image of a vibrant rural community in the heart of the Waikato.
- 1.2 Enhance Te Awamutu's town entrances through appropriate streetscape design and land use.
- 1.3 Establish a well defined urban edge, and protect the Te Awamutu's rich rural hinterland from inappropriate development and land use.
- 1.4 Acknowledge Te Awamutu's history of famous people through the use of relevant place and street names and memorials.
- 1.5 Acknowledge Maori history within Te Awamutu through the provision of art, carvings and place names within public areas, and through the acknowledgment of traditional Rohe.
- 1.6 Reflect the needs and role of the local Maori population through provision of a Heritage and Cultural Centre, and/or Wananga.
- 1.7 Strengthen the identity of the Te Awamutu town centre, including its uses, connections, edges and entrances.
- 1.8 Enable the development of good quality affordable housing that is responsive to local needs and character.



Objective 2a – Land use

Provide for appropriate land uses that enhance the economic wellbeing of Te Awamutu and contribute to the town's cultural and social wellbeing.

Principles

- 2.1 Ensure that land use throughout Te Awamutu is consistent with the vision for the town and its character areas.
- 2.2 Provide for compact residential living opportunities around high amenity public open space and close to the central area of Te Awamutu.
- 2.3 Develop a community precinct with a range of cultural, historic and recreational facilities around the events centre, Selwyn Park and the riverbank.
- 2.4 Encourage Low Impact Urban Design and Development (LIUDD) initiatives over brownfield and greenfield sites.
- 2.5 Support Te Awamutu as a quality tourist destination through the provision of appropriate tourist facilities including campervan facilities, hotels and motels, museums and other visitor attractions, and transport facilities for buses and coaches.
- 2.6 Support the provision of places for young people to meet including recreation parks, a range of sporting activities, shops and places to eat.
- 2.7 Include provision for enhanced medical facilities, for example an accident and emergency centre.
- 2.8 Ensure that retail and commercial development provides an active frontage to the street.
- 2.9 Provide in the medium term for a small rural service hub close to the town centre through retrofitting existing buildings on site or through new development. Alternative locations for this rural retail precinct could alternatively be at Anchor Park, behind Resenes or the Furniture Court site. It has been suggested that 24,000m² would be required to provide enough space for three rural retail service providers.
- 2.10 Through the sale of the back strip of existing existing titles and amalgamation of land enable the creation of a public consolidated carpark. This would allow for developers to purchase carpark rights in this area to attribute to more intensively developed sites.

Objective 2b – Land use

Continue to develop a sustainable town centre that attracts locals and visitors and provides for the diverse economic, cultural, social and recreational needs of Te Awamutu's population.

Principles

- 2.9 Provide for mixed land use within the Te Awamutu town centre, to assist in providing a vibrant, attractive town centre.
- 2.10 Identify areas within the town centre for additional retail (at a variety of scales) that supports high quality urban design outcomes and contribute positively to the town centre character.
- 2.11 Support commercial development on Mahoe Street that complements the town centre and community precinct.

Objective 3 – Buildings (Built form)

Provide built form that incorporates sensitive, high quality, integrated urban, landscape and architectural design.

Principles

- 3.1 Require built form to contribute positively to the character and image of Te Awamutu.
- 3.2 Locate and scale buildings to protect and enhance vistas out of Te Awamutu as well as to significant built features within the town.
- 3.3 Define appropriate height for buildings that is consistent with the vision for the town and its character areas.
- 3.4 Highlight entries to Te Awamutu through appropriate landscape treatment including enhancing the Mangaohoi Stream bridge and Sloane Street as part of the entranceway experience.
- 3.5 Identify, protect and, where appropriate, encourage the development of corner sites that have the potential to reinforce and enhance the local streetscape and the character of Te Awamutu.
- 3.6 Provide for a Heritage and Cultural Centre within the centre of the community precinct that will provide a landmark building opportunity.
- 3.7 Identify areas that have potential for improvement and seek to provide for their revitalisation through appropriate land use and development. These may include but are not limited to the old post office building.
- 3.8 Protect the character, amenity and outlook of residential areas neighbouring the Te Awamutu town centre by providing for appropriate transitions in scale and built form.
- 3.9 On large lots, and where lots are consolidated, ensure that the scale, massing and proportions of new development reflects the existing residential lot size and layout and is consistent with the vision for the town and its character areas.
- 3.10 Ensure that future housing and street layout is sympathetic with the existing character of Te Awamutu and its character areas.

4 OBJECTIVES AND PRINCIPLES

Objective 4 – Pedestrian and Cycle Network

Enhance and extend connectivity throughout Te Awamutu by providing improved opportunities for pedestrians and cyclists to move safely and comfortably within and around the town.

Principles

- 4.1 Ensure that new development provides for excellent pedestrian and cycle opportunities, including connections towards the town centre and other key nodes within Te Awamutu.
- 4.2 Provide a public realm strategy for linking public open spaces with the existing street network and with an interconnected pedestrian and cycle network.
- 4.3 Provide for specific pedestrian and cycle improvements between key nodes, including:
 - Enhanced pedestrian linkage from Alexandra Street to Selwyn Lane by widening the alleyway off Alexandra Street and potentially opening this area up as a laneway to a centralised carpark behind the main street
 - Improved connectivity between the town centre and Albert Park,
 - Improved connectivity and visibility of Pioneer Walk,
 - Improved cycle links between Te Awamutu and Kihikihi,
 - Improved connections across the edges of the town

Objective 5 – Traffic and Parking

Provide for appropriate traffic flow and parking requirements while having regard to the need to promote a pedestrian and cycle friendly environment.

Principles

- 5.1 Improve road efficiency through the provision of improved signs and parking facilities.
- 5.2 Improve pedestrian connections and provide appropriate signs between car park areas and surrounding land uses, particularly within the Te Awamutu town centre area.
- 5.3 Establish greater connectivity throughout Te Awamutu and within the town centre by providing for improved pedestrian crossings and reducing traffic flows and speeds where appropriate.
- 5.4 Upgrade Mahoe and Market Streets to promote and enhance the precinct as a pedestrian area and provide for enhanced pedestrian realm throughout the town centre.

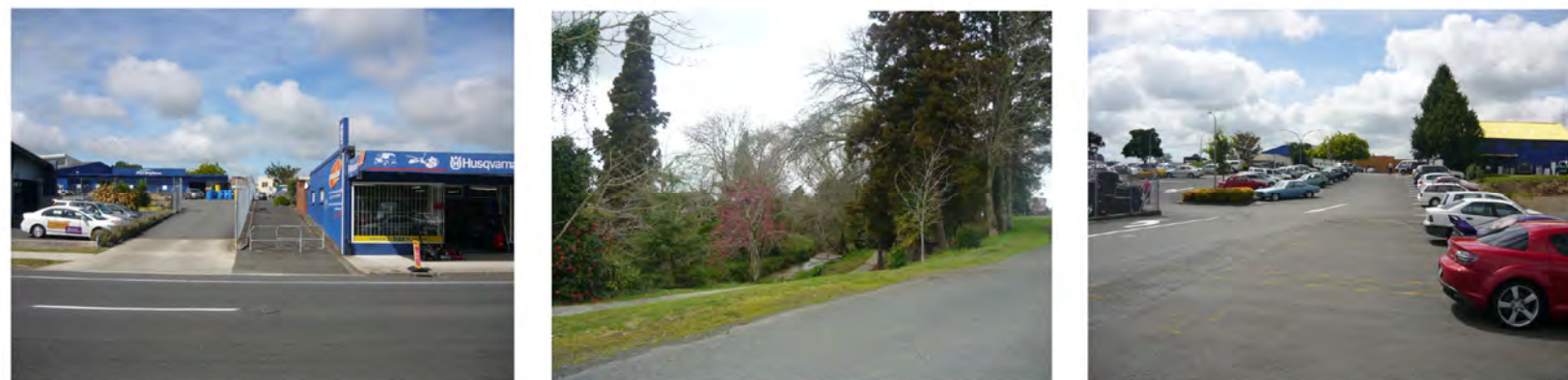


Figure 10: Existing views within the town centre, from left to right; view from Mahoe Street to the pedestrian accessway, view of Mangaohoi Stream from Churchill Street, view of central carpark accessed off Mutu Street.

Objective 6 – Public Space, Streets and reserves

Maintain and enhance public spaces, streets and reserves, including the qualities that reinforce Te Awamutu's treelined streetscape character and high amenity, safe and secure open spaces.

Principles

- 6.1 Prepare and implement a park strategy that aims to provide the community with excellent access and connectivity to a variety of public open spaces throughout Te Awamutu, achieved in part by the rationalising distribution and scale of public open space within the area.
- 6.2 Ensure development contributes positively to street amenity by providing adequate space for landscaping and tree planting (where appropriate) alongside necessary services.
- 6.3 Enhance existing and provide new play areas for a range of ages throughout Te Awamutu.
- 6.4 With the assistance of appropriate landscape treatment and materials, design public open spaces and streets to ensure they are visible, welcoming and overlooked.
- 6.5 Provide for increased passive activities and on street dining within the town centre by increasing footpath width through Alexandra Street improvements.
- 6.6 Provide opportunity to create a civic space that acts as a focal point and sheltered gathering area as the town centre grows.
- 6.7 Continue the existing streetscaping theme (paving, seats, lighting) to streets beyond Alexandra Street to lift the quality of the whole precinct.



Figure 11: There is currently a range in the amount of street planting on existing streets within Te Awamutu.

- 6.8 Build on the existing treelined streets with appropriate planting and extend to identified areas including Mahoe Street, Market Street, Bank Street and Roche Street.
- 6.9 Provide for an adequate berm width and service separation to enable street trees to grow to their full potential where street trees have been indicated as part of desired streetscape.
- 6.10 Acknowledge Maungatautari, Kakepuku, Pirongia and the Waipa peat lakes as national store houses of biodiversity.
- 6.11 Provide for bus stop upgrades as part of streetscape improvements.

Objective 7 – Views and landmarks

Protect and enhance vistas and street views that celebrate significant buildings and features, and reinforce visual connections to wider rural and natural landscape features.

Principles

- 7.1 Protect and enhance important street views within Te Awamutu.
- 7.2 Protect and enhance significant buildings and other structures within and around the town.
- 7.3 Use street tree planting to line and reinforce view corridors.
- 7.4 Protect views across open spaces and promote view sharing.
- 7.5 Identify and provide views of the Mangaohoi Stream from Te Awamutu's town centre.

5 URBAN FRAMEWORK

5.1 Te Awamutu framework plans

Building upon the above objectives and principles, the following framework plans outline key strategies for achieving the desired outcomes and community aspirations for Te Awamutu.

5.1.1 Gateways, views and vistas

Prominent views and vistas are present throughout the town and these will be protected and enhanced where possible. Views promote an environment legible to users and often support a strong sense of local identity within the community. Streets are understood and negotiable through clear visual cues, which help to improve ease of connectivity and promote community integration. Street vistas will be enhanced via appropriate landscaping and land use, framing the view and increasing viewer appreciation. New developments will be carefully designed to ensure that they are sensitive and responsive to surrounding views and vistas. Prominent vistas (as illustrated on Framework Plan 1) will have associated view-shafts that are considered to be significant and should be protected and enhanced.

Town gateways are another way in which to promote legibility and create a strong sense of identity. Gateways provide an opportunity to emphasise town characteristics and display a distinct sense of place. Gateways should respond not only to vehicles passing through, but also to pedestrians and cyclists, taking into account the differences in perception experienced at differing speeds. Gateways will be enhanced and created through appropriate streetscaping, forming an obvious entry or exit point to the town. Consolidation of the town can be promoted through the presence of gateways by restricting sprawl, reducing environmental impacts and creating a more compact town centre.

Key strategy explanation - refer to map on the adjoining page.

- 1 - 4. Entry gateways: Provide for a high amenity corridor building upon vistas and views. Require appropriate streetscaping at entrances to the town to enhance the identity and character of Te Awamutu.
5. Allow for views from public streets out over the Waipa Racecourse and beyond to be maintained.
6. Maintain and enhance views from public areas at Gleneagles and Picquet Road overlooking Te Awamutu and towards Mount Kakepuku.
7. Southern Town Centre Entrance: Provide for a high amenity landscape that distinguishes the town centre from the surrounding residential and industrial areas.
8. Western Town Centre Entrance: Enhance the pedestrian feel of Alexandra Street through appropriate streetscaping and traffic calming.
9. Northern Town Centre Entrance: Enhance the roundabout and stream crossing areas with appropriate landscape treatment that compliments the Rose Gardens; and provide for appropriate land uses to this entry point to the town centre.
10. Recognise the importance of Fonterra and other landmarks by enhancing surrounding streetscape and protecting views of prominent structures.
11. Recreation Hub: Potential to enhance and increase community recreation facilities.

View A



Figure 12: Key views approaching and leaving the town

View A: view from the top of Cambridge Road looking west to Te Awamutu town centre.

View B



View B: view entering Te Awamutu from Kihikihi.

View C



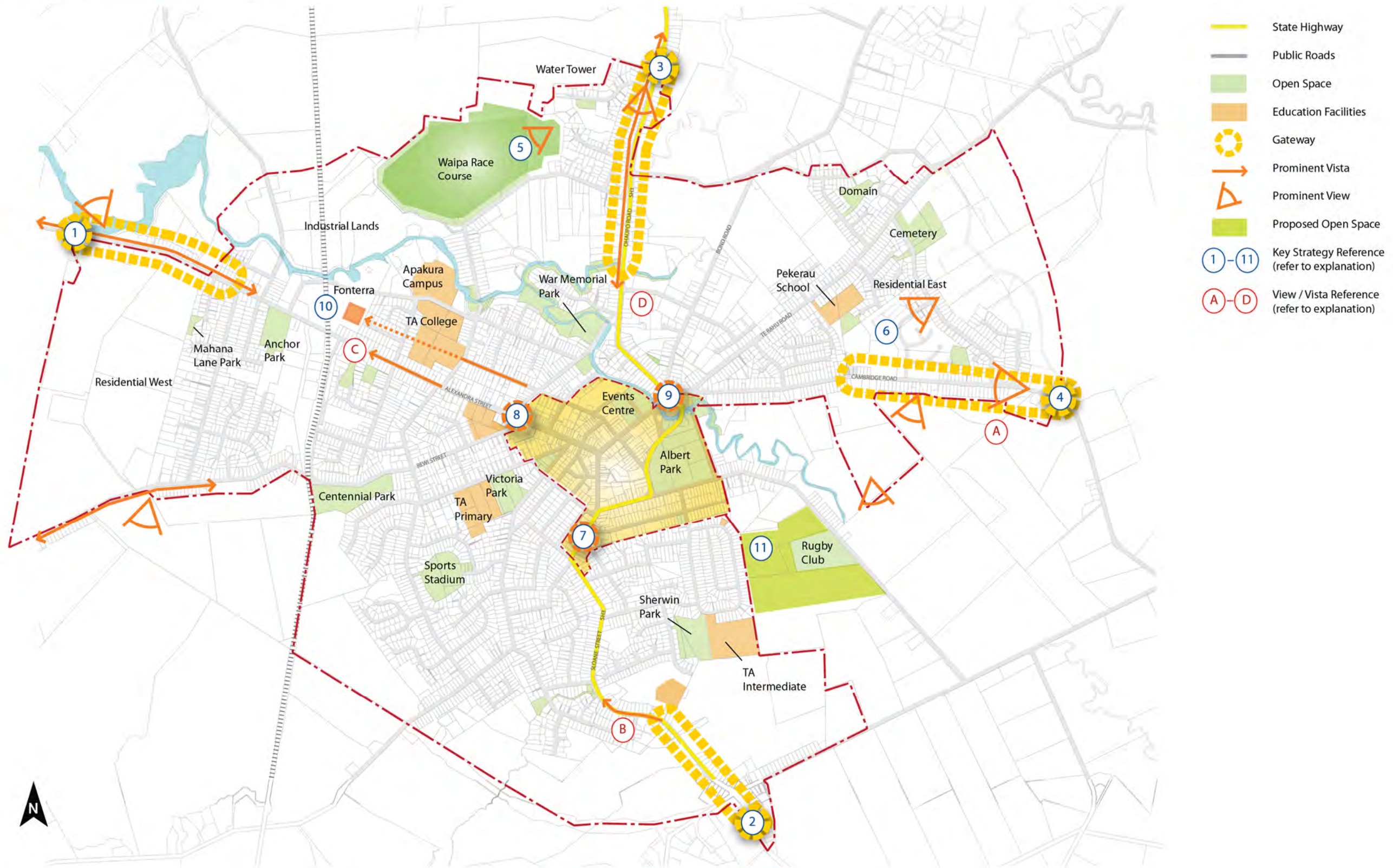
View C: view leaving town centre towards Pirongia.

View D



View D: view approaching Te Awamutu on Ohaupo Road. The town is seen around the corner shown.

Framework Plan 1: Gateways, views and vistas



5 URBAN FRAMEWORK

5.1.2 Walkable neighbourhoods

The provision of local and neighbourhood centres assists in reinforcing communities and discouraging the use of motor vehicles. Within Te Awamutu it is considered that every community should contain a centre that provides for the day to day needs of its residents and also provides for a common meeting place that has the potential to enhance social and cultural wellbeing. Ideally, a person should be able to walk or ride a bike to their local centre in less than 5 to 10 minutes and to a neighbourhood centre in 10 to 15 minutes.

Within Te Awamutu, it is important to recognize the importance of the town centre as the commercial hub of the town, and that it is beneficial to provide for retail, office and other such commercial activities in a centralised area. A new large format retail area on Cambridge Road, commonly known as Bilimag, will provide a supermarket and other retail outlets that will lead to this area acting as a shopping destination and neighbourhood centre for the northern part of Te Awamutu. Kihikihi's main street provides the second neighbourhood centre servicing the needs of its local community.

Neighbourhood centres would generally be 3000m² and include a local superette and may also include some of the following shops outlined below. Local centres would generally contain 3 to 5 small format shops with a dairy and some of the following,

- Butcher
- Greengrocer
- Delicatessan
- Hairdresser/ beauty salon



Figure 13: Existing local centres along Alexandra Street and Hazelmere Crescent.

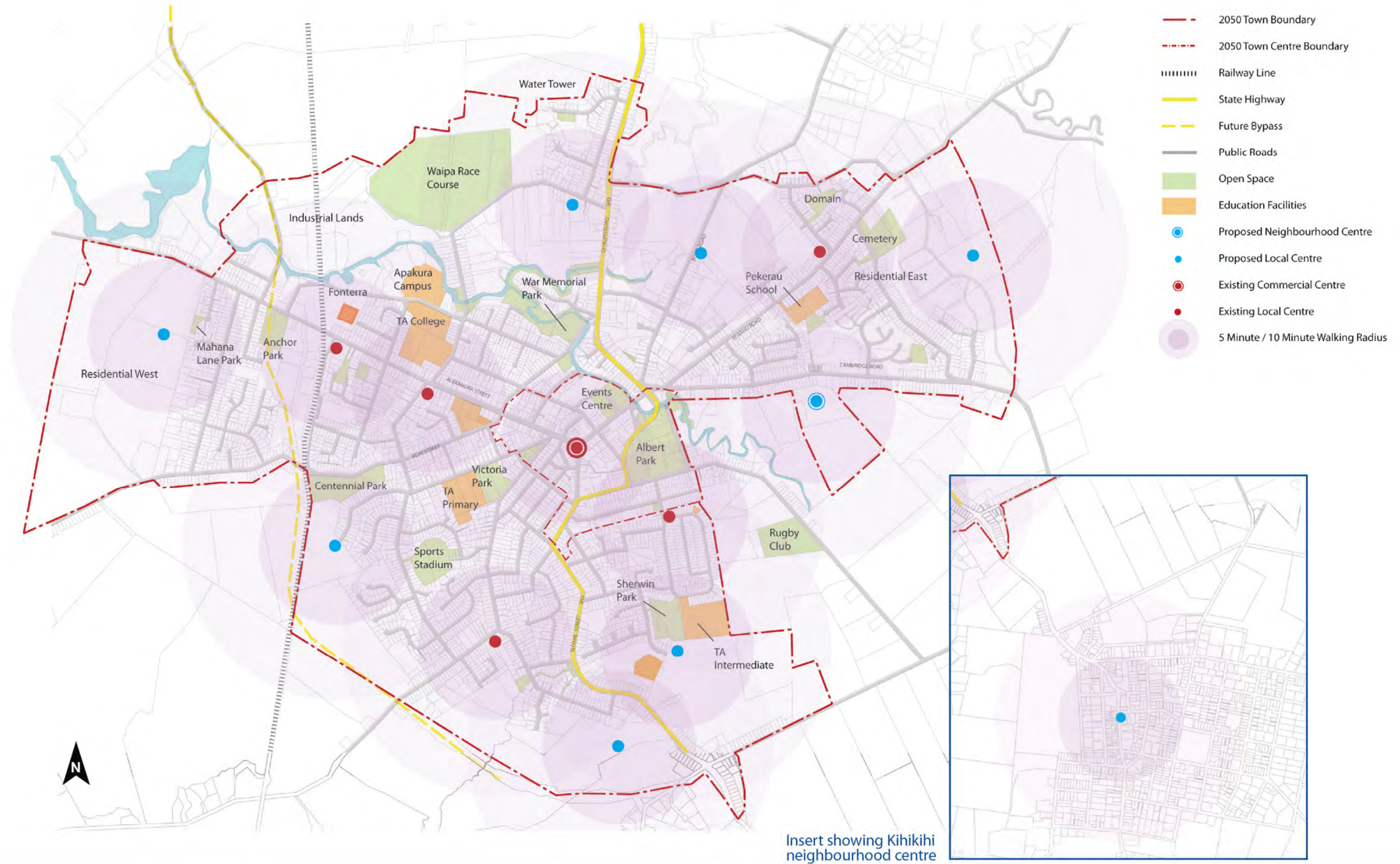
- Pharmacy
- Café
- Restaurant
- Medical Centre
- Take away
- Post office
- Dry Cleaners
- Video Library
- Bakery
- Florist
- Wine shop / off license
- Internet café

A local centre should also include one of the following:

- A community hall
- Local community square / open space
- Playground
- Crèche / Pre-school

Having regard to the above, the following framework provides preferred locations for future local centres throughout Te Awamutu and Kihikihi, which will in turn provide a structuring element for future connectivity and land use.

Framework Plan 2: Existing and proposed neighbourhood and local centres in Te Awamutu and Kihikihi



5 URBAN FRAMEWORK

5.1.3 Enhancing Connectivity / Strategic Links

Continued enhancement of connectivity throughout Te Awamutu will be integral to ongoing sustainable growth of the town. Excellent connections with the town centre, local amenities, communities and working areas through increased pedestrian amenity and links across the Mangaohoi Stream will increase the potential for locals and visitors to walk and cycle and therefore reduce the necessity for motor vehicle use.

Connectivity and community integration facilitate ease of access, economy of movement and can help to improve social interaction. Provision of clear connections within the town centre will help to link places of interest, such as: local amenities, retail, schools, places of work and recreational areas. Signs in key locations will promote way-finding within the town and increase overall legibility. Green spaces will be well integrated within the town to encourage active recreation within the community and networks of safe and attractive walking and cycling routes will also be provided. Provision of these routes promotes choice and diversity, potentially reducing adverse impacts associated with vehicle emissions as other transport modes become increasingly viable. Safe pedestrian crossing points further encourages walking within the town and will be incorporated into new developments and provided elsewhere where necessary. This helps to ensure that new developments are well connected to existing networks (vehicle, pedestrian and cycle), encouraging effective community integration.

Strategic links should be made not only within the town centre, but also to smaller nodes, surrounding residential areas, and to neighbouring towns and nearby attractions. Bus links will help to encourage these links and promote connectivity within Waipa, integrating large and small towns and creating a tightly knit District.



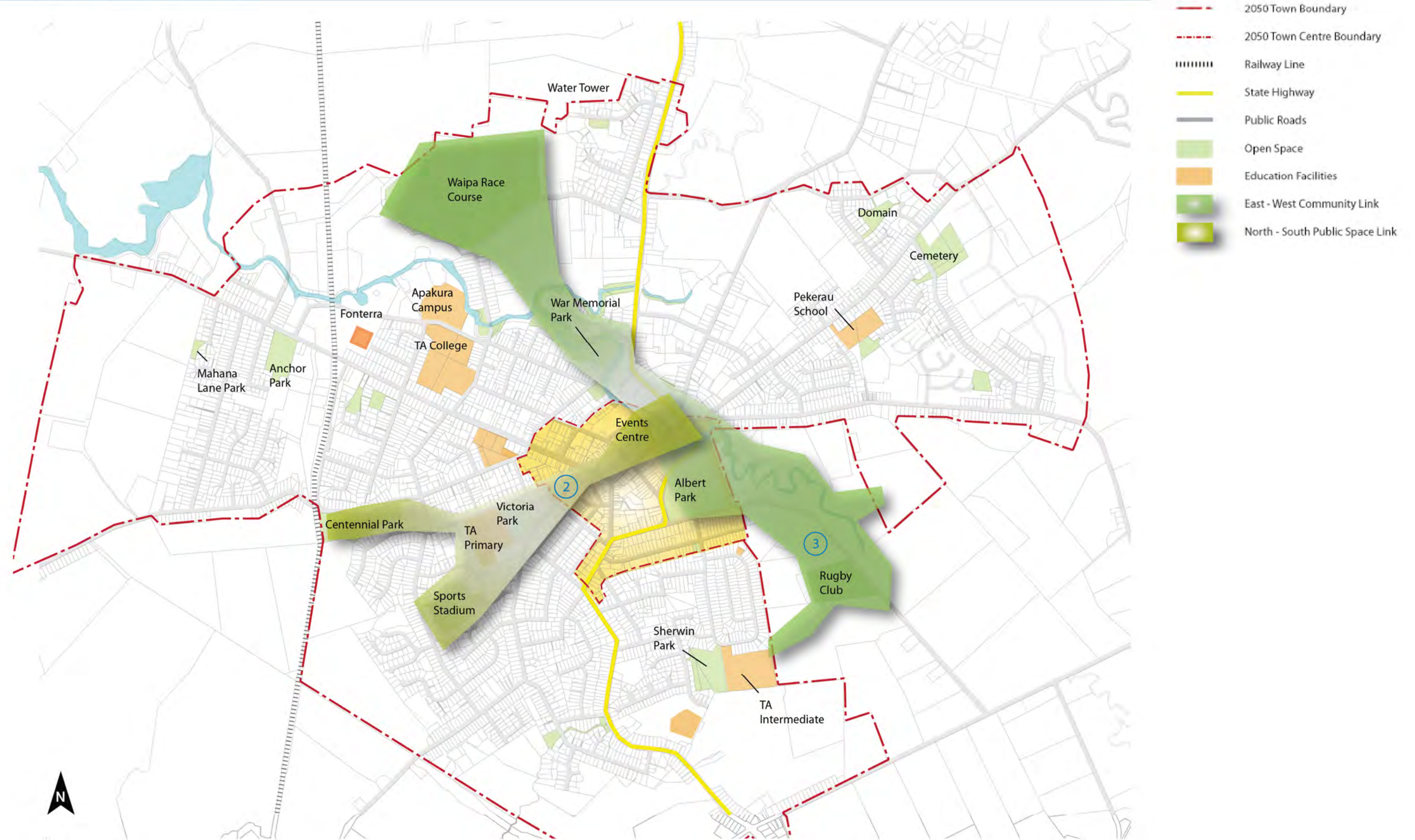
Figure 14: View looking from the junction of Market and Alexandra Streets - the centre of the east-west community link.

Key Strategy explanation - refer to map on adjoining page

1. Build upon existing town qualities to enhance the local identity of Te Awamutu:
2. North South Public Space Link: Continue to build upon the Pioneer walk and other local routes, providing enhanced access to local amenities and acting as a spine that integrates surrounding communities.
3. East West Community Link: Provide for a strong link that enhances local identity and connects local services and amenities with the community, and adds to the visitor experience of the town.



Figure 15: There are areas of high amenity along the Pioneer Walk that can be extended.



Points 1 to 12 are identified on the plan on the next page.

5 URBAN FRAMEWORK

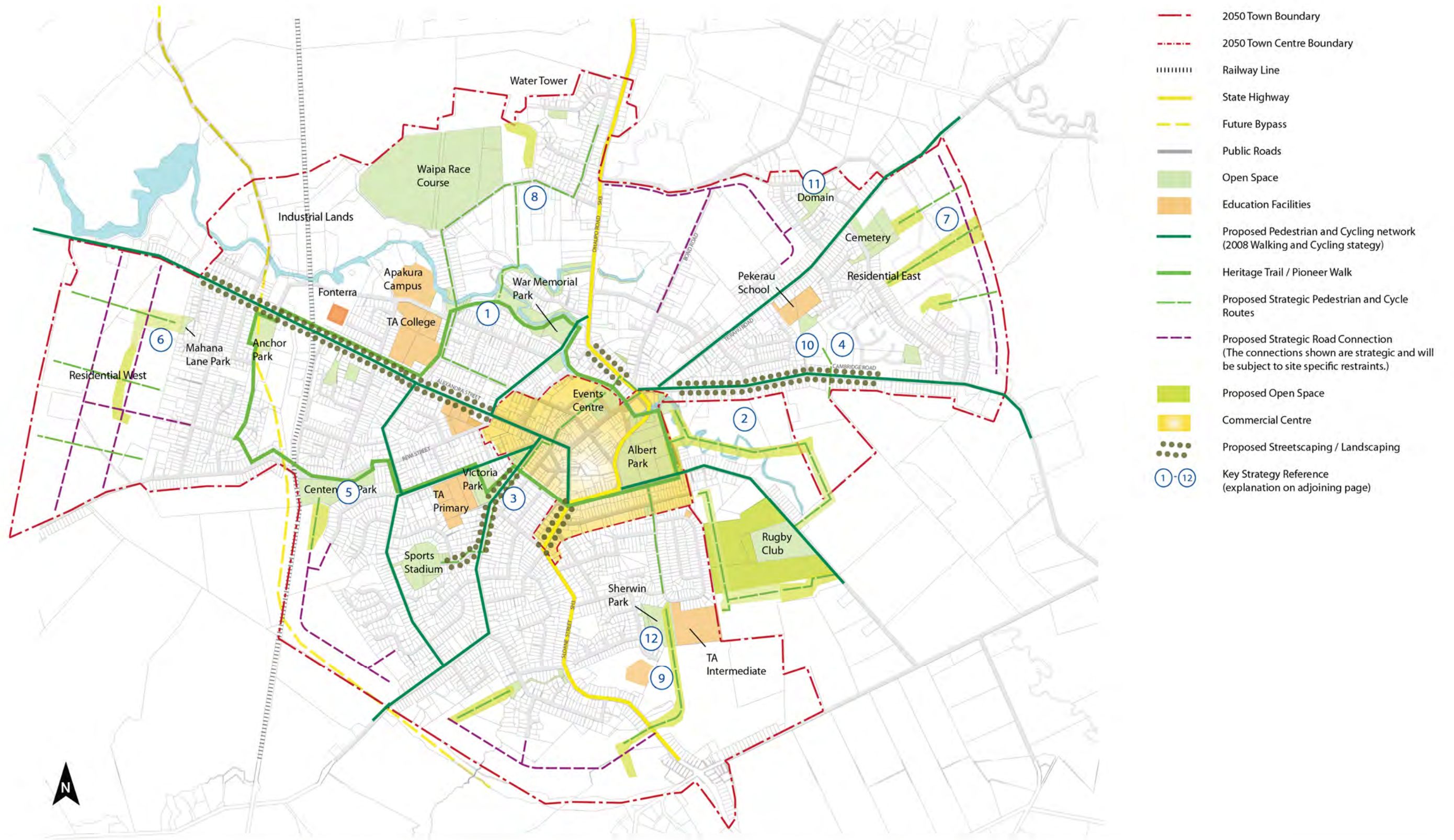
1. Continue to enhance the existing and proposed extension to the Heritage Route / Pioneer Walk.
2. Create safe, high amenity pedestrian and cycle access between the town centre, the future large format commercial area on Cambridge Road and land to the northeast.
3. Create a safe, high amenity pedestrian and cycle access between the Rose Gardens and Events Centre through to Te Awamutu Stadium.
4. Create a safe crossing point over Cambridge Road between the future large format area and the residential area.
5. Create connections to Centennial Park from the north and south.
6. Encourage pedestrian, cycle and vehicle access to arterial routes, existing open space and surrounding rural landscape, building upon vistas and views to the west. Build upon the existing Mahana Lane Park.
7. Encourage pedestrian, cycle and vehicle access to arterial routes, existing open space and surrounding rural landscape, building upon vistas and views over Te Awamutu.
8. Enhance pedestrian connections with Waipa Racecourse and water tower area (viewing point). Provide for amenity walks through equine areas and public park at the Water Tower location.
9. Create a safe, high amenity pedestrian and cycle link through the valley and between the future communities, local amenities and the town centre.
- 10 - 12. Enhance access to amenities by increasing reserve areas fronting streets and require new developments to front reserves.

Town Wide Strategies

- Provide for strong links between existing community facilities (schools and parks) and key nodes (local centres).
- Develop a hierarchy of tree planting that assists in the legibility of the town and key walking and cycling routes.
- Within all new development areas, require public roads adjacent to public open space.



Figure 16: Views of existing pedestrian links across Mangaohoi Stream and an example of a pathway alongside a stormwater reserve.



5 URBAN FRAMEWORK

5.1.4 Future Land Use

Successful communities require a full range of local services and facilities, conveniently sited and well connected to residential areas by safe and legible routes. Building upon the previous framework plans, the following framework plan outlines a strategy for land use, based upon the projected social and economic needs of the community.

A consolidated town centre will enhance ease of connectivity through reduced travel distances and creation of a compact destination for both locals and visitors. By concentrating the majority of development, services and amenities within the town centre, the town will become increasingly walkable enabling commuter diversity.

Enabling people to move freely within and around their community, while undertaking their day to day activities, is integral to building a community that responds to the basic needs and desires of its people. The provision of excellent infrastructure at all levels – sports and recreation grounds, open space, pedestrian and cycle routes, safe roads, enhanced education facilities, and quality childcare – will assist Te Awamutu in becoming a great place to live.

A range of living opportunities should be provided within any town, allowing for diversity in the community. It is appropriate to provide for smaller lot sizes in close vicinity to the town centre, thus reducing reliance on vehicle use and providing accessibility to local services and amenities to a



Figure 17: Playgrounds and markets provide a destination and add to the vitality of existing areas.

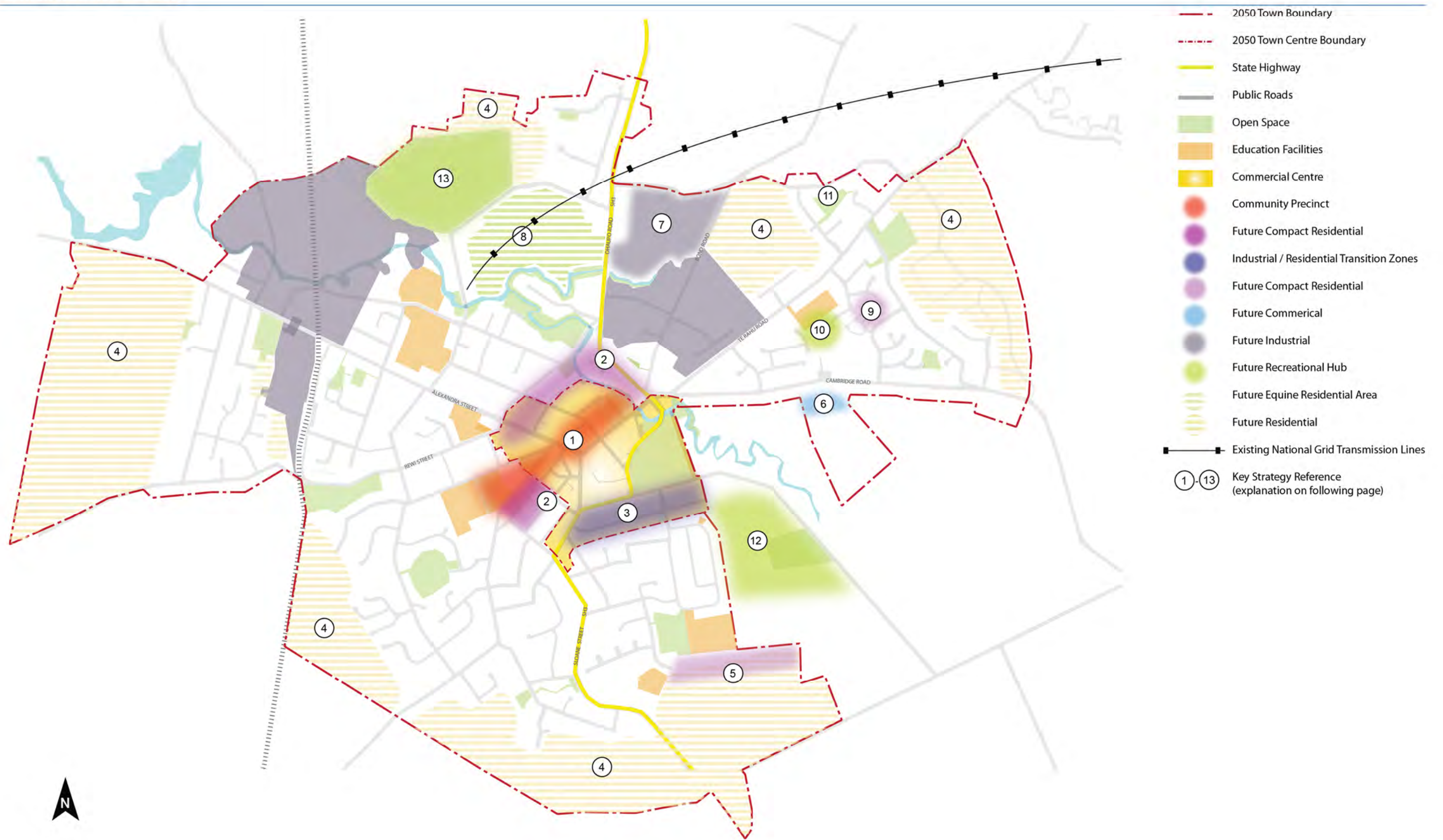
wider population. Upgrades of footpaths to cater for a greater number of motorised scooters and parents with toddlers and prams can then be targeted within this walkable catchment.

A diverse range of activities for locals and visitors of all ages need to be provided throughout the town, and should include a range of local recreation opportunities. These may include passive open spaces for walking and cycling; or active space such as sports pitches, BMX riding and skateboard parks, and playgrounds that cater for both children and their parents. Open spaces should provide the opportunity for people to meet with one another and be safe to use. Open space also has the potential to add to biodiversity and amenity values of the town and, designed in the right way, can contribute to environmental and cultural values. To reduce maintenance costs large areas of open space can be returned to a natural state, which will contribute to the rural character of the town as well as biodiversity values.

The following plan sets out to provide a framework for future land use within Te Awamutu. It is anticipated that it will form a basis for the further detailed direction through district plan zoning and provisions, structure planning (for new growth areas), and other methods that may be utilised by the Council and community to achieve the desired outcomes.

Further detail is provided on outcomes anticipated within each of the character areas in the following sections.





- 2050 Town Boundary
- 2050 Town Centre Boundary
- State Highway
- Public Roads
- Open Space
- Education Facilities
- Commercial Centre
- Community Precinct
- Future Compact Residential
- Industrial / Residential Transition Zones
- Future Compact Residential
- Future Commercial
- Future Industrial
- Future Recreational Hub
- Future Equine Residential Area
- Future Residential
- Existing National Grid Transmission Lines
- 1 - 13 Key Strategy Reference (explanation on following page)

5 URBAN FRAMEWORK

Numbers 1-13 are identified on the previous page.

1. Intensified Community Precinct: Establish a defined and legible community precinct across Alexandra Street to include (to the south-west) the existing medical centre, Waipa District Council offices, Te Awamutu Library and (to the north-east) the Events Centre, the proposed Heritage and Cultural Centre, Market Street and the Rose Gardens.
2. Compact Residential: Provide for high amenity compact residential buildings within the walkable catchment of the town centre and suitable for town centre living.
3. Transition Area: Accommodate a change in land use from industrial to residential from west to east along Rickit Road by providing for suitable industrial land at Bond Road. Require future industrial uses located at the western end to maintain a small building footprint and undertake measures to increase local amenity particularly at the entry into Hazelmere Crescent.
- 4,5. Residential with allowance for some compact residential: Provide for high amenity compact residential development within the identified growth areas where this typology can be located next to open space and local shopping areas.
6. Commercial Precinct: Provide for a supermarket and ancillary activities with strong pedestrian and cycle connections to surrounding communities and streetscaping that enhances local amenity. This development is secondary to the main CBD which will remain the primary commercial area.
7. Future Industrial: Provide for future industrial and ancillary activities, with strong pedestrian and cycle connections to surrounding communities. The total amount of industrial land to be made available is 20 ha in accordance with the Future Proof Growth Strategy.
8. Equine / Residential Land Use: Provide for the ongoing provision of localised equine land use mixed with open space, residential activities and pedestrian and cycle routes.
9. Compact Residential : Retirement Village.
- 10,11. Review the size of the existing recreation reserve and consider new residential development around the perimeter to increase passive surveillance and potential users.
12. Consider the future recreational needs of different sports codes and consider consolidation in one area.
13. Investigate potential for combined recreational uses at the racecourse.



Figure 18: Compact residential can result in different built outcomes at the street interface. In the image on the left, the design of the units allows for more 'eyes on the street'.

5.2 Te Awamutu Town Centre

This section outlines key strategies to achieve a consolidated town centre that assists in enhancing the social, cultural and economic wellbeing of Te Awamutu.

It is the Council's desire that the Te Awamutu Town Centre Character Area continue to grow as an attractive, lively and functional commercial heart of Te Awamutu and the surrounding area, with strong connections to existing and future residential communities, open space, waterways and the wider environment. The process of enhancement of the central area is underway with the Heart of Te Awamutu project.

While the main streets in the town centre seek to provide for a high amenity environment, with attractive planting and streetscaping materials, many remain vehicle dominated. Key to enhancing connections between different uses, and to enhancing the amenity of the area, will be addressing heavy traffic volumes passing through the town along Alexandra, Arawata and Sloane Streets. There is also potential to relocate rural service retail shops which currently present generally blank frontages to the central area streets and facilitate their replacement with small format shops as the town and demand grows. Potential also exists to define and enhance the entrances to the centre and reduce traffic volumes and parking along the town centre's arterial routes.

The continued provision of a variety of commercial uses, services and local amenities throughout the town centre is encouraged, particularly where such activities provide opportunities to enhance pedestrian and cycle ways and assist in enhancing local amenity. In this manner, the vision for the town centre seeks to provide for a vibrant mix of uses that attracts a variety of users to the town centre including local residents and tourists.

The town centre currently provides for a variety of important community and visitor amenities including the Rose Gardens, Events Centre and the proposed Heritage and Cultural Centre, Albert Park sports grounds, Council chambers, medical services, Anzac Park and Victoria Park. The potential exists to provide for strong links between these amenities and, in doing so, enhance connections with existing and future commercial uses. Bringing these uses closer together will assist in consolidating the town core and provide the potential to establish higher density living around its periphery.

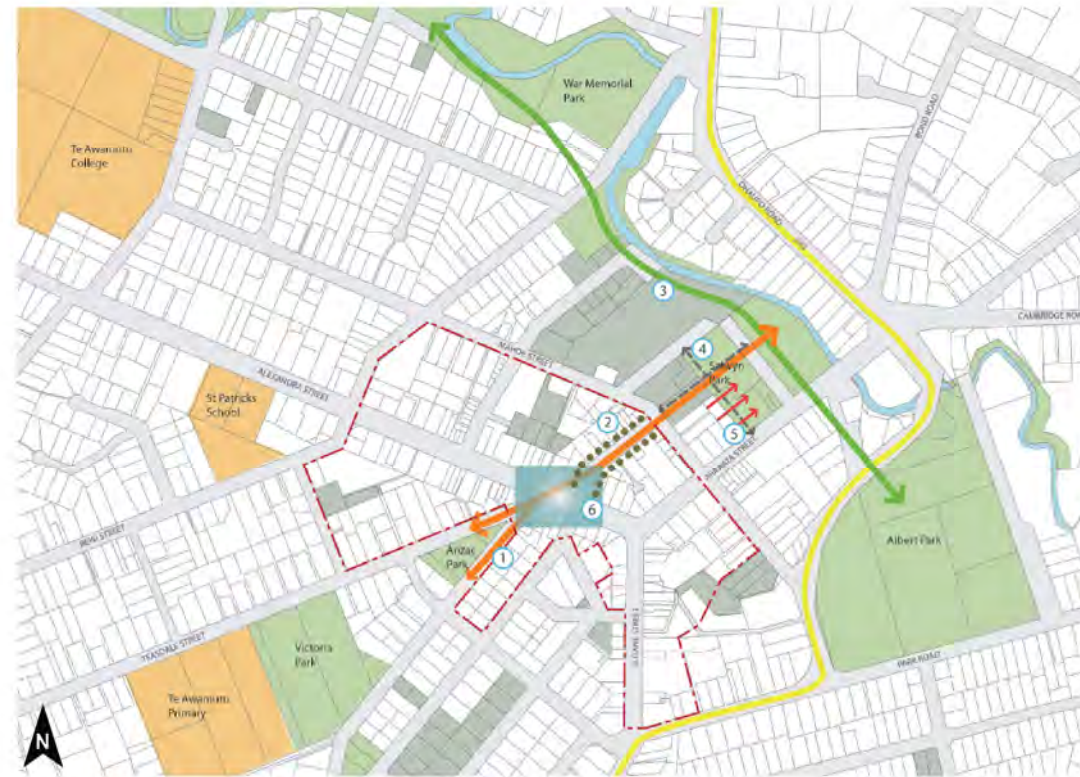
The town centre's identity will be enhanced through the provision of appropriate development that responds to local character and history, Maori values and the town's relationship with the landscape. It is significant that local taonga Uenuku rediscovered in Lake Ngaroto is displayed in the Te Awamutu museum. Detailed design of streetscape, parks and buildings have the potential to enhance amenity at a local level, providing interest to the public realm and buildings and providing local residents with a feeling of ownership.

On a wider scale, it will be important to connect the town centre character area with the wider existing and future community through appropriate pedestrian and cycle links. Pioneer Walk has been established along the eastern edge of the town centre, providing for pedestrian access from the sculpture park at Albert Park, through the Rose Gardens and leading to the War Memorial Gardens to the north of the town centre. Potential exists for the walk to form a strong connection point between the town centre and surrounding communities, particularly those along the Mangaohoi Stream.

5 URBAN FRAMEWORK

Framework Plan 6: Landmarks, Connections and Links

-  Existing Town Centre Zone
-  Open Space
-  Council Owned Land
-  Education Facilities
-  Surface Treatment
-  State Highway
-  Public Roads
-  Open Space Spine
-  Community Spine
-  Pedestrian Linkage throughout Cultural / Heritage Zone
-  Active Frontage to Public Space
-  Proposed Streetscaping / Landscaping
-  Key Strategy Reference (explained in adjacent text)



1. Reinforce a community axis which links Selwyn Park and the future Heritage and Cultural Centre to the library, museum and Anzac Park. Consider anchor uses at each end of the community spine.
2. Support pedestrian amenity through the upgrade of streetscapes on the community spine streets.
3. Support the open space axis through land uses addressing the river and the addition of pedestrian/cycle crossings.
4. Consider in the design and location of entries into the Heritage and Cultural Centre, connections to the surrounding public space and the surrounding uses.
5. Provide active uses to front onto open space to provide for observation and additional potential park users.
6. Consider surface treatment at the cross axis of Market Street and Alexandra Street to strengthen the community axis.
7. Support the upgrade of streetscapes to increase pedestrian amenity prioritised in the following the order;
 - 1. Alexandra Street
 - 2. Market Street
 - 3. Mahoe Street
 - 4. Arawata Street
 - 5. Sloane Street

Framework Plan 7: Town Centre Framework - Land Use

- Existing Town Centre Zone
- State Highway
- Road
- Open / Public Space
- Council Owned Land
- Education Facilities
- New Complete Block with Retail Edge
- Development Site (complete blocks could be considered)
- ① - ③ See explanation on this page



1. Support new land uses fronting onto streets to create complete blocks and include a streetscape upgrade as part of the change of use. Contain redevelopment to the central northern block initially to provide a retail/office precinct around the Heritage and Cultural Centre and provide for greater number of people who will potentially use the Rose Garden and river walkway. The location below Alexandra Street does not impinge on any significant views, rather buildings edging the street will support the vista along Mahoe Street of Fonterra to the west.
2. Facilitate movement of farm supply businesses to an area out of the central retail area or provide for small format stores to surround these uses in their existing location.
3. Rationalise land uses so that complete blocks are created and open carparks do not front onto roads.



Figure 19: Image of the pedestrian mid-block walkway and Market Street with current rural-retail land use.

5 URBAN FRAMEWORK

5.2.1 Retail and office capacity

An assessment of the space required for speciality retail and large format retail has been made utilising the Waipa 2050 Economic Profile Statement as a basis for the figures. In Te Awamutu the completion of the large format retail area along Cambridge Road will cater for the current shortfall for large format retail. The demand for retail and office space will grow as the population grows and as there is more opportunity to live, work and play within the town. As illustrated in Table 2 and illustrated in the schematic a suitable built form two to three storeys in height will meet the demand for speciality retail and office solely within the town centre zone out to 2036. Through extrapolation of the 2036 figures the additional demand for retail and office space required out to 2050 will be able to be met within the town centre and general zone.

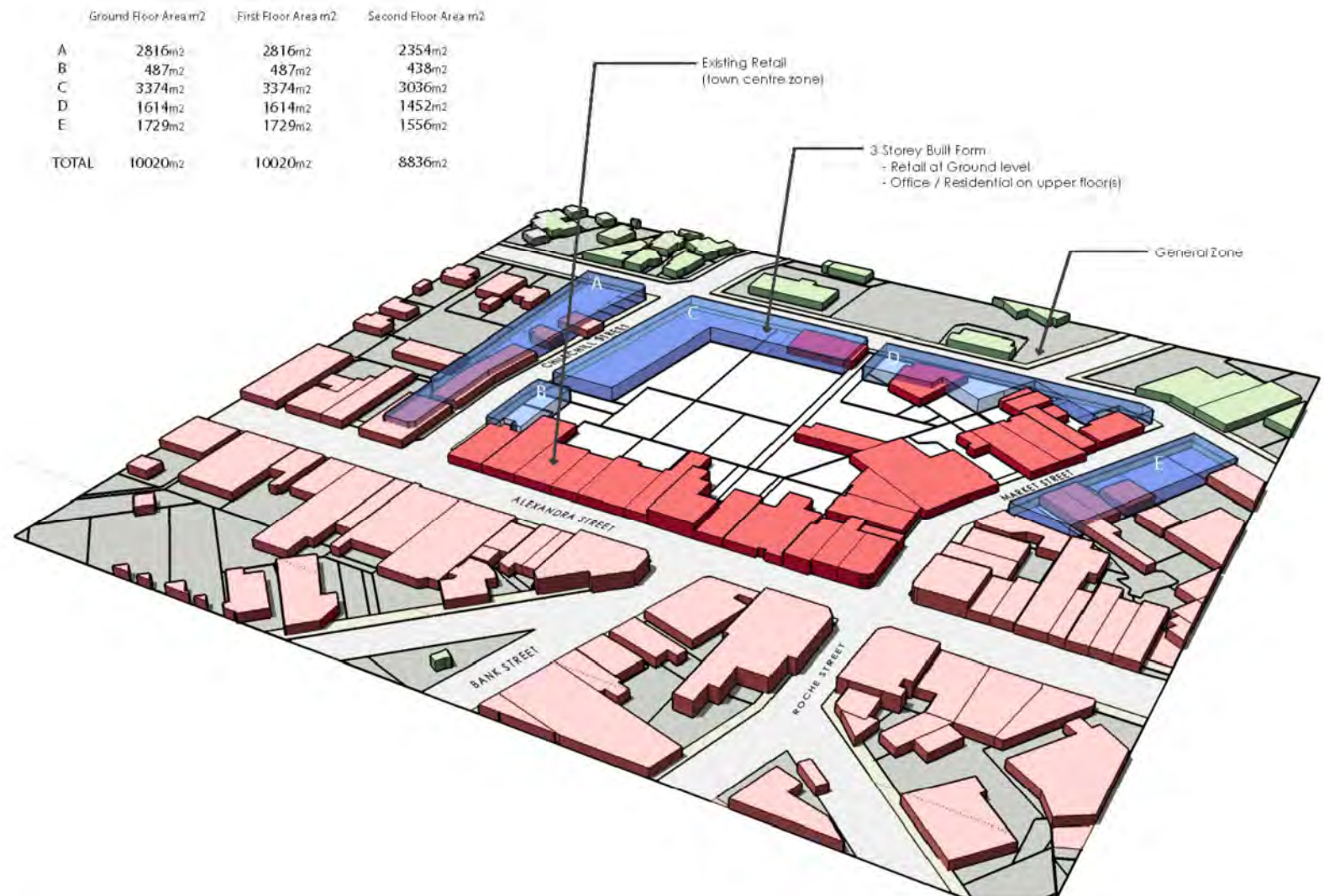


Figure 20: Schematic illustrating additional space as two and three storey built form in the town centre zone out to 2036

Retail and office demand(m²) to 2050

	Existing supply	Imminent supply - Bilimag	Demand 2006	Demand 2036	Required additional m ² in 2036	Demand 2050	Required additional m ² in 2050
Speciality retail	24000		21000	35000	11000	42000	18000
Large format retail		17000	16000	23000	6000	26500	9500
Total retail		41000	37000	58000	17000	68500	27500
Office					31000		46500

Notes:

¹ Figures are gross and indicate the building footprint

² These figures are based on work undertaken by Waipa District Council and may be amended as a result of a wider regional exercise undertaken on retail demand.

Table 2: Total retail and office capacity in 2036

	Ground floor	First and second floor
Floor area identified as required in 2036	17000	31000
Floor area shown in the schematic	10000	19000

Table 3: Total retail and office capacity in 2050

	Ground floor	First floor only	First and second floor
Floor area identified as required in 2050	27500	46500	46500
Floor area shown in the schematic	18000	31000	43000



Figure 21: Schematic illustrating additional space as two and three storey built form in the town centre and general zone out to 2050

5.3 Existing residential and future growth areas

This section outlines the Council's desired outcomes for existing and future growth areas in Te Awamutu.

The recommended residential densities for growth areas have been calculated having regard to 'assumptions' based on existing best practice residential development. The intention is to provide 'guidance' to the community, planners, developers, landowners and other stakeholders as to the densities that the Council believes can be achieved within growth areas. The densities outlined here will also be subject to site specific constraints which, by way of example, may include: topography; soil suitability; on site water ways and bodies; landownership and plot size (where compact residential within existing areas is provided for); and provision of on-site waste and storm water disposal. Accordingly, at the time of planning it will be necessary to demonstrate that the overall intent of the densities recommended within this Concept Plan have been complied with

5.3.1 Sustainable Structure Planning

Within each of the growth areas a Council approved structure plan will need to be prepared and adhered to prior to development taking place. To assist in ensuring that future development results in positive place making and sustainable outcomes, each structure plan shall incorporate/respond to the following strategies:

Sustainable Movement

- Use of grid patterns or similar layouts, to maximise connectivity and minimise movement times.
- Providing for a legible street hierarchy.
- Connecting existing and new development areas.
- Promote walking and cycling for functional as well as recreational journeys.
- Shared spaces and shared surfaces in appropriate contexts.
- Provision of future bus routes / stops.
- Provide for park and ride facilities at public transport collection points (in close proximity to neighbourhood centres), in anticipation of existing and future public transport provision.

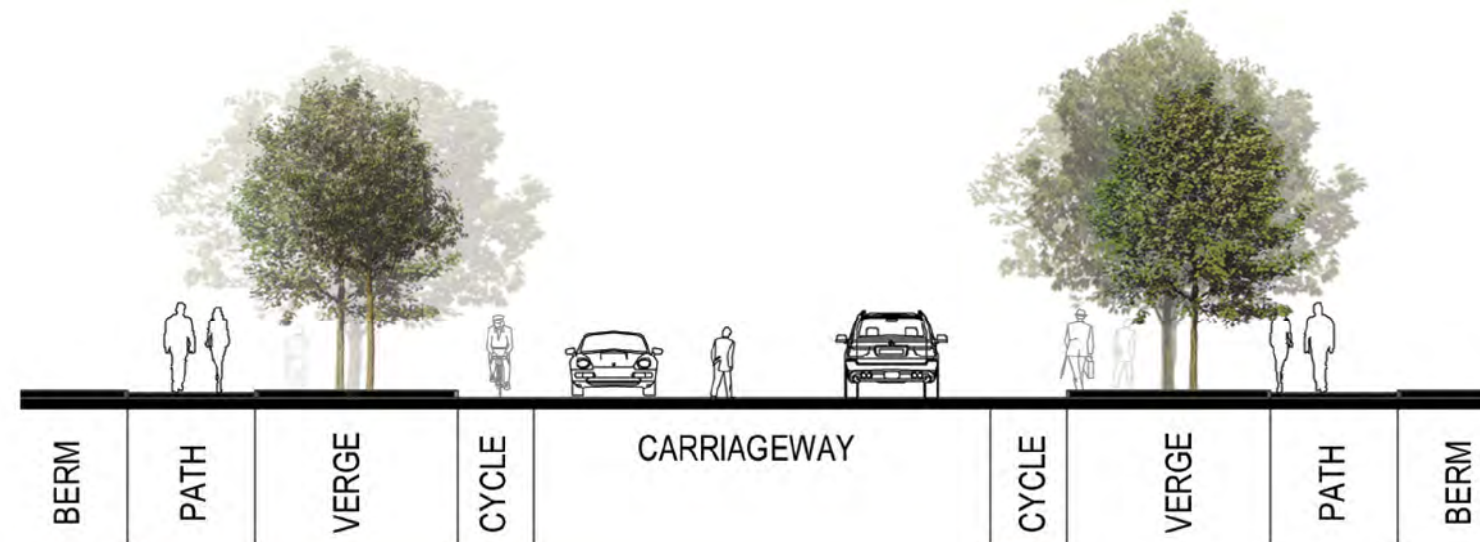


Figure 22: Indicative section showing preferred road layout where possible (parking to be located within the verge)

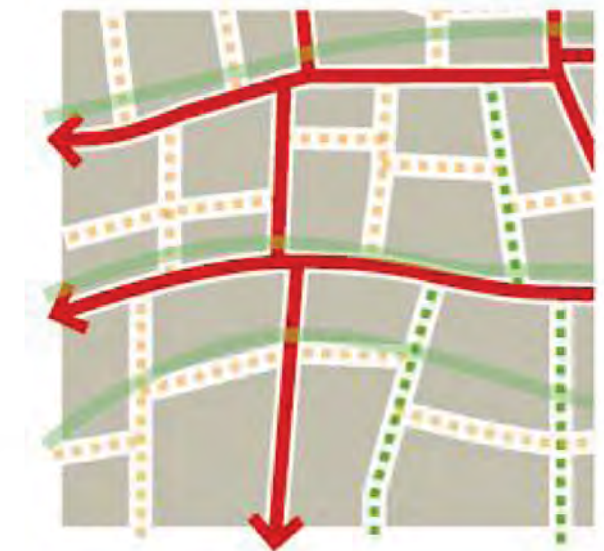


Figure 23 : Road patterns should follow a grid layout that responds to local topography.

Safe neighbourhoods

- Passive supervision of public space
- Blocks with dimensions of approximately 200m x 80m, to assist in ensuring all future dwellings have street frontage.
- Accessible routes to schools, shops and community facilities which are attractive and safe

Sustainable use of resources

- Provision for local recycling stations and organic waste centres.
- Require water metering on all sites; and/or require sites to provide for rain harvesting/ water collection tanks on site.
- Sustainable drainage strategies, including:
 - Minimising impermeable surfaces
 - Soak pits within residential areas and adjacent to streets.
 - Provision for swales, rain gardens and retention ponds.
 - Provision for local retention ponds and soakage areas in close vicinity of compact residential sites (connected by underground pipe or swale infrastructure).

Energy efficient living

- Orient sites to maximise passive solar gain from the north
- Minimise south facing windows and maximise solar gain to the north
- Provide for living choices
- Provision of local and neighbourhood centres
- Provision of a mix of densities including compact and low density residential
- Average walking time of 5-10 minutes to local amenities, including local shops, kindergartens and, as far as achievable, primary schools

Open space within the structure plan areas should provide for:

- The protection of natural waterways and ecological corridors
- A variety of park sizes
- Green corridors
- Multi functional green space
- A mix of passive and active recreation opportunities.



Figure 24: Te Awamutu character areas (explanation on following pages)

5 URBAN FRAMEWORK

5.3.2 Rural Hinterland (Character Area 2)

It is the Council's desire that Te Awamutu's rural hinterland retain and enhance its rural character by promoting the ongoing use of land for these uses. Access to rural lands will be promoted while ensuring that inappropriate activities, including residential developments, are not enabled.

To assist in retaining the above qualities, activities associated with urban areas, such as residential, commercial and industrial activities, will be avoided within the rural hinterland. Rather than allow such activities to develop in the rural hinterland area, rural activities such as equine activities should be provided for at the periphery of residential character areas to provide for a strong relationship and transition area between the Te Awamutu and its surroundings.

5.3.3 Waipa Racecourse / Industrial Lands (Character Area 3)

It is the Council's desire to support the ongoing use of the Waipa Racecourse and Te Awamutu Industrial land to provide for the social, cultural and economic wellbeing of the community. It is considered that the land use in and around the racecourse area will change over time and it is important that development is managed in such a way to avoid adverse effects on the surrounding environment.

Seeking ways to define attractive boundaries and raise the amenity of these areas will assist in blending them in with surrounding land uses. Standards need to be maintained and implemented to ensure that industrial uses do not adversely effect waterways or other natural resources. To assist in reducing environmental effects, stronger pedestrian and cycle links between the Waipa Racecourse and Te Awamutu Industrial land need to be implemented, providing opportunity for people to travel to work and recreational activities without reliance on vehicles. To assist in building stronger links, particular regard needs to be given to enhancing connections over the railway line and establishing a pedestrian friendly street environment.

5.3.4 Te Awamutu East (Character Area 4)

It is the Council's desire that Te Awamutu's Residential East Character Area continues to evolve as an attractive community that provides local amenities and facilities for residents, while providing for the existing rural lands to evolve as an attractive, safe community over the long term. Future growth will seek to build strong connections to the town centre and surrounding rural environment.

Key to achieving an outcome that builds upon the existing character of Te Awamutu's residential areas will be providing excellent opportunities for internal movement and access to open space and local community facilities. Developing a grid network (and avoiding unnecessary cul-de-sacs), retention of strong connections with surrounding land uses, and provision of new pedestrian and cycle ways through open space will provide opportunities for integrating new communities with existing ones.

As the character area continues to grow, provision should be made for appropriate streetscaping over a hierarchy of streets, assisting to define neighbourhoods and primary links to adjoining areas. This will be achieved by providing a consistent language (whether through tree planting or other streetscape design) that can be read by local residents and visitors to the area.

Residential growth areas

Outcomes sought:

- Gross development area (hectares) 87
- Net development area (hectares) 61
- 15% compact residential, 300 – 400m²
- 85% medium density residential, 600 – 800m²
- Anticipated dwellings 877 – 1,170
- Dwellings per hectare 10 – 13.5
- Anticipated population 2,281 – 3,042

Assumptions:

- Structure planning for growth areas to include a minimum 15% compact residential.
- Compact residential to be located within high amenity environments, including close vicinity to public open space; close vicinity to local centres; and good views over Te Awamutu and/or to the surrounding rural environment.
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household



5.3.5 Te Awamutu West (Character Area 5)

It is the Council's desire that Te Awamutu's Residential West Character Area continues to evolve as an attractive community that provides local amenities and facilities for residents, while providing for the existing rural lands to evolve as an attractive, safe community over the long term. Future growth will seek to enhance connections adjoining communities and the town centre to the east, and build a strong connection with the surrounding rural environment.

Key to the ongoing development of the area will be enhancing connections with the balance of Te Awamutu and achieving an outcome that builds upon the existing character of Te Awamutu's residential areas. Ensuring that the majority of dwellings have street frontage and enhancing connections along Alexandra and Rewi Streets, through the improvement of pedestrian and cycle connections and access to open space and local community facilities, will provide greater opportunities for this character area to grow as part of the Te Awamutu community.

As the rural lands to the west are developed, cognisance of east-west vistas should be given within the proposed layout of roads, with north south roads providing for strong links back to Alexandra and Rewi Streets. As the character area continues to grow, provision should be made for appropriate streetscaping over a hierarchy of streets, assisting to define neighbourhoods and primary links to adjoining areas. This will be achieved by providing consistent tree planting or other streetscape design that can be read by local residents and visitors to the area.

Residential growth areas

Outcomes sought:

- Gross development area (hectares) 109
- Net development area (hectares) 77
- 15% compact residential, 300 – 400m²
- 85% medium density residential, 600 – 800m²
- Anticipated dwellings 1,100 – 1,468
- Dwellings per hectare 10 – 13.5
- Anticipated population 2,862 – 3,816

Assumptions:

- Structure planning for growth areas to include a minimum 15% compact residential.
- Compact residential to be located within high amenity environments, including close vicinity to public open space; close vicinity to local neighbourhood centres; and good views over Te Awamutu and/or to the surrounding rural environment.
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household



5.3.6 Central Te Awamutu (Character Area 6)

It is the Council's desire that Te Awamutu's Residential Centre Character Area continues to evolve as an attractive residential community that provides local amenities and facilities for residents and visitors and strong connections with the town centre, the town belt and surrounding residential areas.

The character area contains a variety of open spaces and public amenities. These include Te Wananga o Aotearoa Apakura campus, Te Awamutu College, Te Awamutu War Memorial Park, Mangapiko and Mangaohoi Streams, Victoria Park, Centennial Park and the Te Awamutu sports stadium. Each of these areas forms an important part of the Te Awamutu cultural and social heritage. Together they have the potential to be built into a strong network that continues to enhance the identity of the town while providing for local community wellbeing. Integral to achieving this will be the ongoing development of connections with these areas, the town centre and surrounding communities.

In addition to cultural and social heritage, the character area has the potential to enhance its natural heritage by establishing a greater relationship with the Mangapiko Stream. Future land use should focus public access and community development back onto both the Mangaohoi and Mangapiko streams, with adjoining space and overlooking residential and visitor accommodation activities provided for.

The area's established low density, predominately single storey residential character adds to the areas character and identity. However, a lack of coherent streetscape and tree planting diminishes the overall potential of the area including identity and connectivity between neighbourhoods. The potential exists to enhance these attributes and, in doing so, add significantly to town character and orientation.

The future management of the area will seek to enhance the existing street and residential qualities, while providing for people to redevelop their properties in innovative ways that respond to contemporary issues. Identifying and enhancing community nodes throughout the character area, such as schools and sporting facilities, and enhancing access to these nodes will assist in providing for healthy growth over time.

Residential growth areas

Outcomes sought:

- Gross development area (hectares) 91
- Net development area (hectares) 64
- 15% compact residential, 300 – 400m²
- 85% medium density residential, 600 – 800m²
- Anticipated dwellings 916 – 1220
- Dwellings per hectare 10 – 13.5
- Anticipated population 2,380 – 3,174

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Figure 24: Existing residential units on Palmer Street identified as an opportunity site for compact residential.

Assumptions:

- Structure planning for growth areas to include a minimum 15% compact residential.
- Compact residential to be located within high amenity environments, including close vicinity to existing public open space; close vicinity to local neighbourhood centres; and good views over Te Awamutu and/or to the surrounding rural environment.
- Net area definition = 70% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.6 persons per household

Compact residential areas on the Town Centre fringe

This section outlines potential changes in density at the town centre fringe. Densities proposed respond to the existing local character and distance from the town centre, local amenities and high amenity open space.



Proposed compact residential areas

Area A

Outcomes sought:

- | | |
|---|-----------|
| • Gross development area (hectares) | 3.9 |
| • Net development area (hectares) | 2.9 |
| • 100% compact residential, 300 – 400m ² | |
| • Anticipated dwellings | 73 – 98 |
| • Dwellings per hectare | 19 – 25 |
| • Anticipated population | 160 – 215 |

Assumptions:

- Area to provide for a mix of visitor accommodation and compact residential, with safe, legible links

across the stream to the town centre. Proposed built form would address the stream to provide for increased passive surveillance.

- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household

Area B

Outcomes sought:

- | | |
|---|-----------|
| • Gross development area (hectares) | 8.7 |
| • Net development area (hectares) | 6.5 |
| • 30% compact residential, 300 – 400m ² | |
| • 70% medium density residential, 600 – 800m ² | |
| • Anticipated dwellings | 106 – 141 |
| • Dwellings per hectare | 12 – 16 |
| • Anticipated population | 233 – 311 |

Assumptions:

- Area to provide for a mix of compact and medium density residential, with compact residential densities higher at the town periphery.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household

Area C

Outcomes sought:

- | | |
|---|-----------|
| • Gross development area (hectares) | 3.4 |
| • Net development area (hectares) | 2.55 |
| • 100% compact residential, 300 – 400m ² | |
| • Anticipated dwellings | 73 – 98 |
| • Dwellings per hectare | 19 – 25 |
| • Anticipated population | 140 – 186 |

Assumptions:

- Area to provide for a mix of compact residential and elderly housing, with legible, safe links to surrounding amenities including open space, medical services and local shopping.
- Net area definition = 75% of gross and excludes roads, open spaces, local service facilities and amenities.
- Household population = 2.2 persons per household



Figure 26: Albert Park in use on a Saturday for cricket.

5.4 Public domain character

5.4.1 Open space, pedestrian and cycle routes

There is no shortage of open space and potential for green links throughout Te Awamutu. However, these are yet to be fully taken advantage of and have the potential to become a significant local and visitor attraction. To assist in maximising the potential of open space and green links (such as the Rose Gardens, Mangaohoi Stream, Memorial Gardens and the town centre) open space should offer the following qualities:

- Allow for a variety of passive and/or active recreational activity;
- Provide for a range of users including children, teenagers and adults;
- Provide for individual users and social gatherings (such as a BBQ area at the riverside);
- Provide for seating and, where appropriate, toilet and changing facilities;
- Be of benefit to wider biodiversity values, by assisting to connect and extend adjoining habitat areas and green spaces;
- Preserving and enhancing habitat areas;
- Assist in the implementation of sustainable drainage;
- Be integrated with walkways, cycle routes and paths across new bridges (particularly those outlined in the above framework plans);

Pedestrian and cycle routes have been identified to increase connections within and around Te Awamutu. These routes are not only channels for circulation, they also have the potential to integrate with a wider open space network, linking together areas such the town centre and the future recreation hub to the south-east. Accordingly, wherever possible, development should seek to establish and/or enhance the network of pedestrian and cycle routes throughout Te Awamutu. The development routes, particularly for walking, should adhere to the following principles:

As stated in the Draft Waipa Open Space Strategy (2008), Waipa District Council has adopted the National Guidelines for Crime Prevention through Environmental Design (CPTED) and the following level of service and network design requirements identified are intended to support the CPTED guidelines.



Figure 25: Public open space should be located so as to maximise passive surveillance which, in turn, will assist in attracting more users to the area.

The location and design of reserves will take into account the principles identified in CPTED, and in particular:

Access: Safe movement and connections

Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.

Surveillance and sightlines: See and be seen

Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.

Layout: Clear and logical orientation

Places laid out to discourage crime, enhance perception of safety and help orientation and way-finding.

Activity mix: Eyes on the street

Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.

Sense of ownership: Showing a space is cared for

Places that promote a sense of ownership, respect, territorial responsibility and community.

Quality environments: Well designed, managed and maintained environments

Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.

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In addition, pedestrian and cycle paths should adhere to the following principles:

- Low and/or see through fences should be provided for along property boundaries adjacent to identified routes;
- Routes along high fences or to the rear of buildings should be avoided;
- Wherever possible, paths should be designed so as provide adequate width for pedestrians and cyclists to pass one another safely and comfortably.
- Fencing, hedges and densely planted frontages should not be allowed where there is the potential to impede identified views and vistas.

5.4.2 Town centre streets

Te Awamutu's streets are the place where people will meet one another and the first place that many visitors experience when they visit the town. As a general rule, streets should adhere to the following principles:

- Be designed as places for people to walk with leisure – streets at the town centre should be wide, clear and safe to walk, with clear separation from traffic
- Provide for book ends to the town centre area, through the use of appropriate streetscaping and planting;
- Minimise on street car parking by providing for areas of planting along the road side and off street car parking at the centre of the town.
- Use planting and built form to define the streets character by maintaining consistent form, spacing and height;
- Provide for qualities that engage the eye, such as detailed street furniture and street art, along with high quality architecture;
- Provide for commercial facades that are transparent (as far as practicable), allowing people on the street to engage with activities undertaken within buildings; and
- Provide for accessibility including mobility scooter users, parents walking with pushchairs and wheelchair users.
- Underground services on major streets and at entries and gateways to the centre, to support streetscape upgrades and street tree planting.

5.4.3 Parking

While vehicle parking is essential, it should be provided in such a manner that it does not diminish local amenity or dominate the frontage of buildings. Where car parks are located behind buildings there will be a need to incorporate CPTED and other personal safety measures (refer 5.4.1).

Within the town centre commercial area it is recommended that public carpark areas are concentrated in identified areas. This will enable the council to design an area of higher amenity and allow the potential for developments to purchase car parks in these areas to offset increase development potential. By doing this the ability to achieve complete blocks where shop frontages are continuous is able to be realised.

Where street parking is provided, it should seek to form part of the overall streetscape amenity strategy and incorporate planting to minimise visual impacts.

Typically car parking in residential areas should be provided off the street and to the side of the dwelling. This approach allows the appropriate scale and character of the street to be maintained. Garages or parking in front of the building line have the potential to undermine the relationship between dwellings and the street.

5.4.4 Sustainable drainage systems

Low impact urban design, incorporating sustainable drainage systems will be encouraged throughout all new development in Te Awamutu. Where viable these will incorporate the following methods:

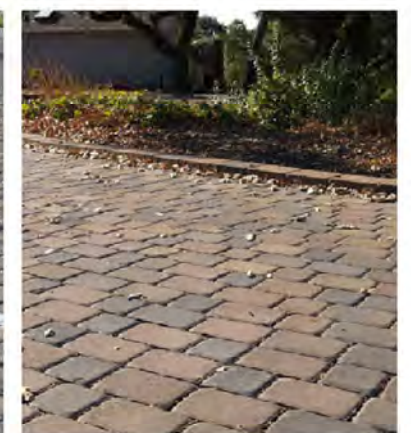
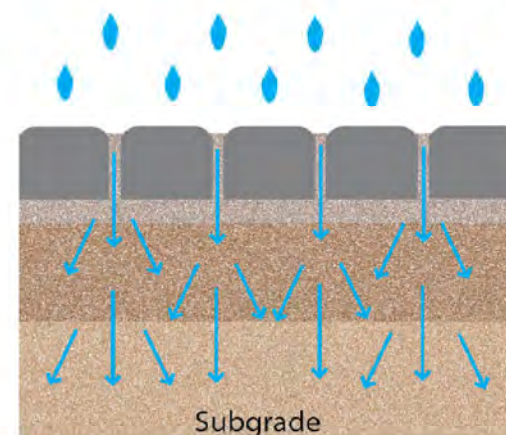
Permeable paving surfaces:

Permeable surfaces such as gravel, grass-cretes or permeable paving systems can be used on driveways, parking places and pathways to allow storm water to percolate directly into the underlying sub-soil. These systems work on the principle of ground infiltration of storm water thus reducing the pressure on the main storm water drainage system. In addition rain water can be collected from roofs and used for watering gardens or flushing toilets. Accordingly, the following guidelines should be applied to all development where possible:

- Design parking areas, paths and walkways, and garden areas to maximise water soaking into the ground.
- Collect water in water tanks from all roofs.
- Provide for green roofs on new developments, including within the town centre commercial area.
- Swales.

Swales are drainage channels which are designed to locally attenuate storm water run-off from impervious surfaces such as the local residential road network, parking areas and small residential areas. Storm water is conveyed to the swale which typically runs alongside the road network; water is periodically stored within the swale and allowed to infiltrate into the underlying soil.

The use of swales for local attenuation of storm water is a method successful in reducing the storm water load to the main drainage system. The use of swales is recommended throughout Te Awamutu for the following reasons:



- Potential storm water velocity will be reduced.
- Pollutants can be removed by infiltration.
- Vegetation / planting of the swale will contribute to local biodiversity.
- Wherever appropriate, swales should be planted with native riparian vegetations, assisting to enhance in local amenity and biodiversity values.

5.4.5 Street lighting

Lighting of streets in urban areas is important to maintain safe environments for people living in and visiting the area. However, lighting of the urban environment can have adverse impacts on local biodiversity and amenity values. Te Awamutu is fortunate to benefit from clear, beautiful skies during the night. Many towns suffer from 'skyglow' where ambient light emissions are significant and air dust particles are illuminated, detracting from clear skies and views of the stars. Accordingly, to ensure that both safety and amenity can be maintained, the following guidelines should be adhered to for street lighting:

- All high level pole mounted and wall mounted fittings should illuminate downwards.
- The illumination or floodlighting of buildings is to be restricted to buildings of local cultural or historical importance.
- Backlit signage should be avoided.
- Neon should not be used externally except where considered a part of the heritage of Protected Structures.
- All street lighting units should have a 100% cut off (having a deep shade for the lamp and having no spill over above 180 degrees).
- Within the town centre, lamps on pole-mounted streetlights should be set at a level no higher than 4 metres from street level.

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5.5 Opportunity sites

5.5.1 Mahoe St block

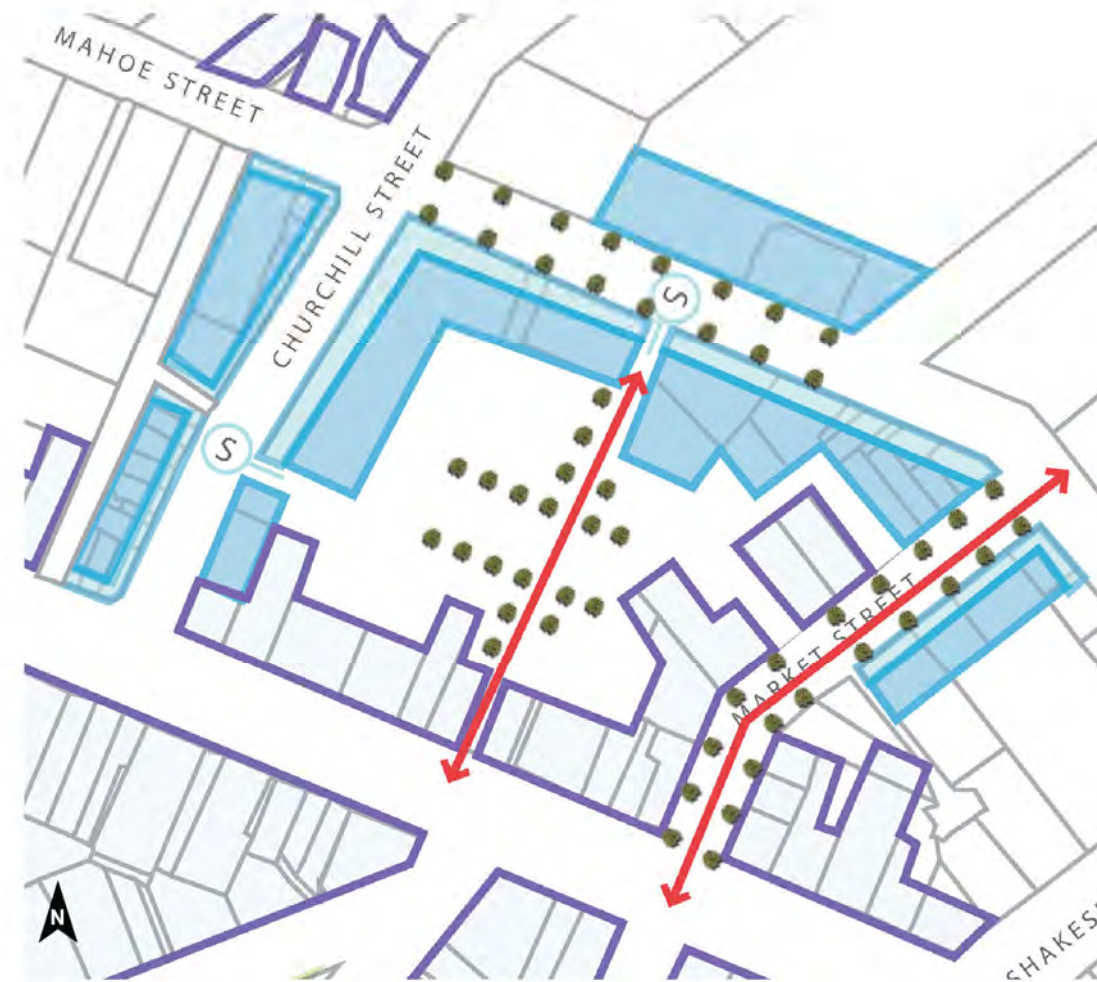


Figure 28: Potential three storey buildings edging public streets

KEY

- STRATEGIC ROUTE
- STREET TREES
- 2 STOREYS
- 3 STOREYS (WITH 4 M SETBACK AT TOP LEVEL)
- SIGNAGE

Key Strategies

- Enhance Market Street through a streetscape upgrade to increase pedestrian amenity and to strengthen the link between the Rose Garden, Mangaohoi Stream, the proposed Heritage and Cultural Centre and Alexandra Street.
- Support the creation of a 'complete block' through development that faces the street edge and provides shelter for pedestrians. Increase the streetscape amenity through street tree planting of Mahoe Street and a pavement upgrade at the same time as new development occurs.
- Consider a laneway to split the large central main street block in two and to increase access to carparking. Support this increased access through clear signage.
- Enable development to occur to three storeys to give primacy to existing landmarks (church spires and mountains). Development to maximise the provision of active retail space on the ground floor with commercial uses above.

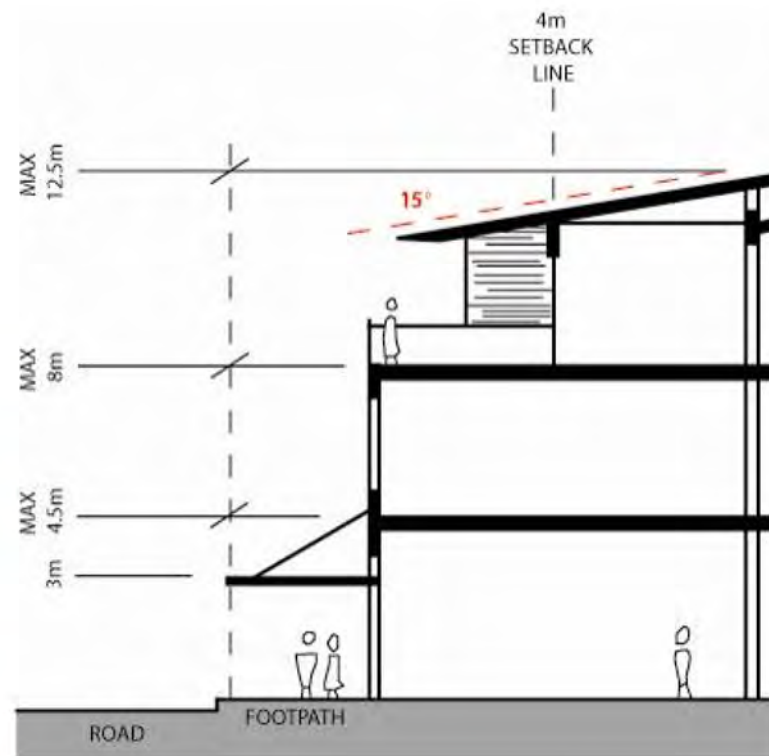


Figure 29: Typical three storey retail with office above and section illustrating building line setback at upper floor level to reduce the visual bulk of the built form on the street.



Figure 30: View of Mahoe St looking towards Arawata Street before and after proposed streetscape upgrade

5 URBAN FRAMEWORK

5.5.2 Consolidated retail and parking hub



Figure 31: Potential for a consolidated retail with a gross floor area of 3500m² and a parking hub



Key Strategies

- Consider the development of multilevel carparking in conjunction with three storey development which provides a built edge and active retail on the ground floor.
- Support the creation of a 'complete block' through development that faces the street edge and provides shelter for pedestrians. Increase the streetscape amenity through street tree planting and a pavement upgrade at the same time as new development occurs.

5.5.3 Connections and development facing the Mangaohoi Stream



Figure 32: Buildings and public roads and walkways addressing the Mangaohoi Stream

Key Strategies

- Allow for more intensive development (hotel, motel, compact residential) that will support the facilities in the town centre.
- Open up access to the Mangaohoi Stream by creating a public domain/road frontage between the stream and any proposed development.
- Provide for new footbridge links across Mangaohoi Stream to connect this area more directly to the town centre

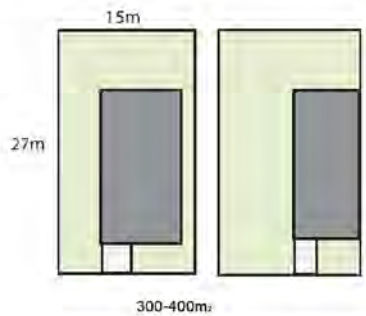
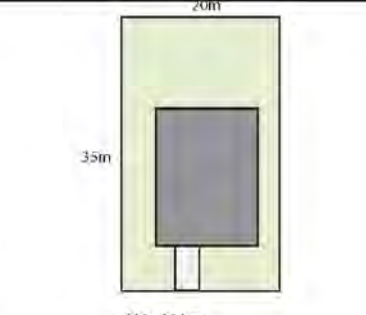
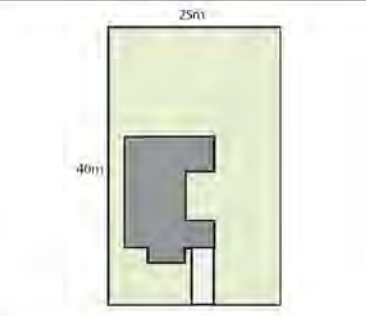
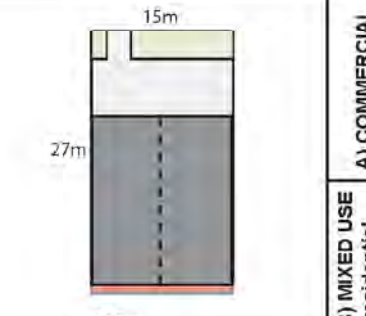


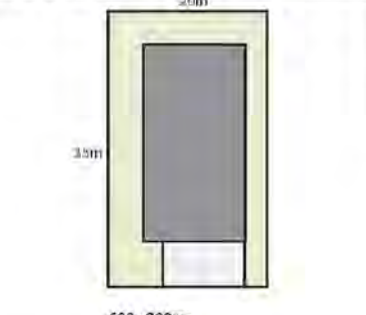
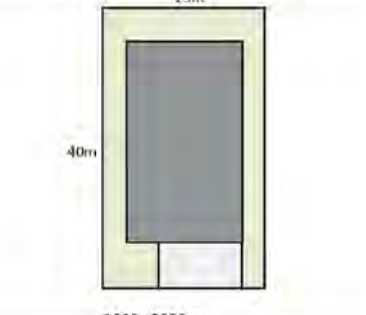
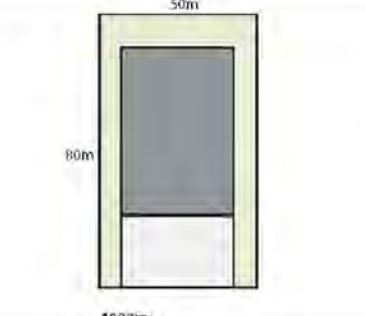
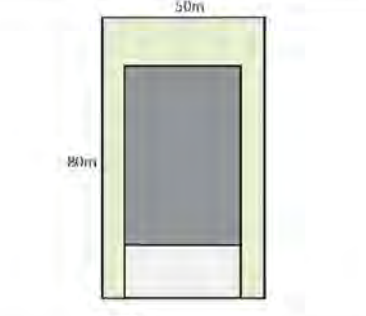
Figure 33: View looking towards the Mangaohoi Stream from Shanel Place and the back of the Events Centre facing on to the stream walkway. Future development facing the stream would raise the amenity and address CPTED issues.

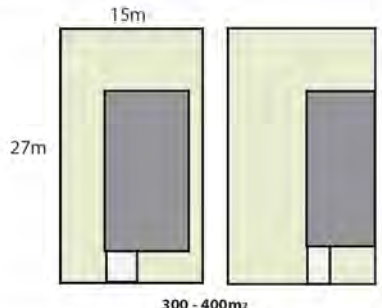
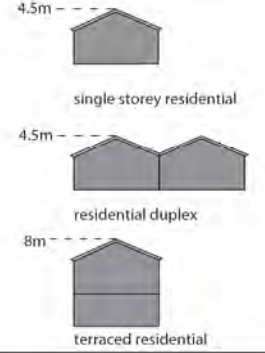

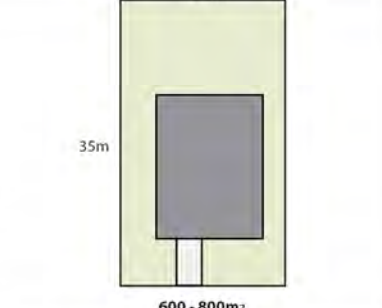
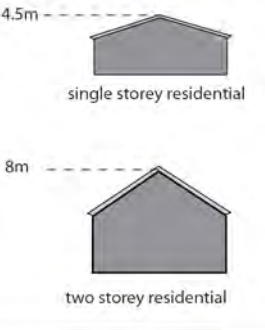

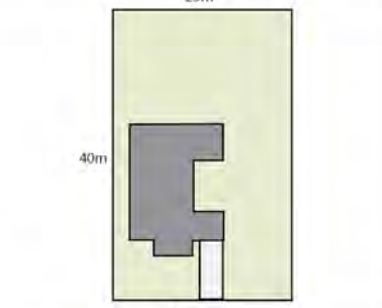
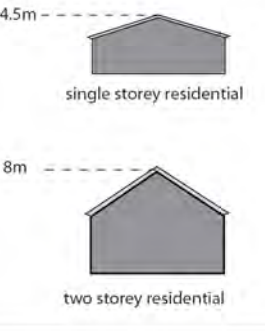

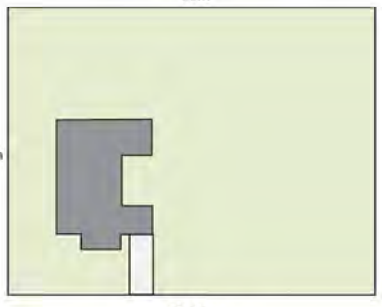
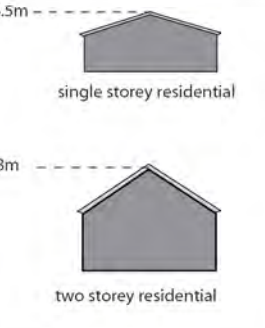

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5.6 Building type matrix

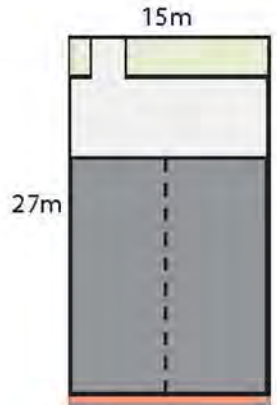
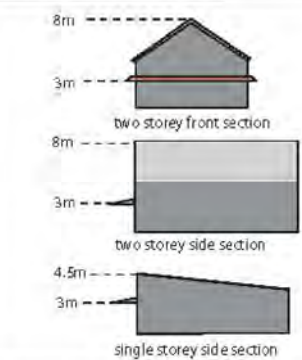

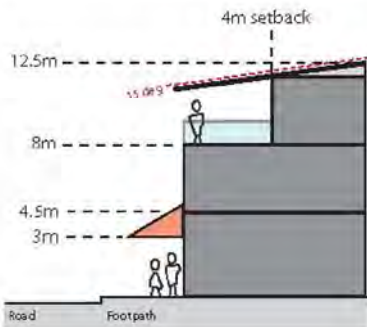

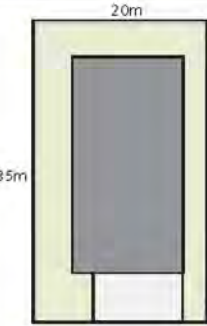
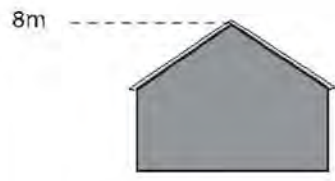

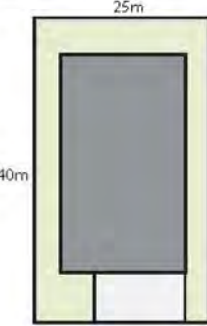
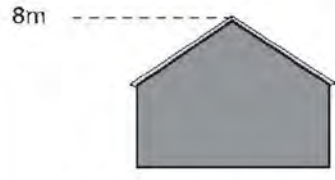

The following matrix provides a guide to building types based on proposed densities for Te Awamutu.

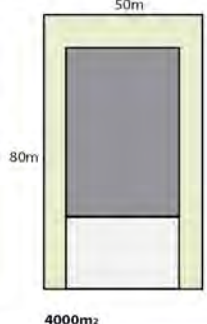
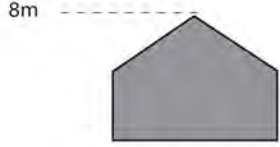

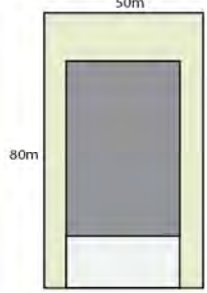
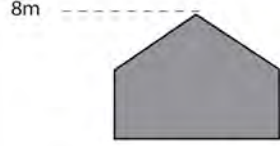

BUILDING TYPES		CHARACTER AREAS					
		1	2	3	4	5	6
COMPACT RESIDENTIAL		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
MEDIUM DENSITY RESIDENTIAL		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
LARGE LOT RESIDENTIAL - 1000m²		existing only					
COMMERCIAL		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only	<input checked="" type="checkbox"/> Local Shops Only
	A) COMMERCIAL ONLY						
	B) MIXED USE (residential above)	<input checked="" type="checkbox"/>					

BUILDING TYPES		CHARACTER AREAS					
		1	2	3	4	5	6
SMALL FORMAT LIGHT INDUSTRIAL		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
INDUSTRIAL				<input checked="" type="checkbox"/>			
LARGE FORMAT RETAIL - HEAVY FOOT TRAFFIC		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Bilimag		
LARGE FORMAT RETAIL - LIGHT FOOT TRAFFIC		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Bilimag		

PLAN	SECTION	DESCRIPTION	EXAMPLE
<p>COMPACT RESIDENTIAL</p>  <p>15m 27m 300 - 400m²</p>	 <p>4.5m single storey residential 4.5m residential duplex 8m terraced residential</p>	<p>Compact residential lots with a minimum area of 300m² - 400m² are encouraged to maximise density in central areas, reduce the need to expand out in to undeveloped / productive land and assist in meeting Waipa 2050 growth targets.</p> <p>The built form on these compact lots could consist of:</p> <ul style="list-style-type: none"> - a one or two storey single dwelling - a one or two storey duplex - a terraced dwelling 	
<p>MEDIUM DENSITY RESIDENTIAL</p>  <p>20m 35m 600 - 800m²</p>	 <p>4.5m single storey residential 8m two storey residential</p>	<p>Low density residential lots with a minimum area of 600 - 800m² are encouraged to maintain a level of consistency with existing character.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	
<p>LARGE LOT RESIDENTIAL - 1000m²</p>  <p>25m 40m 1000m²</p>	 <p>4.5m single storey residential 8m two storey residential</p>	<p>Residential lots with a minimum area of 1000m² are to buffer medium density residential at edges and entry corridors in to towns. These lots shall still maintain the ability to provide on-site servicing.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	
<p>LARGE LOT RESIDENTIAL - 2000m²</p>  <p>50m 40m 2000m²</p>	 <p>4.5m single storey residential 8m two storey residential</p>	<p>Residential sites with a minimum of 2000m² are encouraged in order to provide a range of choices in lot sizes and continue to provide for large lot residential in locations further towards the periphery of town.</p> <p>The built form on these compact lots could consist of a one or two storey single dwelling.</p>	

5 URBAN FRAMEWORK

PLAN	SECTION	DESCRIPTION	EXAMPLE
COMMERCIAL  <p>15m 27m 400m²</p>	A) COMMERCIAL ONLY  <p>8m 3m 8m 3m 4.5m 3m</p> <p>two storey front section two storey side section single storey side section</p>	<p>Small format (400m²) commercial sites are encouraged in commercial areas, edging the street and with frontages of 8-12m to support a fine urban grain. All commercial buildings will provide verandahs on the road side to shade and protect the footpath.</p> <p>The built form could consist of one or two storey buildings.</p>	
	B) MIXED USE (residential above)  <p>4m setback 12.5m 8m 4.5m 3m</p> <p>Road Footpath</p>	<p>Mixed use buildings are encouraged in central commercial areas with retail space below and residential above. This will help to create a lively town centre where people are able to live, work and play. This layout will also help to maintain a level of safety on commercial streets through passive surveillance during both the day and night. All commercial buildings will provide verandahs on the road side to shade and protect the footpath.</p>	
SMALL FORMAT LIGHT INDUSTRIAL  <p>20m 35m 600 - 800m²</p>	 <p>8m</p> <p>two storey light industrial</p>	<p>Small format light industrial sites (600-800m²) are encouraged fringing commercial centres to better integrate differing land uses.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	
INDUSTRIAL  <p>25m 40m 1000 - 2000m²</p>	 <p>8m</p> <p>two storey light industrial</p>	<p>Industrial sites (1000-2000m²) are encouraged in areas set aside for future industrial use.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">LARGE FORMAT RETAIL - HEAVY FOOT TRAFFIC</p>  <p style="text-align: center;">4000m²</p>	 <p style="text-align: center;">Large format retail</p>	<p>Large format retail with heavy foot traffic (supermarkets, Bunnings, The Warehouse etc) should be located in central areas of towns. These buildings often have large parking areas to accommodate customer parking.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">LARGE FORMAT RETAIL - LIGHT FOOT TRAFFIC</p>  <p style="text-align: center;">4000m²</p>	 <p style="text-align: center;">Large format retail</p>	<p>Large format retail with light foot traffic (furniture stores etc), are less common than those with heavy foot traffic, but still provide customer car parking.</p> <p>Such buildings are often single storey but reaching a typical two storey height (8m).</p>	

6 KIHIKIHI CHARACTER DESCRIPTION

6.1 Analysis report summary

The Kihikihi Analysis Report provides a foundation for this Town Concept Plan. Town analysis and community consultation has enabled informed and focused design decisions to be made, significantly influencing strategic, conceptual and design outcomes. Several issues and opportunities within Kihikihi were identified during the town analysis process. These included:

- Celebrating the history and historical buildings in Kihikihi and fostering the potential for Kihikihi to be a stopping point on a Waipa Heritage trail
- Recognition that Kihikihi has its own identity, however also has a symbiotic relationship with Te Awamutu with which it shares community and infrastructure services
- Reducing the impact of the State Highway through the introduction of visual and physical measures utilized in other small towns
- Providing for greater street landscaping in the main street so that it becomes an inviting place to stop
- Facilitating the 'filling in' of the gaps along the main retail street and attracting more businesses i.e chemist
- Identifying a legible 'town centre' and improving pedestrian connections
- Protecting and continuing to develop the existing 'grid' road system to promote ease of orientation
- Improving formal landscaping and increasing linkages between the mainstreet and Kihikihi Domain.
- Celebrating the open space asset of the Kihikihi Domain and enabling the area to be utilized to its potential

Views, vistas, history and heritage were identified as important existing features to be retained and enhanced where possible.

Vision statements for Kihikihi were prepared as part of the community workshop and these statements indicate that locals wish to place emphasis on:

- Continuing to define a community vision
- Make the main street more attractive
- Encourage more businesses to set up in the area
- Continued investment in Kihikihi Domain
- Provision of more facilities for youth
- Recognise and reflect on the town's historical uniqueness linking Kihikihi Domain to the town centre
- Ensuring planned future development

6.2 Existing Character

Located approximately 1.5km south of Te Awamutu, Kihikihi is a small rural town with strong connections to the surrounding landscape. The town has developed over sloping topography, the main street, Lyon Street, located along the ridgeline on Te Rata-tu Hill ('the standing rata tree hill'). To the east of Lyon Street the topography slopes gently down through Kihikihi's residential area before reaching Kihikihi Domain at the eastern edge of the town. To the west of Lyon Street the topography slopes steeply down to a gully, forming the boundary between the town and the adjoining rural area. To the southwest of Lyon Street a small pocket of residential land forms the southern edge of the town.

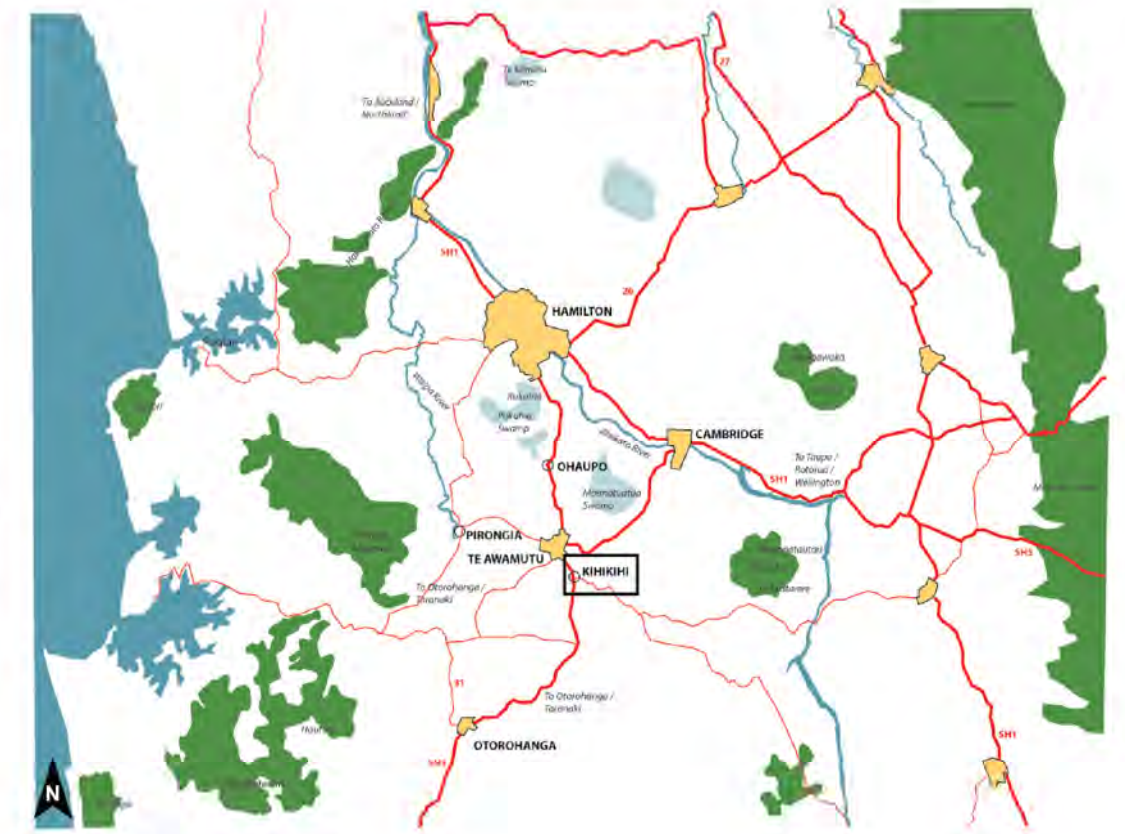


Figure 34: Kihikihi location map

6 KIHIKIHI CHARACTER DESCRIPTION

Kihikihi's street pattern is largely formed over a grid pattern, laid out in the original town concept. The historic block pattern provided for large sites, many of which have now been subdivided down into as many as four lots, resulting in large numbers of rear internal lots and a mix of housing types.

Lyon Street is characterised by a number of heritage buildings (e.g. Kihikihi War Memorial Building, Alpha Hotel, Anglican Church, the Police House, and the Town Hall), forming part of a wide town heritage route. The northern entrance to the town (at the corner of Lyon and Leslie Streets) contains a number of colonial heritage buildings in excellent condition and within a well cared for landscape. The balance of buildings along the main street is a mix of late 20th century buildings and vacant lots. The land use is varied, including local amenities, hotels and cafes, rural retail stores and car yards.

The town has a strong sense of Maori and European history. Along with colonial heritage, the Maori presence in the community is emphasised by Rewi Maniapoto Reserve and a strong sense of history that has arisen through the town's history in the New Zealand Land Wars.

Kihikihi is not intensively developed, with large house lots and many tracts of land only partially used. Large trees throughout the town provide the community with a sense of maturity, but do not tie the town together cohesively. Neighbourhood parks are well maintained but limited in the range of local facilities and amenities they offer, such as children's play equipment and facilities for youth. The grid pattern of the town's streets provides good potential for connections with the rural landscape and public space at the edge of the town such as Kihikihi Domain.

It is considered that the success of the Kihikihi Concept Plan will be assisted by responding to those key qualities that are inherent to the existing form of the town and which are most often perceived by the locals and visitors to the town. These qualities are summarised as follows:

- History - There were a number of significant events that happened in both Maori and European history in Kihikihi. There are also a number of buildings with heritage value.
- Destinations – Kihikihi has a variety of attractions that provide for a range of visitors from the region and beyond. This includes the Kihikihi Domain used for equestrian, polo and speedway events and the town's historic features along Lyon Street.
- Views to the surrounding landscape – Kihikihi has excellent views out to the east to Maungatautari, the traditional mountain of the Ngati Raukawa and Ngati Haua and to the south west to Kakepuku as well as the surrounding rural landscape.



Figure 35: Destinations that draw visitors from outside of Kihikihi (clockwise from top left), Kihikihi Domain, stockcar track, historical buildings, Rewi Maniapoto memorial.

Figure 36: Views to surrounding landscape including (clockwise from top left), view looking up Whitmore Street to the Lyon Street ridge, view to the southwest from Leslie Street to Kakepuku, vista down Galloway Street to Maungatautari and vista across the road from the town hall.

6 KIHIKIHI CHARACTER DESCRIPTION

- A settlement pattern based on a regular grid layout – Kihikihi’s regular grid pattern assists in achieving a high level of connectivity throughout the community and provides for a strong physical and visual relationship with the surrounding landscape.
- State Highway 3 is the mainstreet – Kihikihi’s location on State Highway 3, the main north-south route between Hamilton and Taranaki continues to generate a conflict between traffic and a growing town centre. With an emphasis placed on the streetscape and additional retail stores this passing traffic also has the potential to support a tourist destination and stopover point.



Figure 37: Views looking north on State Highway 3 linking Te Awamutu and Otorohanga

6.3 Desired Future Character

It is the community’s desire that Kihikihi continues to grow as an attractive, rural town, providing for the wellbeing of the local community and establishing itself as a tourist destination based on its unique heritage qualities. The community anticipates the development of distinctive, coherent town centre with strong connections to the surrounding area, emphasised by streetscape and land use appropriate to its location and local history.

The potential exists to establish a more consolidated town centre over time providing for a greater variety of uses within an attractive environment. Integral to the success of the town centre will be minimising conflict with traffic and enabling safe street crossing. It is anticipated that the growth of tourism and visitor opportunities will develop alongside the growth of the town centre and local business opportunities.

Lyon Street has the potential to develop as a more distinctive town centre street with strong visual links to the surrounding landscape. Land use has the potential to take advantage of views to the east and west while also providing a sense of place along the street. Development of vacant lots and changes of land use over time should seek to provide for a mix of community service land uses alongside open space that adds to the amenity of the area.

Developing a hierarchy of routes between key public areas (such as Lyon Street and Kihikihi Domain) and along the town’s heritage route will enhance the town’s identity and legibility. Suitable streetscaping and/or tree planting should be implemented to assist in the legibility of these routes.



Figure 38: Potential future view looking north on State Highway 3 in the centre of Kihikihi

7 KIHIKIHI OBJECTIVES AND PRINCIPLES

To achieve the desired character outcomes for Kihikihi, and in response to consultation undertaken during the initial stages of the process, the following objectives and principles have been prepared to assist in guiding the future growth of the town and subsequently form the basis for the framework plans and strategies in this plan:

Objective 1 – Role and identity

Continue to build on and enhance Kihikihi's distinctive heritage character and image as a vibrant rural community in the heart of the Waikato.

Principles

- 1.1 Retain and enhance Kihikihi's unique character by requiring future land use to contribute positively to the image of Kihikihi and by celebrating cultural and natural heritage.
- 1.2 Establish a well defined urban edge that protects Kihikihi's rich rural hinterland and defines the boundary between the township and Te Awamutu.
- 1.3 Enhance Kihikihi's town entrances through appropriate streetscape design and land use.
- 1.4 Acknowledge Maori history within Kihikihi through the provision of Maori art, carvings and place names within public areas, enhancement of the Rewi Maniapoto Reserve and through the acknowledgment of traditional rohe.
- 1.5 Reflect the needs and role of the local Maori population through provision of Kura Kaupapa and Maori education.
- 1.6 Strengthen connections and opportunities within Kihikihi by providing for enhanced pedestrian, cycle and transport links to surrounding towns.
- 1.7 Enable the development of good quality affordable housing that is responsive to local needs and character.

Objective 2 – Land Use

Provide for appropriate land uses that enhance the economic wellbeing of Kihikihi and contribute to the town's cultural and social wellbeing.

Principles

- 2.1 Ensure that land use throughout Kihikihi is consistent with the vision for the town.
- 2.2 Support land use within Kihikihi for quality tourist activities and facilities.
- 2.3 Include provision for enhanced medical facilities within Kihikihi, and enhance connections with existing services in surrounding towns.
- 2.4 Encourage Low Impact Urban Design and Development (LIUDD) initiatives over development sites.



7 KIHIKIHI OBJECTIVES AND PRINCIPLES

Objective 3 – Buildings (Built Form)

Provide built form that incorporates sensitive design appropriate to the character and image of Kihikihi, while minimising impacts on the local service infrastructure.

Principles

- 3.1 Require buildings to contribute positively to the character and image of Kihikihi.
- 3.2 Locate and scale buildings to protect and enhance views within Kihikihi, including views to significant built features within the town.
- 3.3 Identify, protect and, where appropriate, encourage the development of corner and vacant sites within the mainstreet that have the potential to reinforce and enhance the local streetscape and the character of Kihikihi.
- 3.4 Identify areas that have potential for improvement and development and seek to provide for their revitalisation through appropriate land use.
- 3.5 Ensure that future housing and street layout is sympathetic with the existing character of Kihikihi.
- 3.6 Seek to provide for development types that minimise the impacts on service infrastructure while providing the potential for the town to grow.

Objective 4 - Pedestrian and Cycle Network

Enhance and extend connectivity throughout Kihikihi by providing improved opportunities for pedestrians and cyclists to move safely and comfortably within and around the town.

Principles

- 4.1 Ensure that new development provides for excellent pedestrian and cycle opportunities, including connections towards the town centre and other key nodes within Kihikihi.
- 4.2 Make provision for safe crossing points within the town and provide for pedestrian and cycle movement away from the State Highway.
- 4.3 Provide increased opportunities for horse riding through the provision of bridle paths in conjunction with council reserves.

Objective 5 - Traffic and Parking

Provide for appropriate traffic flow and parking requirements while having regard to the need to promote a pedestrian and cycle friendly environment.

Principles

- 5.1 Improve road efficiency through the provision of improved signs and parking facilities, with particular emphasis on reducing conflict with State Highway traffic.
- 5.2 Implement measures to minimise severance and traffic speeds associated with the State Highway.

Objective 6 - Public Space, Streets and Reserves

Maintain and enhance Kihikihi's public spaces, streets and reserves.

Principles

- 6.1 Provide for appropriate landscape treatment at the northern entrance to Kihikihi, to reiterate the boundaries between the town and neighbouring Te Awamutu.
- 6.2 Prepare and implement a Public Domain Strategy that aims to provide the community with excellent access and connectivity to a variety of public open spaces throughout Kihikihi.
- 6.3 Identify and enhance access to and information about significant natural, Maori and other heritage features within the town.
- 6.4 Enhance existing and provide new play areas for a range of ages throughout Kihikihi.
- 6.5 With the assistance of appropriate landscape treatment and materials, design public open spaces and streets to ensure they are visible, welcoming and overlooked.
- 6.6 Ensure development contributes positively to street amenity by providing adequate space for landscaping and tree planting (where appropriate) alongside necessary services.
- 6.7 Provide for an adequate berm width and service separation to enable street trees to grow to their full potential where street trees have been indicated as part of desired streetscape.



7 KIHIKIHI OBJECTIVES AND PRINCIPLES

Objective 7 - Views and Landmarks

Protect and enhance vistas and street views that celebrate significant buildings and features, and reinforce visual connections to wider rural and natural landscape features.

Principles

- 7.1 Protect and enhance important view corridors within Kihikihi through the addition of street trees.
- 7.2 Protect views across open spaces and promote view sharing.
- 7.3 Require considered development of the rural residential land to the west of Leslie St so that the visual impact of development is minimised. Clustering developments, or the use of screening through vegetation would assist in maintaining the rural views out to Kakepuku.



8.1 Kihikihi Framework Plans

Building upon the above objectives and principles, the following framework plans outline key strategies for achieving the desired outcomes and communities aspirations for Kihikihi.

8.1.1 Gateways, views and vistas

Several prominent views and vistas are present throughout the town and these will be protected and enhanced where possible. Views promote an environment legible to users and often represent a strong sense of local identity within the community. Streets are understood and negotiable through clear visual cues, which help to improve ease of connectivity and promote community integration. Street vistas will be enhanced via appropriate landscaping and land use, framing the view and increasing viewer appreciation. New developments will be carefully designed to ensure that they are sensitive and responsive to surrounding views and vistas. Prominent vistas (as illustrated on Framework Plan 7) will have associated view-shafts that are considered to be significant and should be protected and enhanced.

Town gateways are another way in which to promote legibility and create a strong sense of identity. Gateways provide an opportunity to emphasise town characteristics and display a distinct sense of place. Gateways should respond not only to vehicles passing through, but also to pedestrians and cyclists, taking into account the differences in perception experienced at range of speeds. Gateways will be enhanced and created through appropriate streetscaping, forming an obvious entry or exit point to the town. Consolidation of the town can be promoted through the presence of gateways by restricting sprawl, reducing environmental impacts and creating a more compact and efficient town centre.



Prominent views and vistas in Kihikihi; looking out over future rural residential valley (A)



Views of Mt Kakepuku dominate the western edge of the town (B)



Vista of Maungatautari down Galloway Street (C)

Points 1 to 7 are illustrated on the following page.

1. Reinforce the historical and village nature of Kihikihi through street tree planting and landscaped buffers at the entrance to Kihikihi from Te Awamutu. i.e Golden Elms. This would also provide a visual screen to future rural residential development in the valley between St. Ledger Road and the State Highway.
2. Reinforce the rural / village edge at the entry from the south into Kihikihi through appropriate visual cues, including amenity planting, signs and street lines. This is to assist in enhancing the character of Kihikihi and to provide drivers with a cue that they have entered the town.
3. Reinforce the historical and cultural nature of the village by maintaining and enhancing the Rewi Maniapoto Reserve as the cultural gateway to the village centre. Consider moving the existing playground to a location with better observation.
4. Protect and enhance views and vistas to Maungatautari to the east and Kakepuku to the south west. Maintain the panoramic view of Maungatautari that opens up at the intersection Galloway Street and Lyon Street.
5. Provide for physical cues to slow down traffic within the central part of the town including street tree planting to narrow the perceived street width and pedestrian refuges where there is adequate carriageway width.
6. Enhance the streetscape character of the town centre. Through the use of appropriate street planting, street furniture and paving treatment, enhance the identity and character of Lyon Street in particular the square in front of the Town Hall. Consider the retention of a viewshaft from the town hall to Maungatautari in the east through the addition of open space/ landscaped carpark area on the eastern side of the street.
7. Views out over the Bowling Green on Lyon Street are obstructed by the solid fence and potential replacement with a visually permeable fence would enhance the entry to the town.

8 KIHIKIHI URBAN FRAMEWORK

Framework Plan 7: Gateways, Vistas and Views



8.1.2 Enhancing Connectivity/Strategic Links

Connectivity and community integration facilitates ease of access, economy of movement and can help to improve interaction within society. Provision of clear connections within the town centre will help to link places of interest, such as: local amenities, retail, schools, places of work and recreational areas. Signage in key locations will promote way-finding within the town and increase overall legibility. Green spaces will be well integrated within the town to encourage active recreation within the community and networks of safe and attractive walking and cycling routes will also be provided. Provision of these routes promotes choice and diversity, potentially reducing adverse impacts associated with vehicle emissions as other transport modes become increasingly viable. Safe pedestrian crossing points further encourages walking within the town and will be incorporated into new developments and provided elsewhere where necessary. This helps to ensure that new developments are well connected to existing networks (vehicle, pedestrian and cycle), encouraging effective community integration.

Strategic links should be made not only within the town centre, but also to smaller nodes, surrounding residential areas, and to neighbouring towns and nearby attractions. Bus links will help to encourage these links and promote connectivity within Waipa, integrating large and small towns and creating a tightly knit District.

Points 1 to 10 are illustrated on the following page.

1. Provide east-west links into future rural residential area to make the centre of the village accessible – this will need to be balanced with the safety aspects of increased access to the State Highway.
2. To increase connectivity support the extension of short cul de sacs off St. Ledger Road into loop roads or create west to east links across the valley. Effects on increased traffic on the State Highway intersections will need to be assessed.
3. Identify areas where existing green corridors should be retained and enhanced for walking / cycling or bridle trails.
4. Consider clear linear pedestrian connections to the school from the future rural residential area and identify an appropriate location for pedestrians to cross the State Highway.
5. Encourage greater access to Kihikihi Domain. A new midblock street between Bryce Street and Grey Street will provide dwellings with a street address and provide for greater connectivity.
6. Facilitate the creation of an upgraded pedestrian circuit that incorporates the extension of trees planted in Kihikihi Domain on the streets leading up to Lyon Street to connect these two destinations, for example, deciduous magnolias.
7. Give greater priority to upgrade provision for cyclists on Flat Road as it is a less heavily used by vehicles in comparison to the Kihikihi Road (State Highway 3) link to Te Awamutu.
8. Support a reduced speed requirement into the town centre along Whitmore Street (especially next to Kihikihi School) with the addition of visual and physical cues, and the identification of crossing points.
9. Consider the provision of bus shelters to provide a higher pedestrian amenity for inter-town public transport.
10. Consider the potential to provide for greater access to Puniu River.

8 KIHIKIHI URBAN FRAMEWORK

Framework Plan 8: Connectivity



8.1.3 Future Land Use

A consolidated town centre will enhance ease of connectivity through reduced travel distances and creation of a compact destination for both locals and visitors. By concentrating the majority of development, services and amenities within the town centre, the town will become increasingly walkable enabling commuter diversity.

Enabling people to move freely within and around their community, while undertaking their day to day activities, is integral to building a community that responds to the basic needs and desires of its people. The provision of excellent infrastructure at all levels – sports and recreation grounds, open space, pedestrian and cycle routes, safe roads, enhanced education facilities, and quality childcare – will assist Kihikihi in becoming an even better place to live.

A range of living opportunities should be provided within any town, allowing for diversity in the community. It is appropriate to provide for smaller lot sizes in close vicinity to the town centre, thus reducing reliance on vehicle use and providing accessibility to local services and amenities to a wider population.

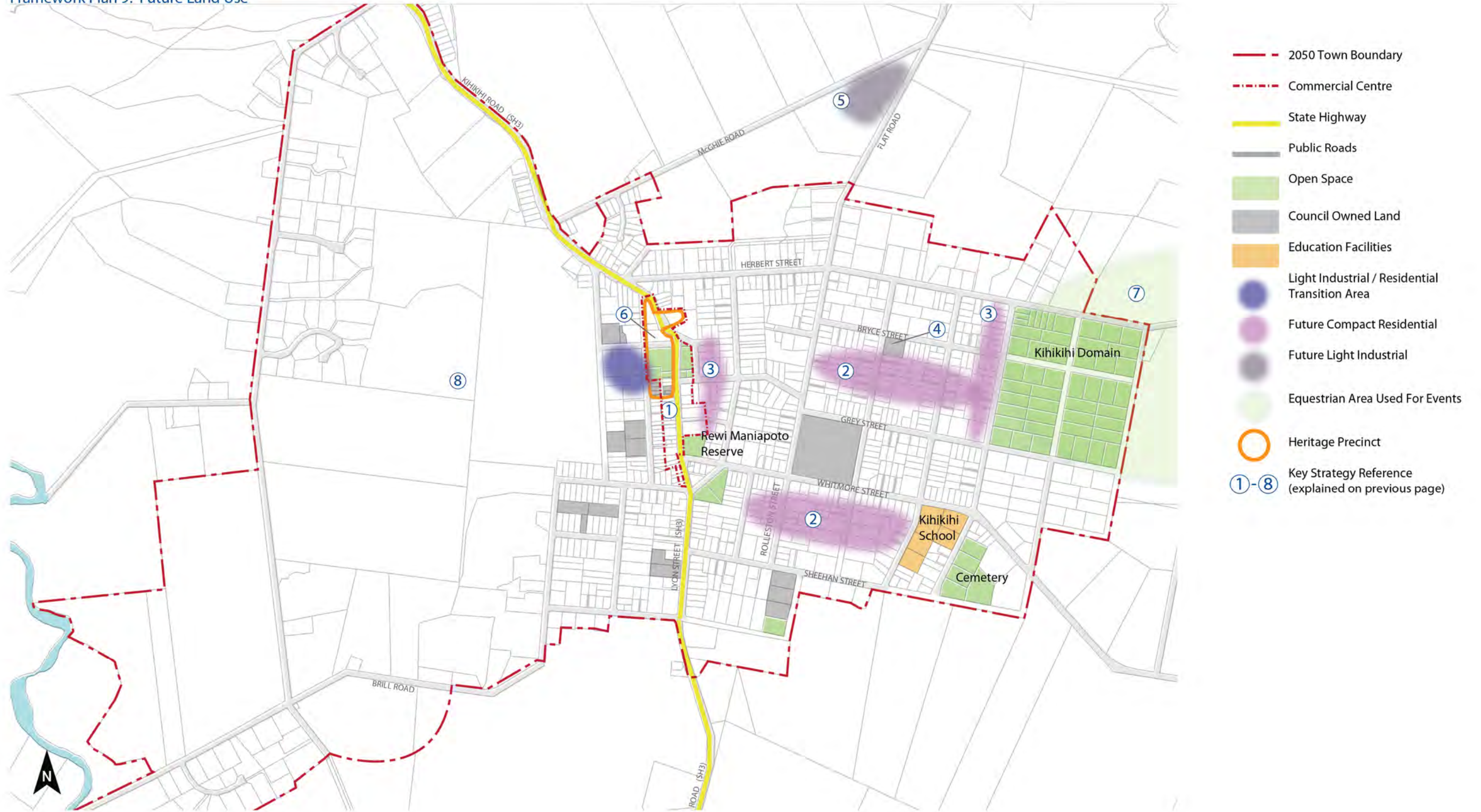
A diverse range of activities for locals and visitors of all ages need to be provided throughout the town, and should include a range of local recreation opportunities. These may include passive open spaces for walking, cycling and horse riding or active space such as; sports pitches and playgrounds that cater for both children and their parents. Open spaces should provide the opportunity for people to meet with one another and be safe to use. Open space also has the potential to add to biodiversity and amenity values of the town and, designed in the right way, can contribute to environmental and cultural values. To reduce maintenance costs large areas of open space can be returned to a natural state, which will contribute to the rural character of the town as well as biodiversity values.

Points 1 to 8 are illustrated on the following page.

1. Encourage an intensified commercial/retail precinct by establishing a defined and legible edge to the retail area with provision for a convenience store, chemist and other small format stores as the population increases. Fill in existing vacant and empty sites before expansion along the length of the main street occurs.
2. Support comprehensive development of identified large blocks and create mid-block street connections to provide street addresses for new lots rather than the use of right-of-ways to access the rear lot. Where this cannot occur consider requiring that all lots in a comprehensive subdivision are accessed off a public road rather than a private laneway to support a high quality outcome.
3. Encourage higher density residential growth in the vicinity of the Kihikihi Domain and the village centre.
4. Consider the addition of a destination for different age groups including an adventure playground and youth group facility.
5. In the long term consider the creation of a small light industrial area to support live/work/play in Kihikihi and to provide a more economic base for the town. A site on the corner of Flat Road and McGhie Road has been suggested. This area will require further investigation including the ability to service the area.
6. Consider the creation of a heritage precinct that can act as a tourist destination and provide for supporting industries, for example, craft and small workshops.
7. Continue to support the development of an equestrian area which includes the intermittent use of land to the east of Kihikihi Domain. Kihikihi Domain is a significant equestrian venue within New Zealand and is used for some major national and international competitions and this could be further supported through the provision of accommodation and other visitor facilities.
8. Provide for rural residential living opportunities between St. Ledger Road and Leslie Street, while protecting the traditional grid layout of roads.

8 KIHIKIHI URBAN FRAMEWORK

Framework Plan 9: Future Land Use



8.2 Town centre

This section outlines key strategies to achieve a consolidated town centre that assists in enhancing the social, cultural and economic wellbeing of Kihikihi. Points 1 to 5 are illustrated on the map to the right.

1. Support the creation of a heritage precinct encompassing the historic buildings at the northern entry to Kihikihi. Through the consultation there was a desire that this could become a destination similar to others in New Zealand, for example, the Howick Historical Village. A clear pedestrian linkage to the town centre and supporting commercial ventures sited adjacent to the heritage precinct on Leslie Street would reinforce this historic precinct.
2. Provide for a consolidated commercial centre: This shall provide for all commercial activities within the town. Appropriate local commercial and community activities may include; local superette, butchers, chemist / pharmacy, café and bars, restaurants, take away food, video library, bakery and arts and crafts shops.
3. Provide for a 'Kihikihi Character Area: This area will incorporate the commercial centre and land around the Kihikihi town hall. Within this area, contemporary buildings should be added to the surrounding streetscape having due consideration to the existing historical context. Any proposed development should also be of a sustainable nature, high quality, constructed with durable materials and finished to a high standard. As part of any development fronting the street, regard will need to be given to contributing to a holistic streetscape strategy for the character area. It is envisaged that the Council, with the assistance of the Kihikihi community, will develop specific design guidelines for the Kihikihi Character Area.
4. Protect and enhance the town hall within the Kihikihi Character Area. Provide for the ongoing protection and restoration of the Kihikihi town hall and the surrounding public space. The town hall sits at the top of the ridge and there are opportunities to enhance this area as the centre of the town. There is an opportunity to maintain the vistas to Maungatautari through considered development of the empty lot (currently carparking) on the eastern side of Lyon Street.
5. Provide for off-street car parking within the commercial centre. Off-street parking with access off Whitmore Street shall be provided as the town commercial centre continues to grow.

Framework Plan 10: Town centre framework

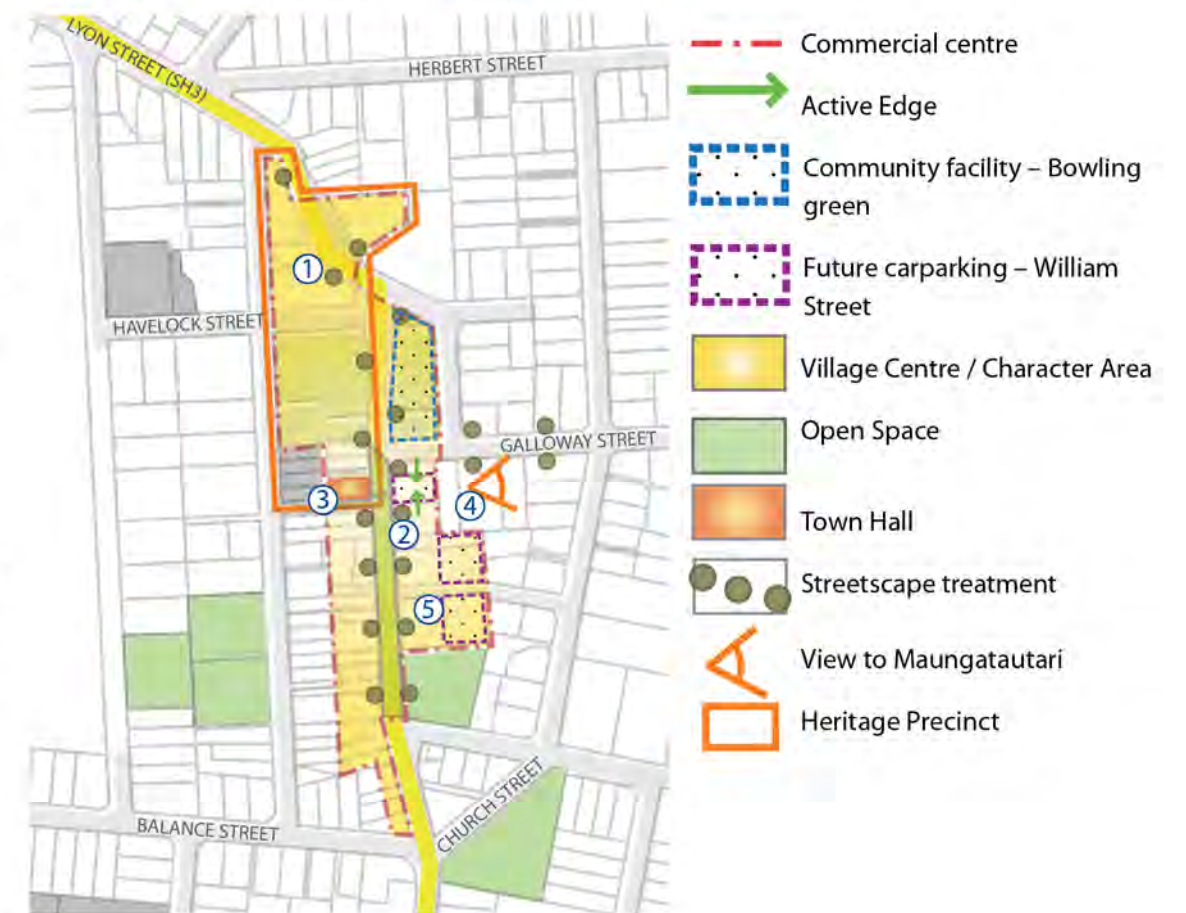


Figure 39: Photos of the view along Lyon Street illustrating the visual barrier to the bowling green and the central retail area with shop awnings and asphalt footpath

8.3 Public domain character

Building upon the above strategies, this section sets out to provide further guidance on matters relating to public domain character in Kihikihi.

8.3.1 Town centre streets

The main street of Kihikihi is a place where people will meet one another and is the first place that visitors to the town see when they arrive. Lyon Street will form the main street for the town and accordingly, will need to be designed to have the following qualities:

- Be designed as places for people to walk with leisure – be wide, clear and safe to walk, with clear separation from traffic;
- Utilise avenue planting along the mainstreet to reinforce the separation between pedestrians and state highway traffic – the species selection will need to consider the New Zealand Transport Agency (NZTA) requirement for the trunks of trees to be break on impact (indicatively less than 100mm diameter) within the clear zone;
- Use planting and built form and awnings to define the streets character by maintaining consistent form, spacing and height;
- Provide for qualities that engage the eye, such as detailed street furniture and street art, along with high quality architecture;
- Provide for commercial facades that are transparent (as far as practicable), allowing people on the street to engage with activities taking place within buildings; and
- Provide for accessibility - pushchairs, mobility scooters, wheelchairs.



Figure 40: Images of potential streetscape measures including street furniture and landscaping to indicate a slower speed zone at town of Ngatea.

8.3.2 Open space and pedestrian, cycle and bridle routes

There is no shortage of open space and potential for green links throughout Kihikihi. Existing areas of open space and development of further open space shall offer the following qualities:

- Allow for a variety of passive and/or active recreational activity;
- Provide for a range of users including children, teenagers and adults;
- Be of benefit to wider biodiversity values, by assisting to connect and extend adjoining habitat areas and green spaces;
- Preserving and enhancing habitat areas;
- Assist in the implementation of sustainable drainage;
- Be integrated with walkways, cycle routes and bridle paths (particularly those outlined in the above framework plans);
- Wherever possible, be overlooked by adjacent streets, dwellings and walkways, to enhance passive surveillance and, subsequently, encourage use; and
- Be physically accessible to all residents and visitors.

Pedestrian, cycle and bridle routes have been identified to increase connections within and around Kihikihi. These routes also have the potential to be part of the wider open space network, linking together areas such as the Flat Road, St Ledger Road and the Kihikihi Domain. Accordingly, wherever possible, development should seek to establish and / or enhance the network of pedestrian, cycle and bridle routes throughout Kihikihi. The development routes, particularly for walking, should adhere to the following principles:

- Low and/or see through fences should be provided for along property boundaries adjacent to identified routes;
- All routes should be attractively designed so as to attract users;
- Routes along high fences or to the rear of buildings should be avoided;
- Clear signs should be provided for along all routes; and
- Wherever possible, paths should be designed so as to provide adequate width for pedestrians and cyclists to pass one another safely and comfortably.
- Fencing, hedges and densely planted frontages should not be allowed where there is potential to impede identified views and vistas.

8.3.3 Parking

While vehicle parking is essential, it should be provided so that it does not diminish local amenity or dominate the frontage of buildings. Within the town centre commercial area public car parking would ideally be provided to the rear of buildings, however it has been identified that a significant viewshaft can be maintained through the considered location of a carpark located on Lyon Street. The car park shall incorporate permeable surface materials and sustainable drainage methods to minimise stormwater runoff.

Where street parking is provided, it should seek to form part of the overall streetscape and incorporate planting to minimise visual impacts. Some of the existing on-street carparking should be incorporated into car parking areas to allow space for a line of street trees.

Typically car parking in residential areas should be provided off-street, to the side of the dwelling. This approach allows the appropriate scale and character of the street to be maintained. Garages or parking in front of the building line has the potential to undermine the relationship between dwellings and the street.

8.3.4 Sustainable drainage systems

Low impact urban design, incorporating sustainable drainage systems would ideally be provided where possible in new developments in Kihikihi. Kihikihi has been identified as having soakage issues in the past. Although most of the town is now connected to a reticulated sewage system, viable sustainable drainage is still recommended and should incorporate the following methods:

Permeable paving surfaces:

Permeable surfaces such as gravel, grass-cretes or permeable paving systems can be used on driveways, parking places and pathways to allow storm water to percolate directly into the underlying sub-soil. These systems work on the principle of ground infiltration of stormwater thus reducing the pressure on the main stormwater drainage system. In addition rain water can be collected from roofs and used for watering gardens or flushing toilets. Accordingly, the following guidelines should be applied to all development where possible:

- Design parking areas, paths and walkways, and garden areas to maximise water soaking into the ground;
- Collect water in water tanks from all roofs

Swales

Swales are drainage channels which are designed to locally attenuate stormwater run-off from impervious surfaces such as the local residential road network, parking areas and small residential areas. Stormwater is conveyed to the swale which typically runs alongside the road network; water is periodically stored within the swale and allowed to infiltrate into the underlying soil.

The use of swales for local attenuation of stormwater is a method already incorporated in Kihikihi and is successful in reducing the stormwater load to the main drainage system. The continued use of swales is recommended throughout Kihikihi for the following reasons:

- Potential storm water velocity will be reduced;
- Pollutants can be removed by infiltration; and
- Vegetation / planting of the swale will contribute to local biodiversity.

Wherever appropriate, swales should be planted with native riparian vegetations, assisting to enhance local amenity and biodiversity values.



Figure 41: Image of a swale alongside a residential development and in the rural residential area in Kihikihi

8.3.5 Street lighting

Lighting of streets in urban areas is important to maintain safe environments for people living in and visiting the area. They also enhance the streetscape amenity and can help to create a streetscape theme and therefore town identity. However, lighting of the urban environment can have adverse impacts on local biodiversity and amenity values. Kihikihi is fortunate to benefit from clear, beautiful skies during the night. Many towns suffer from 'skyglow' where ambient light emissions are significant and air dust particles are illuminated, detracting from clear skies and views of the night sky. Accordingly, to ensure that both safety and amenity can be maintained, the following guidelines should be adhered to for street lighting:

- All high level pole mounted and wall mounted fittings should illuminate downwards.
- The illumination or floodlighting of buildings is to be restricted to buildings of local cultural or historical importance.
- Backlit signage should be avoided.
- Neon should not be used externally except where considered a part of the heritage of Protected Structures.
- All street lighting units should have a 100% cut off (having a deep shade for the lamp and having no spill over above 180 degrees).
- Within the town centre, lamps on pole-mounted streetlights should be set at a level no higher than 4 metres from street level.

8.4 Building type guideline

The following guideline outlines the building types based on proposed densities for Kihikihi. As Kihikihi is serviced the lot size can be reduced to a minimum of 400m². So that the existing rural village feel of Kihikihi is maintained selected areas have been identified for more compact residential forms - refer to Framework Plan 9: Future Land Use. Seven hundred additional infill lots have been identified for Kihikihi in Waipa 2050. This Town Concept Plan proposes approximately 500 new serviced lots through development to the lot sizes identified below;

Within the commercial area, a mix of one and two storey buildings are anticipated over large lots (minimum 400m²), with setbacks from the street. Verandahs and suspended awnings are encouraged.

Areas A to C shown on the plan on the next page.

Within Area A, it is encouraged that residential sites be developed down to 400m², to maximise density and to provide for a choice of smaller dwelling close to areas of high amenity – open space or proximity to shops.

Within Area B, it is encouraged that residential sites be developed on lots of 1000m², to retain the current character, however sites of 700m² are possible to maximise density and to utilise the full potential of the new wastewater infrastructure. A lot size of 700m² yields 600m² of usable site area for a rear house lot (this assumes 100m² is used for a right of way). It is considered that 600m² site area is the threshold for a 'catalogue type' family sized home that will provide good quality residential amenity. It is however acknowledged that to utilise the full potential of the wastewater system connection a further 200 lots would need to be provided to reach the 700 lot development target. One option is to reduce the overall minimum lot size to 600m² for a lot accessed directly off a public road and 700m² for a back lot and the other is to require a house type on lots smaller than 700m² to be designed specifically to suit the smaller lot size - be it smaller in area, a duplex or terrace type.

Within Area C, it is encouraged that rural residential sites be developed between 1000m² and 2500m² to provide for anticipated demand for rural residential living in the area. These lots are serviced only by restricted water supply and this may not be extended to new lots.



Figure 42: Image showing subdivision of a large block to enable compact residential along a central street

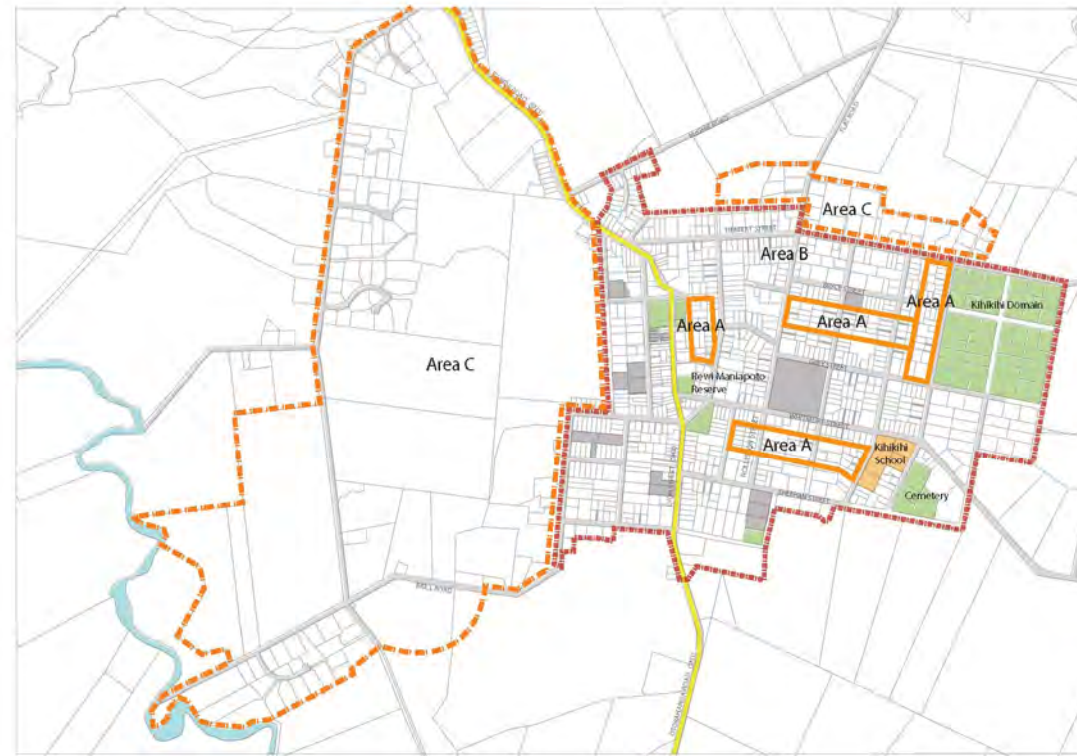


Figure 43: Kihikihi residential building densities

Area A – Compact residential

Area B - Minimum of 700m² lot size (see page 62 for other options)

Area C – Rural residential

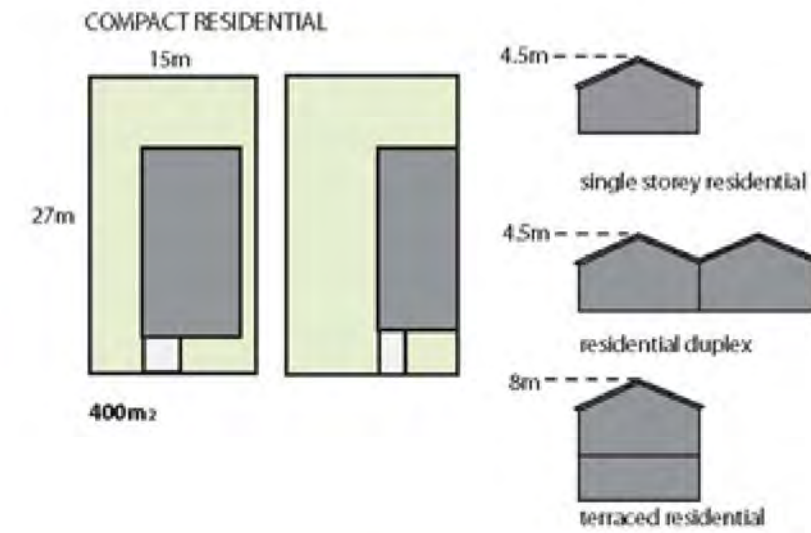


Figure 44: Typical lot layout and building form for compact residential lots (400m²) – Area A

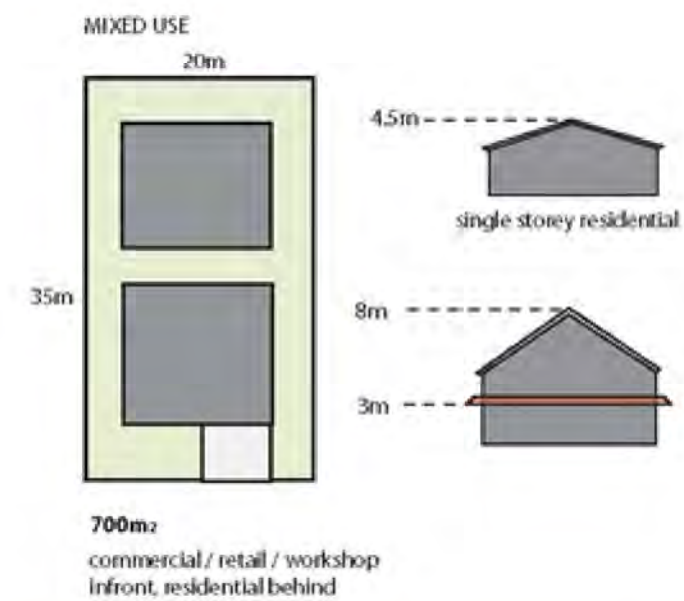


Figure 45: Mixed use development with retail behind (low density – 600m² - 800m²) identified as light industrial/residential transition area in Framework Plan 9: Future Land Use

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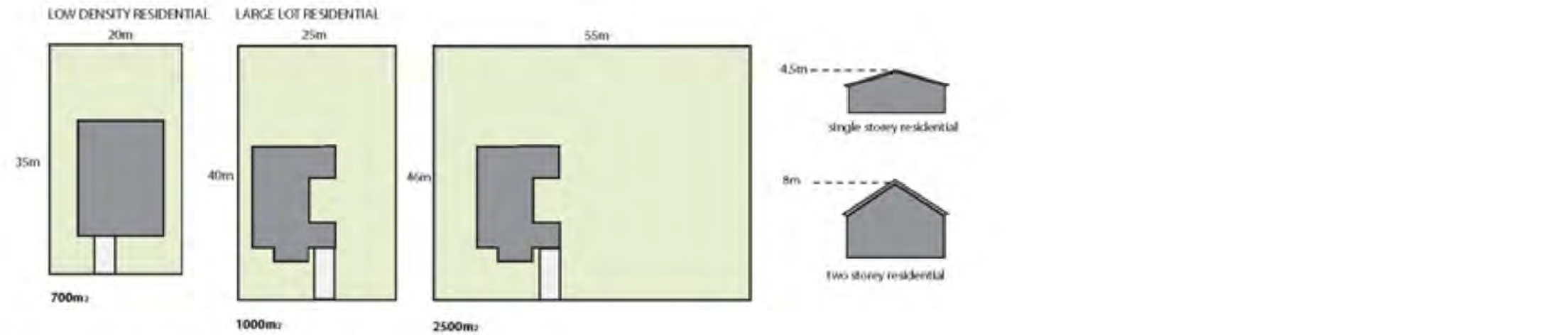


Figure 46: Typical low density (700m²) and large lot (1000 / 2500m²) residential – Area B

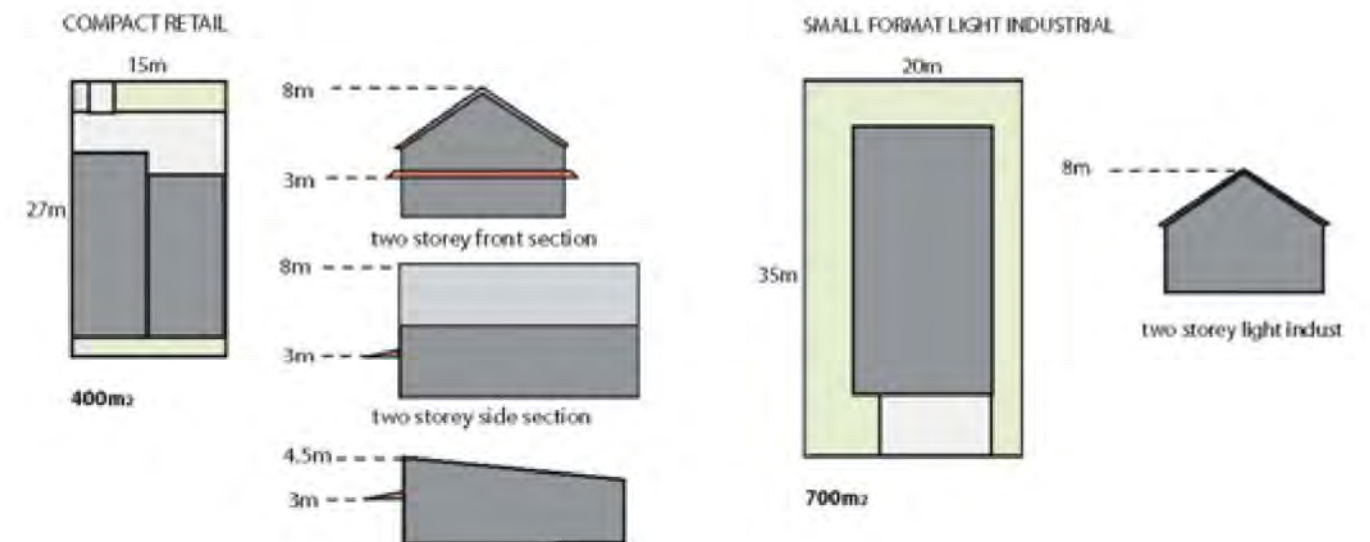


Figure 47: (left) Compact retail (400m²) with parking provided behind. Small format light industrial on density 600m²-800m² lot. (right)

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