



OHAUPO TOWN CONCEPT PLAN

Final Report

June 2010

ADOPTED BY WAIPA DISTRICT COUNCIL 29 JUNE 2010

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Figure 1: Aerial of Ohaupo, showing Lake Rotomanuka and the 2050 Town Boundary

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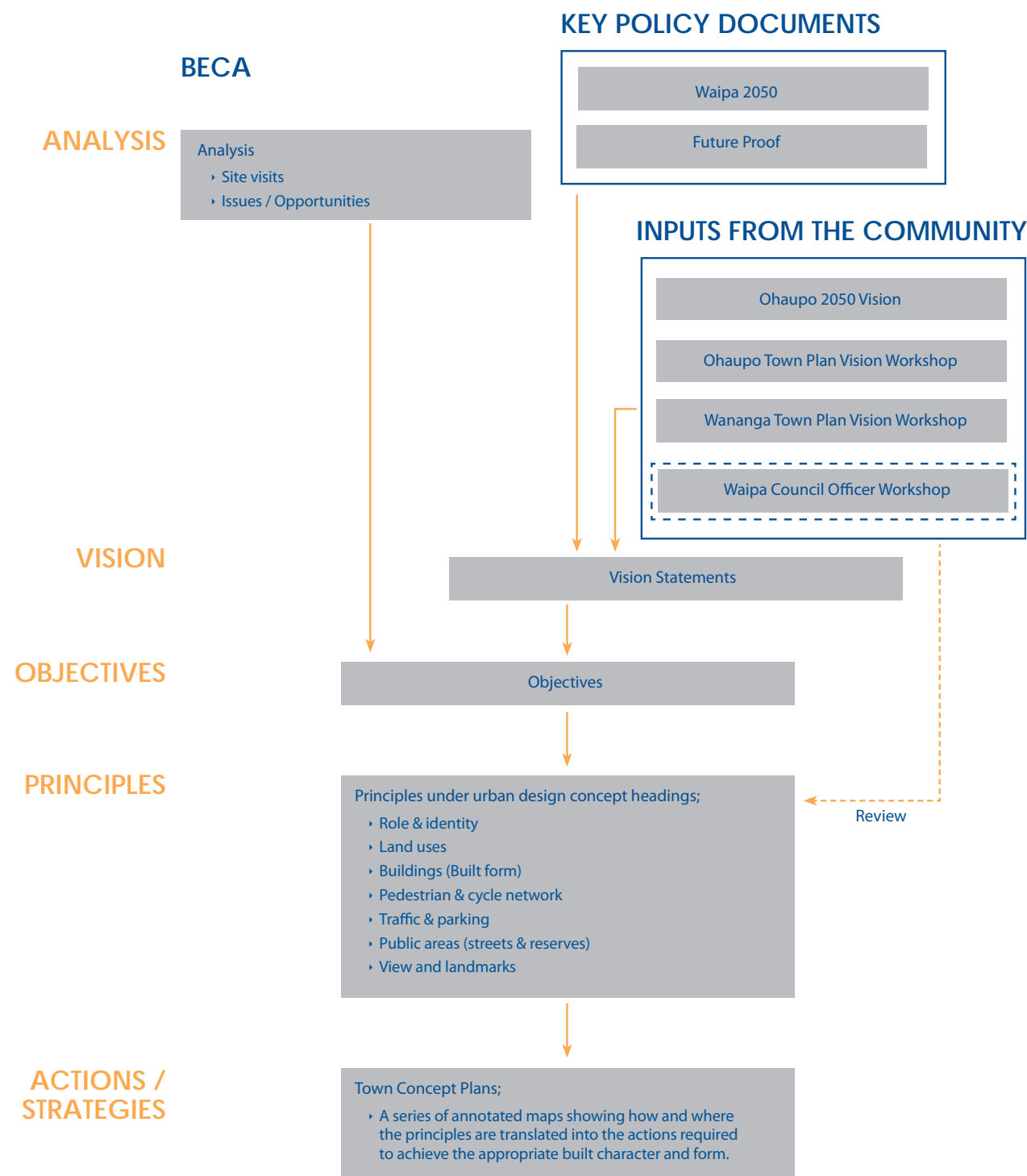


Figure 1.1: Ohaupo Town Concept Plan development process

Good urban design is central to promoting environmentally sustainable development, facilitating growth of urban areas that interact positively with their local environment. Future growth of Ohaupo 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 Ohaupo grow positively into the future. One of those tools is this Town Concept Plan.

The purpose of the Ohaupo Town Concept Plan (the Plan) is to assist with the development and implementation of the Council's vision for the Waipa District, being the Home of Champions - a great place to live, work and play. As part of this, Council seeks to provide for the sustainable future growth of Ohaupo, 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.

Integral to the preparation of the Plan has been engagement with local community, Waipa District Council's elected members and staff, wider stakeholders and New Zealand Transport Agency (NZTA). The input from each group has helped shape the outcomes of the Plan and the future of Ohaupo and wider Waipa communities.

Following on from initial consultation and analysis, the Plan seeks to define and enhance the town's relationship with its immediate physical environment, including relationships to the surrounding lakes such as Lake Rotomanuka, vistas to Mount Pirongia and Maungatautari and the relationship with the dominant ridgeline. 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 Ohaupo, looking ahead to 2050. Along with the District Plan, it is anticipated that this Plan will assist the Council, community groups and other organisations to move towards a holistic and common vision for Ohaupo.

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 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 Ohaupo may contribute to achieving this vision through sustainable future growth.

Preparation of the Ohaupo Town Concept Plan was broken down into five steps, 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 Ohaupo, 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 Ohaupo.

Step 3: Preparation of draft objectives and principles: To provide direction to the ongoing preparation of the Town Concept Plan, draft objectives and principles 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 Ohaupo 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 with those required for urbanisation. This facilitates improved ecological outcomes.

Step 5: Preparation of the Ohaupo 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.

2.2 Analysis Report Summary

The Ohaupo 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. Several issues and opportunities within Ohaupo were identified during the town analysis process. These included:

- Streetscaping and traffic calming along the State Highway 3, to:
 - minimize the barrier presented by State Highway 3 and the associated pedestrian difficulties and safety concerns
 - overcome the isolation of Ohaupo School and lack of safe connections between the school and town / residential areas through streetscaping and traffic calming measures
 - mitigate safety concerns associated with the location of parking adjacent to State Highway 3
- Poor awareness of existing high quality neighbourhood parks and playgrounds could be overcome through clear pedestrian and cycle links and improved signage.
- Focusing future residential development along the western side of State Highway 3 to enable ease of connectivity to local amenities.

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

Following visioning workshops with the community, the following statements are considered to reflect characteristics that locals wish to place emphasis on:

- Open space and the natural environment
- Attractive streetscaping, retention of existing facades and local character
- Additional opportunities and amenities to contribute to a thriving town

- Celebrating local history
- Provision of amenities, services, facilities and opportunities
- A relaxed rural town for people of all ages
- An intimate place not overshadowed by traffic thoroughfare.

2.3 Hierarchy of Objectives, Principles and Strategies

The Ohaupo 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 vision for sustainable growth of Ohaupo.

Objectives

The Plan contains urban design objectives set out to respond to the issues and opportunities identified within the initial analysis carried out for Ohaupo. Each objective sets out what needs to be undertaken to assist in achieving sustainable future growth within Ohaupo. 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 principles will be achieved.

2.4 References

The following documents have been referenced during the preparation of the Ohaupo 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.

3 OHAUPO CHARACTER DESCRIPTION

3.1 Existing Character

Ohaupo is a small rural settlement 17 kilometres south of Hamilton. The town has formed along State Highway 3 and has extended itself to the west where it is bound by the main trunk railway line. The topography of Ohaupo has resulted in the commercial area of town growing on either side of State Highway 3 along the ridgeline, while the majority of the residential area sits to the west of the highway and on the slope down towards the railway line.

There are a number of small businesses located along State Highway 3 on the drive into Ohaupo from both the north and south. Ohaupo's village consists of a mix of uses including a local convenience store, café, gift shop, antiques, hairdresser, takeaways, retirement care facility, butcher, auto repairs, caravan park and hotel / restaurant. There are also a number of vacant buildings in the commercial area. Existing businesses are within short walking distance from each other, creating a village feel to the town. Residential lot sizes are generally large with a lots of 1000m² located closer to the State Highway (the town centre) and large lots (2,500m² +) located in surrounding areas. Such low density residential living contributes to the rural village feel of Ohaupo.

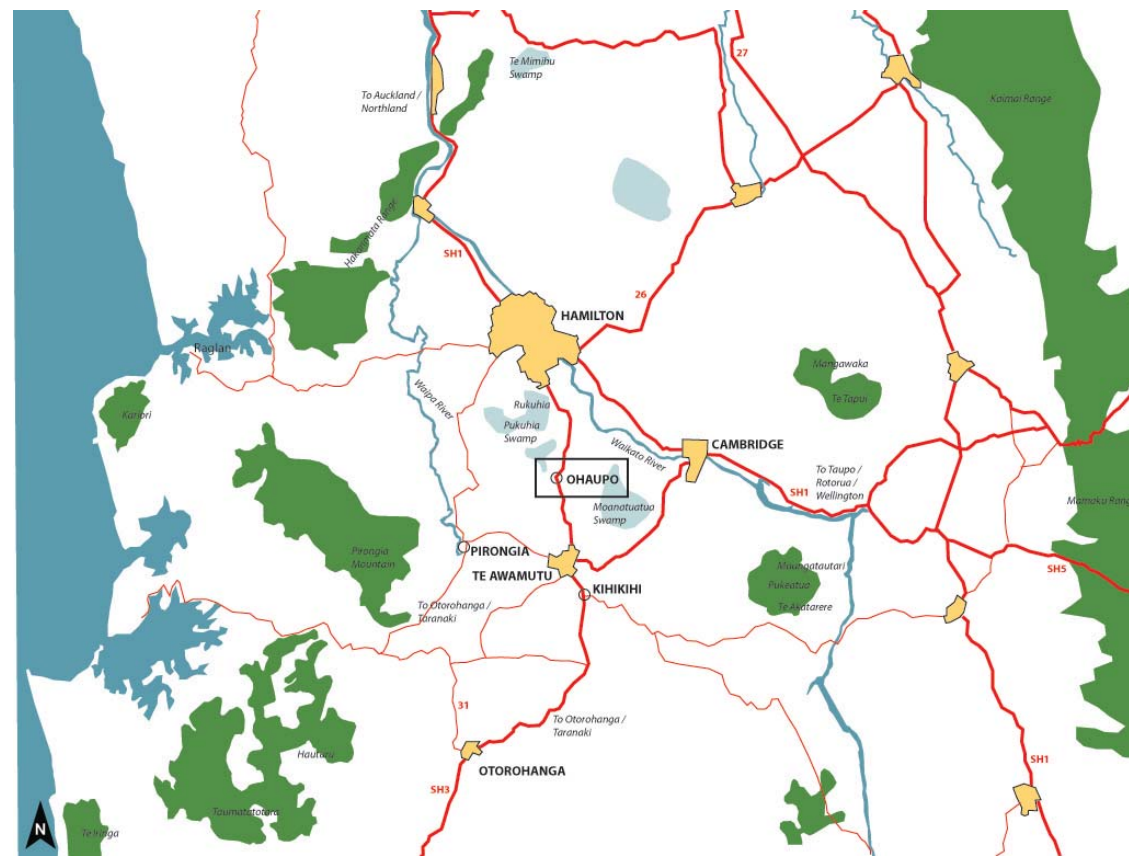


Figure 2: Ohaupo location map

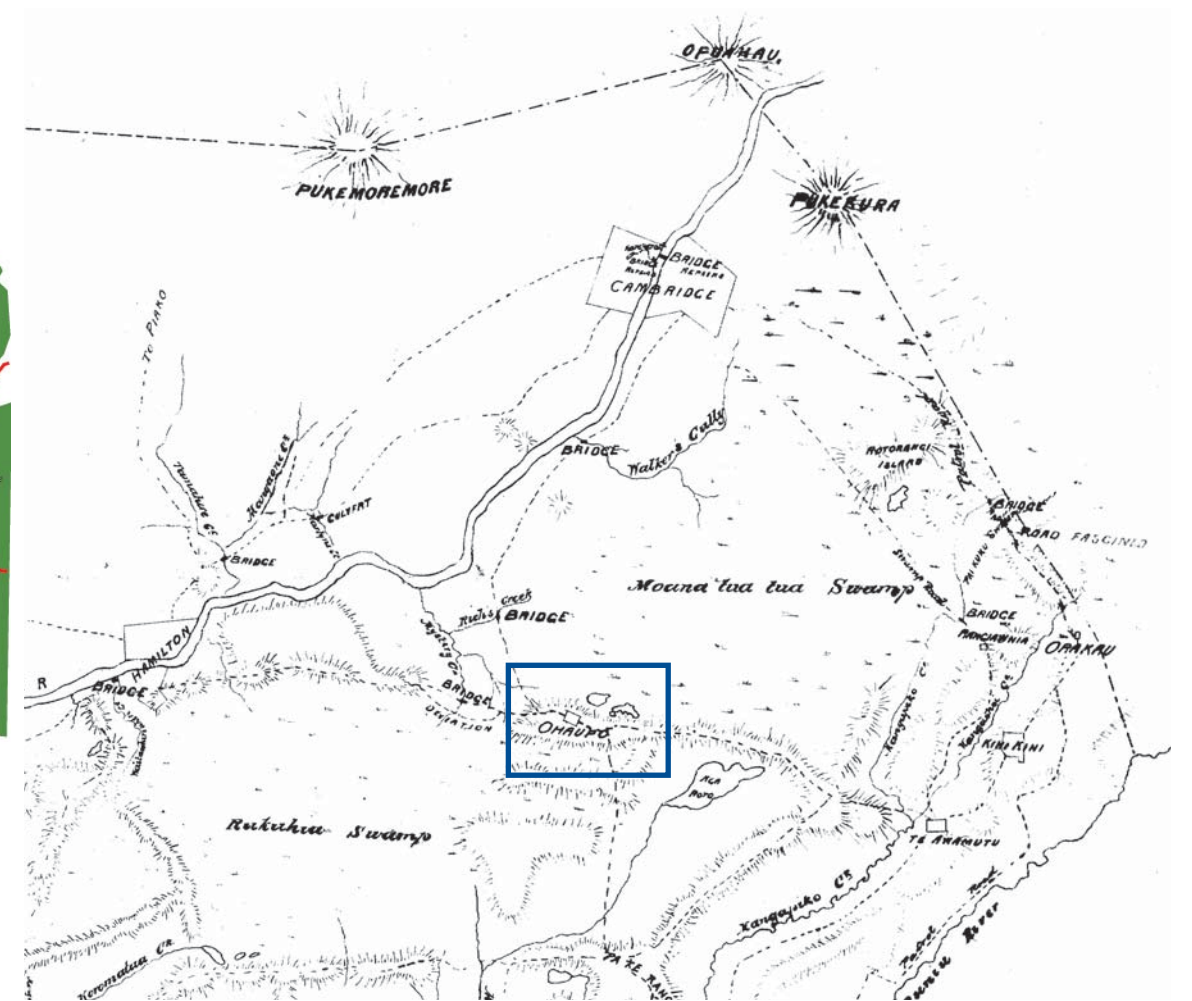


Figure 3: 1875 Sketch map of the Waikato District (provided with the authority of the University of Waikato, subject to copyright). This map shows the historic location of Ohaupo along a ridge overlooking significant swamp land and undulating topography. These elements still underpin the character of Ohaupo today.

3 OHAUPO CHARACTER DESCRIPTION

Ohaupo has a small range of parks, reserves and recreational facilities comprising of the rugby grounds on Forkert Road (also serves as a dog walking area), the Department of Conservation Wildlife Reserve to the south of the town, and the Ohaupo Bowling Club. A small park is also present next to the renovated church. There is a lack of streetscaping and overall character and as such, there is little coherence or amenity in what could otherwise be a very attractive town.

Located to the southeast of the town is Lake Rotomanuka. Lake Rotomanuka is administered by the Department of Conservation as a wildlife management reserve and lies on the edge of the Moanatuatua peat bog (most of which has now been drained).



Figure 4: Views to the surrounding landscape in Ohaupo.



Figure 5: State Highway 3 through Ohaupo

3 OHAUPO CHARACTER DESCRIPTION

3.2 Desired Future Character

Ohaupo is well placed to provide for the ongoing sustainable growth of the community around a vibrant local centre, with strong physical and visual connections to the surrounding rural environment.

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. Traffic calming measures such as traffic islands and signs are desired both north and south of the entrances to the village as an alternative method of slowing traffic through Ohaupo. Developing a strong identity to the town through appropriate streetscaping and buildings, particularly along the State Highway 3 corridor, will enhance the image of the town and attract more passing travellers to stop in the area and enjoy the amenities it has to offer. It is anticipated that the growth of visitor opportunities will develop alongside the growth of the town centre and local business opportunities.

Future development will allow for sustainable growth that delineates the boundary between the town and surrounding rural environment, and provides for strong links between the two areas. Predominantly large lot, low density residential living opportunities will be provided within the town boundaries, providing for strong links to the surrounding environment, allowing people to enjoy a high amenity lifestyle and ensuring the values associated with it are not eroded.

Future residential development should ensure strong connectivity between residential living areas. East / west access should be facilitated between State Highway 3 and the railway line, thus reducing the distance to travel between local areas and the need for vehicle travel. Ohaupo School, the first school in the Waikato, is located approximately 2km from the town centre and growing residential area. As the town grows, safe access to schooling must be ensured.

Opening up access to the surrounding environment will enhance recreation and sporting activities for local residents and visitors to the area. Opportunities exist to develop walking and cycling routes that acknowledge and bring people closer to the natural heritage in and around the town, such as Lake Rotomanuka. Additional playground areas may also benefit the community, providing an area for young families to interact and a recreation facility easily accessible from residential and retail areas via walking and cycle routes.



Figure 6: Existing view along State Highway 3 looking towards K Cees Place heritage building and adjacent unoccupied building



Figure 7: Conceptual image of State Highway 3 with provision of a pedestrian crossing. The location of such a crossing will need to be carefully considered. This image represents a concept only.

4 OBJECTIVES AND PRINCIPLES

To achieve the desired character outcomes for Ohaupo, 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 Ohaupo's distinctive heritage character and image as a vibrant community located on a ridgeline overlooking farmland and adjacent to Lake Rotomanuka.

Principles

- 1.1 Identify appropriate areas for future development that provide opportunity for growth without compromising the character and image of the town. In these areas it will be important to provide pedestrian and cycle connections in order to promote increased use of active transport modes.
- 1.2 Enhance Ohaupo's relationship with surrounding lakes and waterways, including nearby peat lakes and Lake Rotomanuka, through greater physical and visual connectivity.
- 1.3 Acknowledge Maori history within Ohaupo through the provision of Maori art, carvings and place names within public areas.
- 1.4 Establish a well defined urban edge, and protect the Ohaupo's rich rural hinterland from inappropriate development and land use.
- 1.5 Identify and provide for local community services and amenities, such as recreational facilities, boutique shopping, cafes and farmers markets that provide for social and cultural wellbeing and attract visitors to the area.
- 1.6 Enhance community identity through the provision of a meaningful, community meeting place.
- 1.7 Acknowledge early European history and its ties to the existing farming community.

Objective 2 – Land Use

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

Principles

- 2.1 Ensure that land use within Ohaupo takes in to consideration the town characteristics significant to the community (outlined in Section 2.2) and its character areas.
- 2.2 Support land use within Ohaupo for quality visitor activities and facilities.
- 2.3 Identify areas for future commercial development that will strengthen the commercial heart of Ohaupo and provide potential for local services, for example, chemist or service station activities.
- 2.4 Support the provision of places for younger members of the population, including recreation parks, a range of sporting activities, shops and places to eat.
- 2.5 Encourage Low Impact Urban Design and Development (LIUDD) initiatives on development sites.
- 2.6 Support the relocation of the bowling club to the community precinct area.

4 OBJECTIVES AND PRINCIPLES

Objective 3 – Buildings (built form)

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

Principles

- 3.1 Require built form to contribute positively to the character and image of Ohaupo.
- 3.2 Ensure that future housing and street layout is sympathetic with the existing character of Ohaupo.
- 3.3 Identify main street sites for future infill and development, to enhance the overall character of the town.
- 3.4 Locate and scale buildings to protect and enhance views within Ohaupo, including views to significant built features within the town.
- 3.5 On large lots, and where lots are consolidated, ensure that the scale, massing and proportions of new development reflect the original subdivision and are consistent with the vision for the town.
- 3.6 Seek to provide for development types that minimise the impacts on service infrastructure while providing the potential for the town to grow. This includes the creation of design guidelines related to minimising water runoff, correct orientation of buildings for maximised solar gain, and storage of roof water.
- 3.7 Investigate the potential for rural-residential development around Lake Rotomanuka.



Figure 8: Unoccupied lot along the main road (within the commercial centre) that could be better utilised / converted into a suitable commercial development.

Objective 4 – Pedestrian and Cycle Network

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

Principles

- 4.1 Make provision for safe crossing points within the town and provide for pedestrian and cycle movement away from the State Highway.
- 4.2 Provide enhanced connections and signs leading to the peat lakes and Lake Rotomanuka.
- 4.3 Consider measures to slow traffic to increase the ability and confidence of people to walk and cycle.



Figure 9: Existing informal pedestrian crossing across the State Highway north of Ohaupo town centre. Traffic calming measures should be undertaken throughout Ohaupo to create safe pedestrian crossings for all people.

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 3 traffic.
- 5.2. Implement measures to minimise severance and traffic speeds associated with State Highway 3.

Objective 6 – Public Space, Streets and Reserves

Maintain and enhance public spaces, streets and reserves, including the qualities that reinforce Ohaupo's streetscape character.

Principles

- 6.1. Identify and enhance access to and information about significant natural, Maori and other heritage features within the town, including nearby peat lakes and Lake Rotomanuka.
- 6.2. Retain and protect significant trees along Ohaupo's main street and seek to reinforce both sides of the street through appropriate landscape treatment.
- 6.3. Provide continuous awnings over the footpath for weather protection and require awnings on new development areas.
- 6.4. 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 Ohaupo.
- 6.5. Ensure development contributes positively to street amenity by providing adequate space for landscaping and tree planting (where appropriate) alongside necessary services.
- 6.6. 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 a desired streetscape.

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 and rural vistas from Ohaupo.
- 7.2. Protect and enhance significant buildings and other structures within and around the town.
- 7.3. Provide visual connections to the peat lakes.
- 7.4. Incorporate appropriate street trees to reinforce view corridors.



Figure 10: Flowering gum tree located along the State Highway.

5 URBAN FRAMEWORK

5.1 Ohaupo 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 Ohaupo.

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.



Figure 11: Tree lined vista looking west down Forkert Road



Views to rural land surrounding Ohaupo from SH3 (4)



Views to Mount Pirongia north of Forkert Road, looking south east along SH3 (5)



Views to Mount Pirongia down Great Collins Street (6)



Views to Mount Maungatautari, looking north east opposite Great Collins Street along SH3 (7)

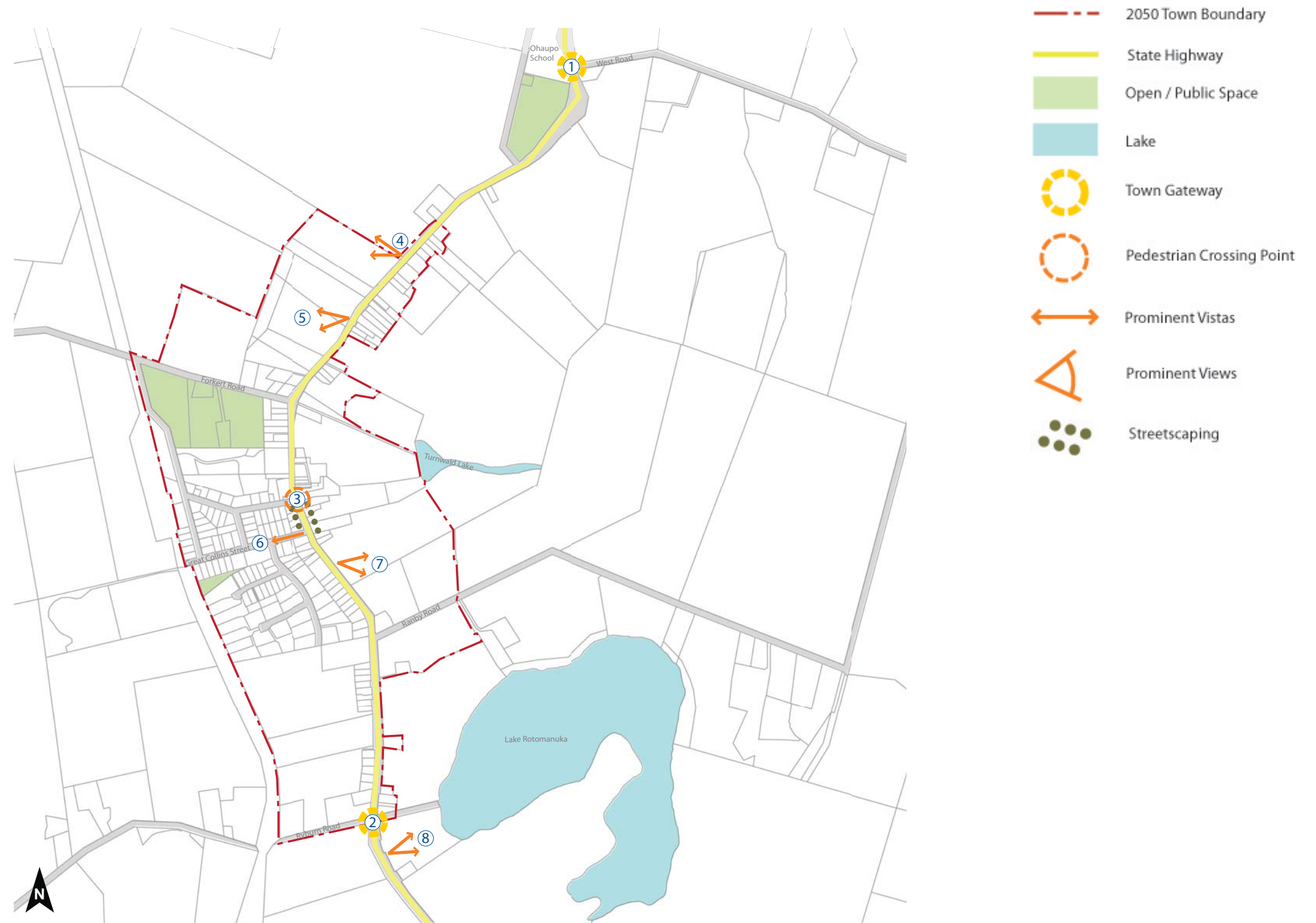


Views to Lake Rotomanuka, south of Ryburn Road along SH3 (8)

Figure 12: Vistas to be protected and enhanced (as per Framework Plan 1)

Framework Plan 1: Gateways, Views and Vistas

1. Encourage appropriate landscaping or signage to indicate entry to the town from Hamilton.
2. Introduce landscaping and/ or signage to indicate entry to town from Te Awamutu and provide definition to vistas of Lake Rotomanuka.
3. Through appropriate streetscaping and traffic measures including speed management, indicate entry and enhance pedestrian crossing point within the town centre.
4. Retain pockets of rural views/ vistas to support and enhance Ohaupo's rural image.
5. Reinforce the vistas out to Mount Pirongia in the west.
6. Reinforce the vistas out to Mount Pirongia in the west.
7. Reinforce the vistas out to Mount Maungatautari in the east.
8. Reinforce the vistas out to Lake Rotomanuka to the east.



5 URBAN FRAMEWORK

5.1.2 Enhancing Connectivity / Strategic Links

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. 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. Measures to promote speed management will assist in providing confidence to people to use active modes (pedestrian, cycle).

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.

Framework Plan 2: Connectivity

Road designs throughout Ohaupo will need to consider mechanisms to manage traffic speed to promote an environment that is consistent with the rural character of the village.

1. Create a safe crossing point over State Highway 3 at a location to suit both retail and New Zealand Transport Agency safety requirements and be created at grade to enable disabled access. Reinforce the change of road character at this crossing point through the appropriate streetscaping and traffic measures.
2. Create a secondary street network following the contours of the area with connections up to the main arterial. Additional pedestrian and cycle links to be provided up to the ridge.
3. Provide connections to Lake Rotomanuka.
4. Encourage a secondary street network (including safe and legible pedestrian and cycle links) following the contours of the area and connecting Ryburn Road with Charles Edwards Street.
5. Encourage a secondary street network (including safe and legible pedestrian and cycle links) following the contours of the area with a connection to the main arterial from Forkert Road.
6. Create off-street parking to enhance resident / visitor safety when accessing the village centre and allow safe parking for employees of the village shops.
7. Encourage walkway treatment for the pedestrian footpath between Ohaupo School and village to ensure student safety is maximized.

Note: There is a need to re-assess the effect on State Highway 3 connections from additional traffic.



5 URBAN FRAMEWORK

5.1.2 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. It is proposed to extend the town centre towards Te Awamutu on the western side. This will enable access to be obtained from side streets as opposed to the State Highway. Such an extension on the western side will also support residential development on this side of the State Highway.

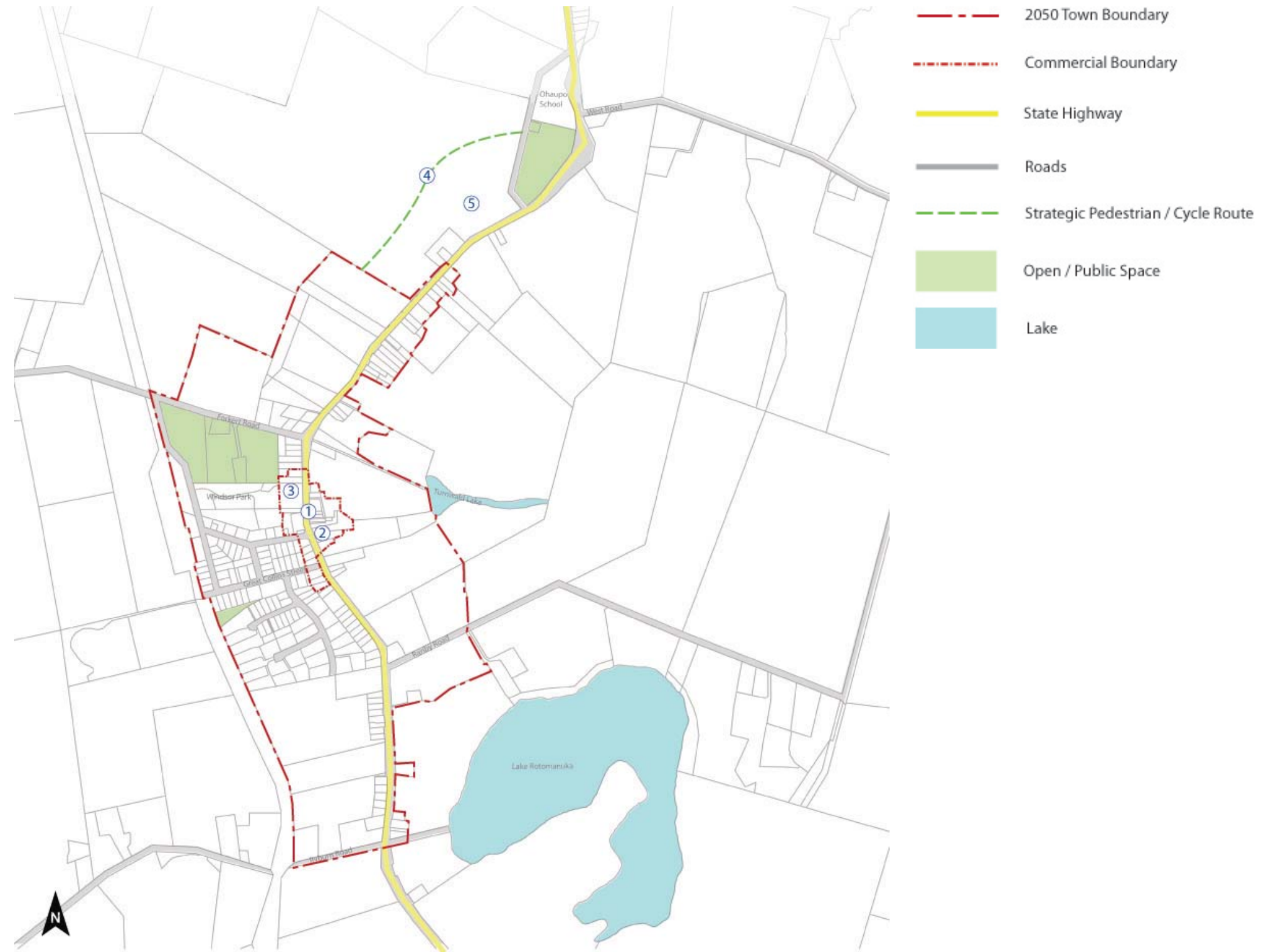
Enabling people to move freely within and around their community, while undertaking their day to day activities, is integral to building a community that responds to the basic needs and desires of its people. The provision of excellent infrastructure at all levels – sports and recreation grounds, open space, pedestrian and cycle routes, safe roads, enhanced education facilities, and quality childcare – will assist Ohaupo 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. Currently, residential lot sizes of approximately 1000m² are provided in close vicinity to the town centre, and future residential lots (minimum 2,500m²) will provide for the low density living desired by the community, fitting with existing character and providing adequate area for on-site disposal of wastewater.

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, mountain biking, 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.

Framework Plan 3: Land Use

1. Intensified commercial: Retail precinct, establish a defined and legible edge to retail area with provision for a convenience store, chemist and other small format stores.
2. Reinforce the existing strip retail by providing for an intensive node of retail which will fill in the gaps in the streetscape.
3. Provide for a community precinct where a farmers market can take place and the community can meet.
4. Provide an alternative pedestrian and cycle route from Ohaupo School to the residential area which avoids State Highway 3 and increases safety for students by removing the need to cross the State Highway.
5. Signal this area as a future growth cell / natural reserve to extend the town boundary northwards, better integrating the school with the rest of the town.

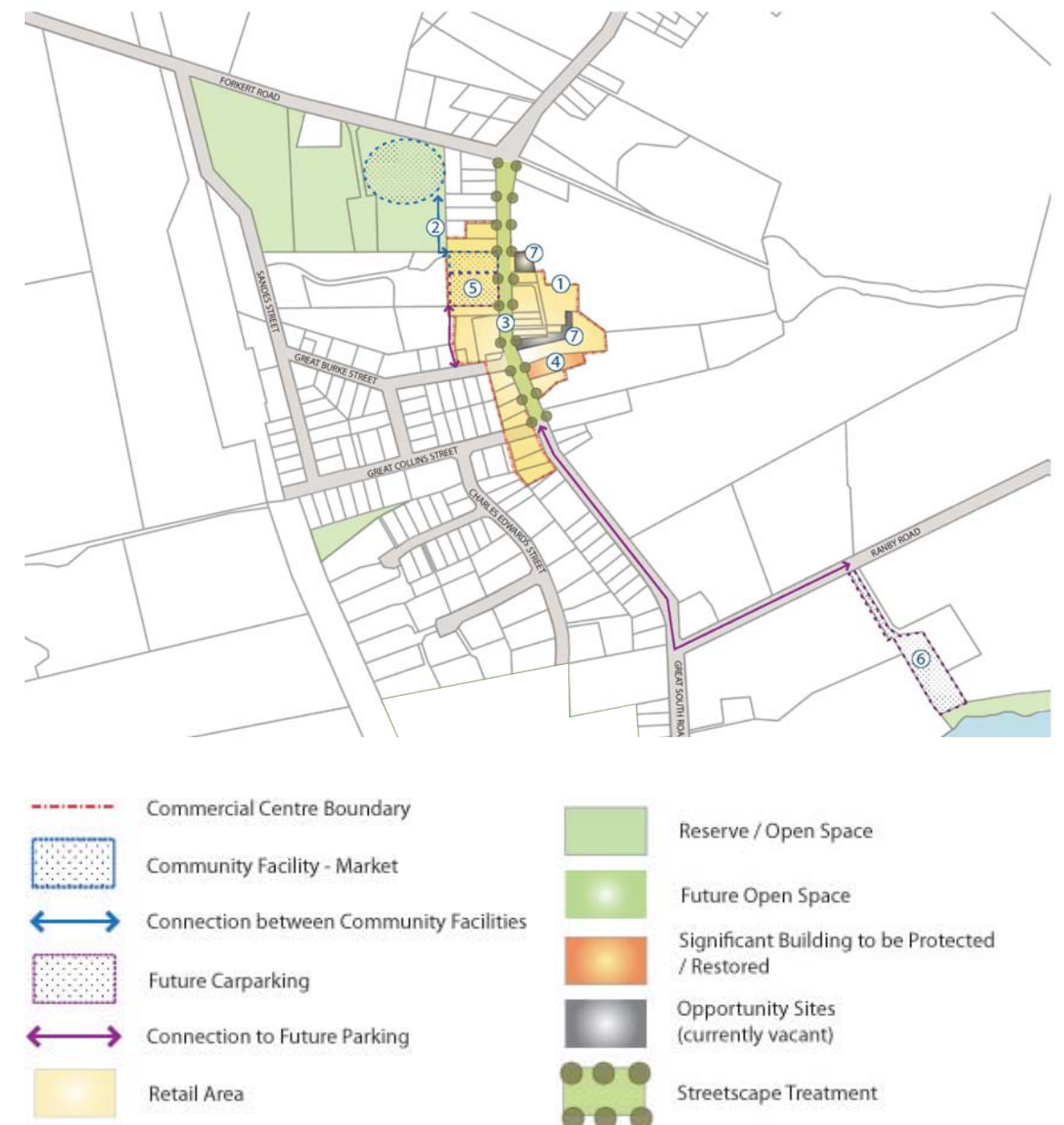


5 URBAN FRAMEWORK

5.2 Town centre

1. Provide for a consolidated commercial core: This area shall provide for all commercial activities within the town and may also include community services and amenities. Appropriate local commercial and community activities may include: butchers, chemist / pharmacy, café, restaurants, take away food, post office, video library, bakery and arts and crafts shops.
2. Provide for an Ohaupo community area: This area could incorporate part of the Rugby Fields with connections to the main street through the northern part of the Caravan Park. Within this area, an area of open space may act as a community focal point, where farmers markets and local gatherings could occur. This area may also accommodate the Bowling Club in the future.
3. Protect and enhance the character of the main street (between Forkert Road and Great Collins Street): Any development fronting the street will need to have regard to contributing to a holistic streetscape strategy for the character of the area, taking into account historic buildings. It is envisaged that the Council, with the assistance of the Ohaupo community, will develop specific design guidelines for this area of Ohaupo Main Street with reference to relevant New Zealand Transport Agency guidelines.
4. Protect and enhance the town hall as a specific community building: Provide for the ongoing protection and restoration of the Ohaupo Town Hall. The Town Hall could act as an alternative community activity space / farmer's market area if weather is bad. The hall can act as a further community focal point for the wider benefit of the community.
5. Provide for off-street car parking within the commercial core: Off street parking with indirect access onto the State Highway shall be provided as the town commercial centre continues to grow. The car park shall incorporate permeable surface materials and sustainable drainage methods to minimise storm water runoff. The car park could be located within the southern part of the Caravan Park and accessed from Great Burke Street behind the Tavern.
6. Lake access and parking: Creating access to the lake from existing roads should be achieved. This would provide a safe access point to the lake, off State Highway 3, and accessed from Ranby Road.
7. Appropriate development and use of the main street: Ensure the main street is appropriately developed, with un-used or vacant lots redeveloped for future use. There are currently a couple of vacant lots located to the east of the highway between Forkert and Great Burke Street in the commercial core. These lots could be used for additional commercial or retail space, contributing to village identity (or as an alternate parking location to the one identified in 5 – see Framework Plan 2).

Framework Plan 4: Town Centre



5.3 Public domain character

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

5.3.1 Town centre streets

Ohaupo's main street is the place where people will meet one another and, notably, is the first place that visitors to the town see when they arrive. For many, the narrow band of village is the only part of Ohaupo they see as they drive through it. It is proposed that the strip of State Highway 3 from Forkert Road to Great Burke St becomes an area where streetscaping and traffic calming are applied as it will form the main street for the village. Accordingly, the main street will need to meet the following qualities:

- Be designed as places for people to walk with leisure – streets through should be 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;
- Ensure safe and legible connections from the village centre to the main residential area of Ohaupo (west of State Highway 3) Ohaupo Rugby Grounds, Ohaupo School and Lake Rotomanuka.
- Minimise additional 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 buildings 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 appropriate), allowing people on the street to engage with activities undertaken within buildings; and
- Provide for accessibility - wheelchairs, mobility scooters, parents with pushchairs.



Figure 13: Rugby Grounds located on Forkert Road.

5 URBAN FRAMEWORK

5.3.2 Open space and pedestrian and cycle routes

Although the main street is set upon a narrow ridge, there is no shortage of open space and potential for green links to the east and west of the Ohaupo village. Lake Rotomanuka is a significant feature which should be fully taken advantage of.

Lake Rotomanuka should be enhanced to attract visitors and locals alike. It is recommended clear connections are made to the lake from the village centre and parking areas are provided to ensure the area is easily accessible. The paper road opposite Ryburn Road could be utilised for cycle and pedestrian connections and creating a reserve/ open space adjacent to the lake may encourage recreation activities in the area and bring people closer to the natural heritage of Ohaupo. A connection could also be made from Ranby Road to the lake (as identified in the plan on page 13).

The Lake and surrounding area have the potential to become a significant local and visitor attraction. Having regard to those open spaces (including a potential future reserve area opposite Lake Rotomanuka (west of the highway), and enhancement of connections to the existing sports grounds), open space should always seek to 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 lakeside);
- 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 and cycle routes (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.

Proposed pedestrian and cycle routes have been identified to increase connections within and around Ohaupo. These routes are not only channels for circulation, they also have the potential to be integral as part of the wider open space network, linking together the town centre with areas such as the Lake Rotomanuka, residential areas, Rugby grounds and further afield to Ohaupo School.



Figure 14: Photograph of existing lakeside use (at Lake Ngaroto), which could be used as a model for future development of Lake Rotomanuka

Accordingly, wherever possible, development should seek to establish and/or enhance the network of pedestrian and cycleways throughout Ohaupo, avoiding the State Highway where possible. 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 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.

5.3.3 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. Within the town centre commercial area it is recommended that public car parking be provided off State Highway 3 where possible. Ohaupo contains a number of vacant sections which may be utilised for off-street parking.

Where street parking is provided, it should seek to form part of the overall streetscape amenity strategy and incorporate planting to minimise visual impacts; and should be only be established in the most appropriate and safe areas.

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.

5.3.4 Sustainable drainage systems

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

Minimise water run-off

The principle in this case is that each development area should endeavour where possible to minimise the volume of storm water to be discharged to the main storm water system. This can be implemented in two ways as follows:

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.



Figure 15: Example of permeable paving surface

5 URBAN FRAMEWORK

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 already incorporated in Ohaupo and is successful in reducing the storm water load to the main drainage system. Continued use of swales is recommended throughout Ohaupo 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.



Figure 16: Example of a roadside swale.

5.3.5 Street lighting

Lighting of streets in urban areas is important to maintain safe environments for people living in and visiting the area and can enhance character. However, lighting of the urban environment can have adverse impacts on local biodiversity and amenity values. Ohaupo is fortunate to benefit from clear, beautiful skies during the night. Many towns suffer from 'sky glow' 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.

5.4 Building type matrix

The following matrix provides a guide to building types based on proposed densities for Ohaupo. Within the commercial area, a mixture of one and two storey buildings is anticipated edging the street with frontages in the range of 8 to 12 metres in width to support a fine urban grain. Verandahs are encouraged.

All residential sites are to be developed with a minimum lot size of 2,500m², keeping with existing character, remaining in line with the Waipa 2050 Growth Strategy, and ensuring that wastewater and stormwater effects are minimised.

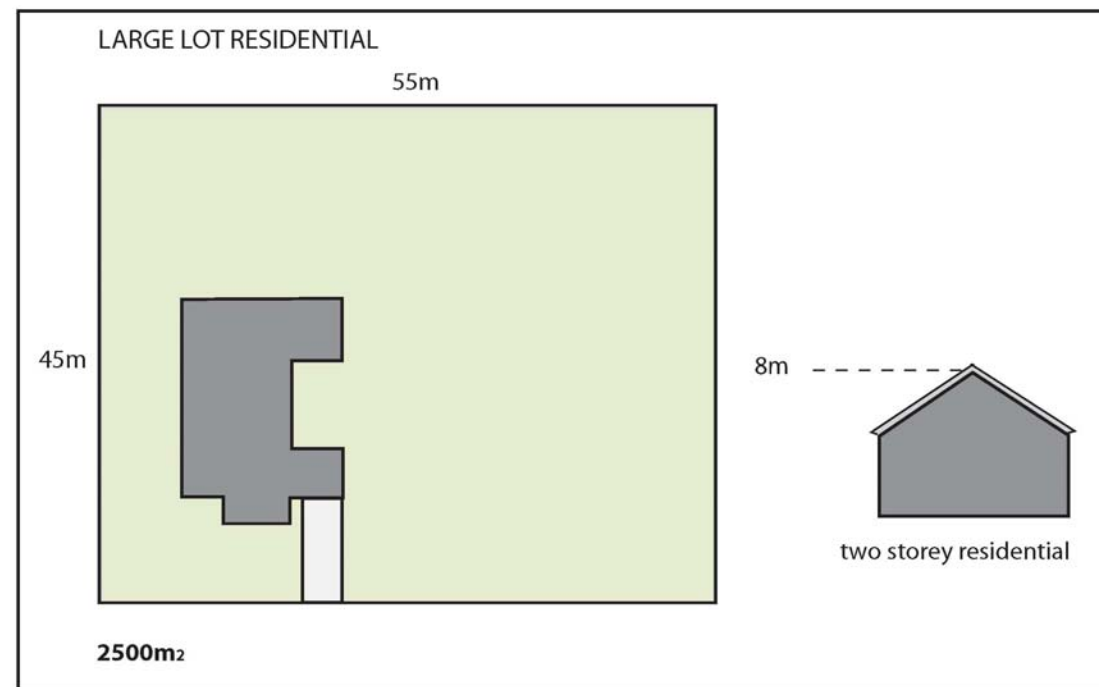


Figure 17: Typical residential lots with a minimum of 2,500m².

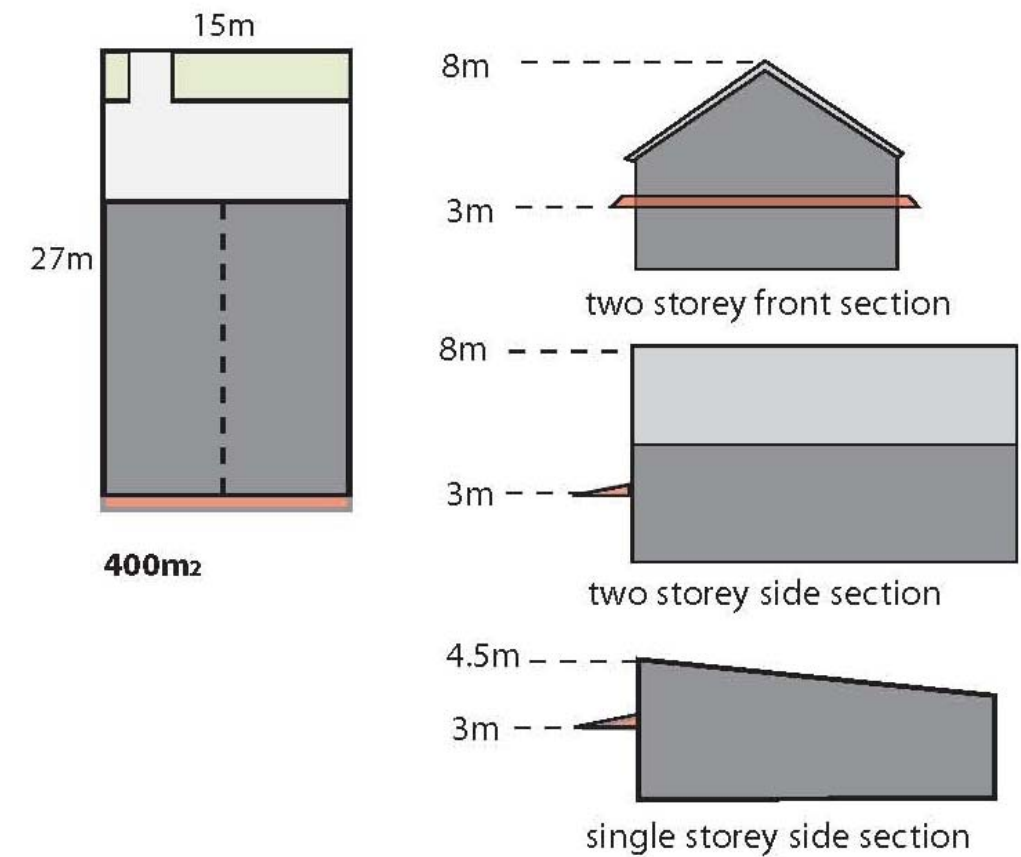


Figure 18: Typical commercial lot layout and sections with 400m² lots able to accommodate two smaller commercial sections.

6 URBAN LIVING AND SUSTAINABILITY

The Ohaupo Town Concept Plan envisages a sustainable environment developed with the assistance of design guidelines relating to such matters as open space, building design, local infrastructure (including roads, pedestrian and cycle ways, and the management of drainage patterns and flooding), and waste minimisation and recycling.

In particular, design guidance shall seek to ensure that key public amenities, such as recreation grounds and childcare, are located within close proximity to key nodes (such as the village centre), with pedestrian and cycle routes linking them to adjoining neighbourhoods; energy efficient design and energy saving building technology should be promoted as an integral aspect of all future development; and particular attention should be given to implementing sustainable methods of water runoff management to protect the quality of natural water systems and habitats in the area.

The principles of waste minimisation and recycling will be key considerations in the design and construction of new developments.

As a guideline to future development the following urban design strategies should be applied to development (as and when appropriate), whether at an individual site scale or over a larger site development or structure plan scale:

Sustainable Transport

- Promote walking and cycling for functional as well as recreational journeys

Safe neighbourhoods

- Passive supervision of public space
- Accessible routes to schools, shops and community facilities which are attractive and safe
- Sustainable use of resources
- Provision for recycling stations and local organic waste centres.
- Sustainable drainage strategies, including:
 - minimising impermeable surfaces
 - Soak pits within residential areas and adjacent to streets
 - Provide for swales, rain gardens and retention ponds

Energy efficient living

- Orientate sites to the north to maximise solar gain
- Create building designs that enable water re-use (storage of roof water)

Multi functional open space

- The protection of natural waterways and ecological corridors
- A variety of park sizes
- Green corridors
- Green space should be multi functional

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