



# PIRONGIA TOWN CONCEPT PLAN

*Final Report*

June 2010

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## ADOPTED BY WAIPA DISTRICT COUNCIL 29 JUNE 2010

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Figure 1: Aerial of Pirongia, showing the Waipa River and the 2050 Town Boundary

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# 1 INTRODUCTION

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Good urban design is central to achieving environmentally sustainable development, facilitating growth of urban areas that interact positively with their local environment. As a signatory to the New Zealand Urban Design Protocol, Waipa District Council is seeking to provide a framework for the future growth of Waipa District and, in doing so, understands that the future growth of Pirongia has the potential to contribute to the making of a great place for people to live and visit in the 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 Pirongia grow positively into the future. One of those tools is this Town Concept Plan.

The purpose of the Pirongia Town Concept Plan (the Plan) is to assist in achieving the Council's vision for the Waipa District as 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 Pirongia, 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 Pirongia Town Concept Plan has been engagement with the local community, Waipa District Council's elected members and staff and wider stakeholders including the New Zealand Transport Authority (NZTA). The input from each group has helped shape the outcomes of the Plan, the future of the Pirongia and wider Waipa communities.

Following on from initial consultation and analysis, the Pirongia Town Concept Plan seeks to define and enhance the town's relationship with its immediate physical environment, including Mount Pirongia, the Waipa River and the Mangapiko Stream, and the local road network. This Plan seeks to achieve this by providing relevant objectives, principles and strategies that respond to and promote 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 Pirongia, as it grows towards 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 Pirongia.

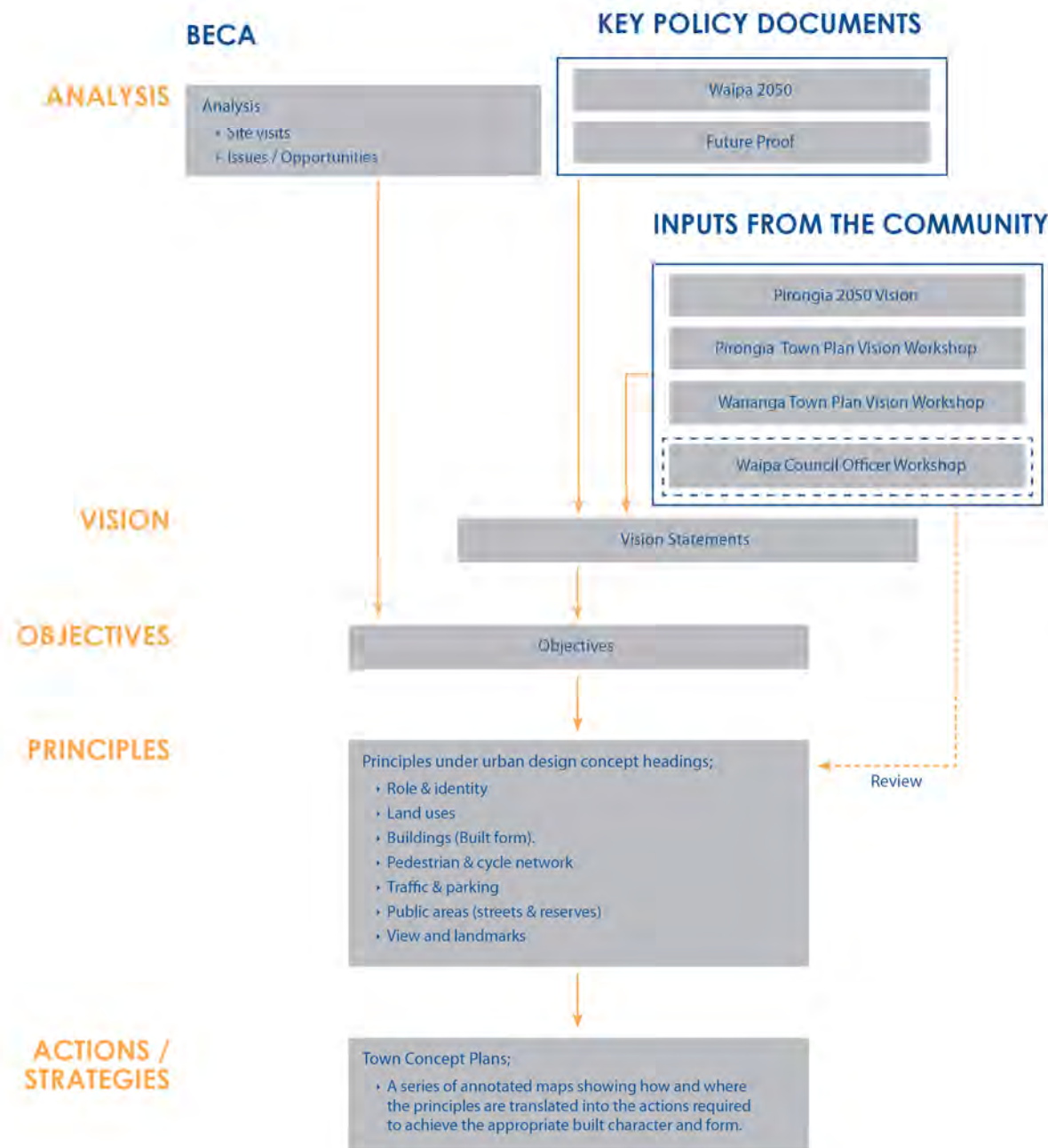
### 2.1 Process for Preparing the Town Concept Plan

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

Preparation of the Pirongia Town Concept Plan was broken down into 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 Pirongia, 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 Pirongia.
- **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 Pirongia 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 Pirongia 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 REPORT STRUCTURE



### 2.2 Analysis Report Summary

The Pirongia 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 Pirongia were identified during the town analysis process. These included:

- Protecting rural character from inappropriate development
- Minimising traffic conflicts by focusing future commercial development along side streets rather than along State Highway 39
- 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 visual and physical linkages and landscape treatment alongside the river

Views, vistas, history and heritage were identified as important existing features to be retained and enhanced where possible. The town's relationship with the Waipa River is a key element and is a feature that can be enhanced. A settlement pattern based on a historic 1864 grid layout with wide open streets and large lot sizes is another key feature of the village.

As part of the visioning workshop for Pirongia (held on the 29 April 2009) the following matters were identified as important for the future growth of Pirongia:

- Creating a sense of identity and community
- Promoting sustainability and increased levels of biodiversity including sustainable solutions to water and wastewater management and more plantings to attract wildlife
- Celebrating local history
- Provision of amenities, services, facilities and opportunities
- Capitalising on economic opportunities
- Ensuring planned future development

Figure 1.1: Town Concept Plan development process

### 2.3 Hierarchy of Objectives, Principles and Strategies

The Pirongia 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 Pirongia.

#### Objectives

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

### 3.1 Existing Character

Pirongia is located within the Waipa District on State Highway 39, east of Mount Pirongia and Pirongia Forest Park. The town's location on the Waipa River and outstanding views to Mount Pirongia provide it with an ideal setting to become the doorstep to many outdoor activities and a destination for tourists visiting Pirongia Forest Park and Waipa District. Already the town is a popular stopping point (for food and public amenities) for people travelling north and south, particularly for those that choose to bypass Hamilton. As a former colonial garrison town and end point for steamers involved in river trading, Pirongia contains several important heritage sites, and, prior to European settlement, Pirongia Mountain formed important hunting grounds for local iwi.

Remnants of Matakaitiki Pa are located on the outskirts of Pirongia, within walking distance from the town centre and along the Waipa River. This important pa site was once refuge to Waikato Maori and was the scene of horrific losses when attacked by Nga Puhī in 1822.

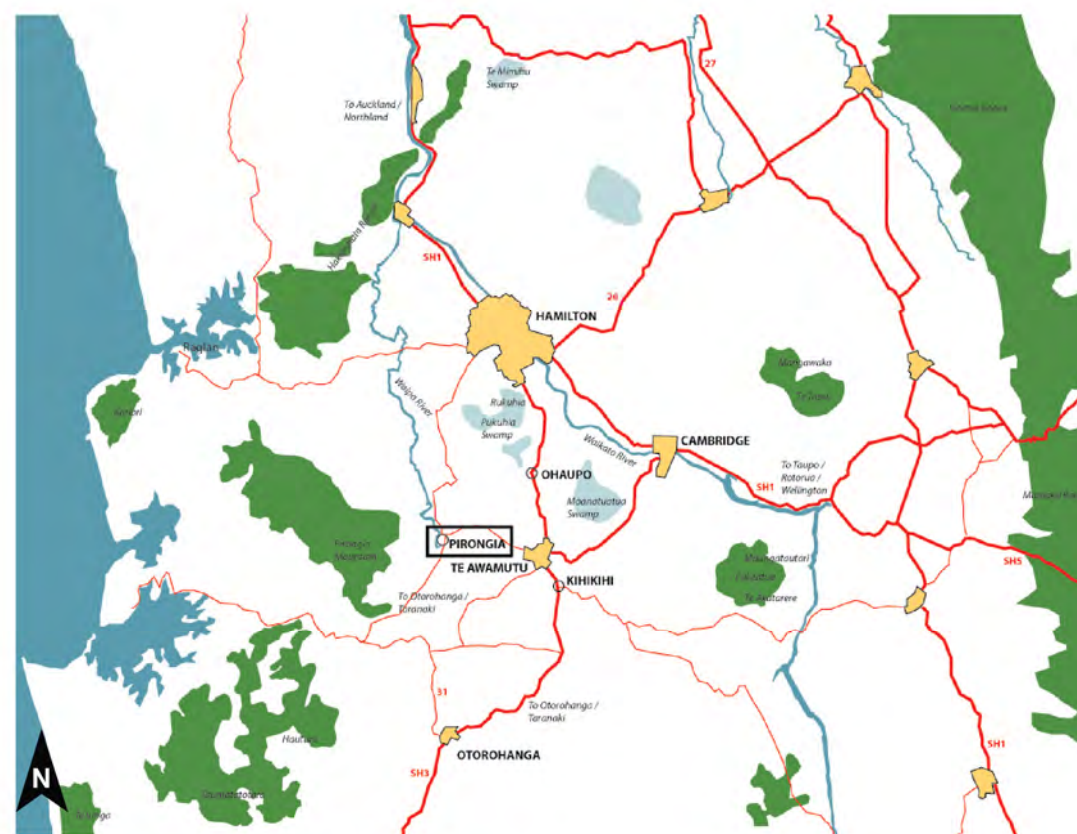


Figure 2: Pirongia location map

The town is characterised by large lot residential development, serviced by a local centre along Franklin Street. Established over a grid road layout (originally laid out for the historic Alexandra village), the streets provide good north-south and east-west vistas. Vistas to the west provide excellent views of Mount Pirongia.

In terms of wastewater infrastructure, the area is currently unserved.

The local centre provides for a combination of services aimed at both the local community and visitors. Uses are currently spread along both sides of Franklin Street and include a convenience store, bakery, childcare, fire station, arts and crafts shop and a public hotel. Other notable buildings include the community hall on Franklin Street, Pirongia Primary School on Beechey Street, and the former church building on Crozier Street.

It is considered that the success of the Pirongia Town 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:

- Views to the surrounding landscape – Pirongia has excellent views and vistas to the surrounding landscape, including Mount Pirongia and Mount Kakepuku, Waipa River, Mangapiko Stream and the surrounding rural landscape.



Figure 3: Views to surrounding landscape including (clockwise from top left), vista down Crozier Street, Waipa River and Mount Pirongia



### 3 PIRONGIA CHARACTER DESCRIPTION

- A settlement pattern based on a regular grid layout – Pirongia’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.

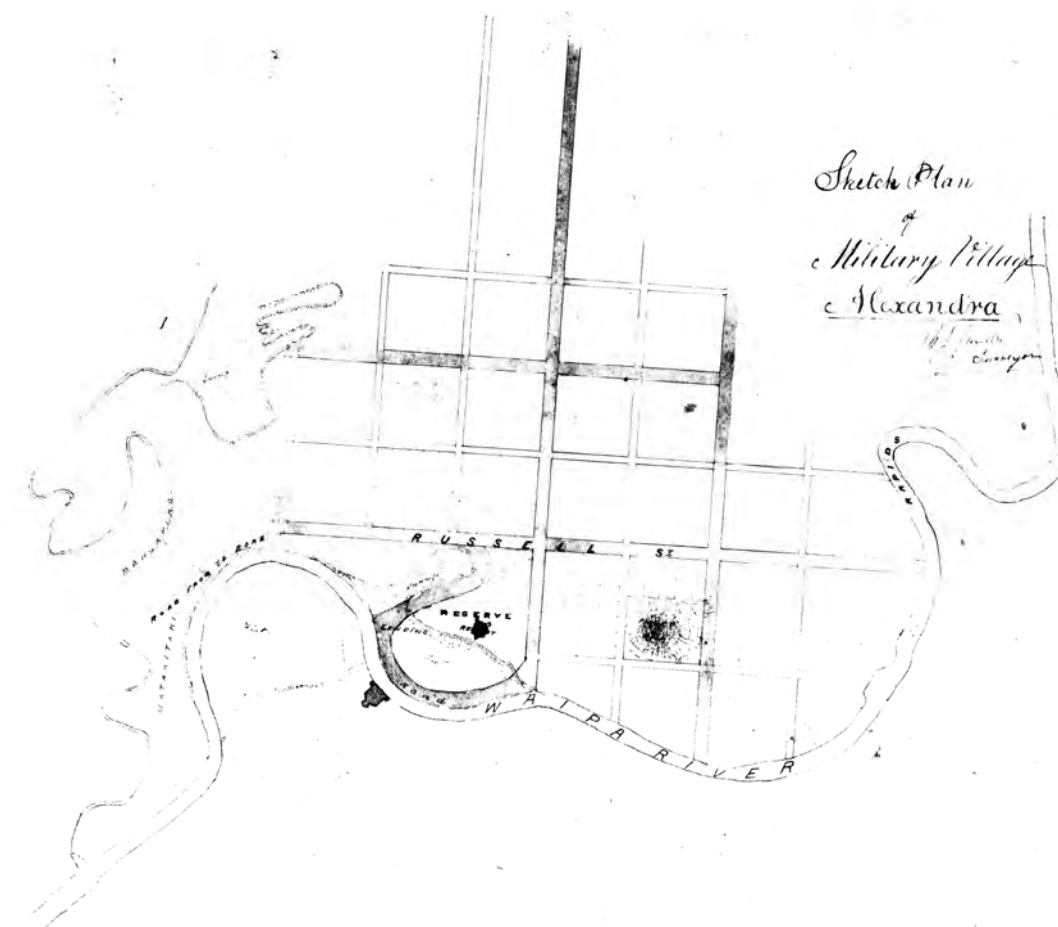


Figure 4: 1864 Town Plan of 'Alexandra Village', now the town of Pirongia (provided with the authority of the University of Waikato, subject to copyright)

- State Highway 39 – Pirongia’s location on the State Highway is both an opportunity and a disadvantage. The State Highway brings through many of the town’s visitors but continues to generate a conflict between traffic and a growing town centre. There is potential to add to the town’s attraction as a tourist destination and stopover point. Co-ordinating land use and transport implications adjacent to the State Highway will be important.



Figure 5: State Highway 39 and bridge crossing over the Waipa River

#### 3.2 Desired Future Character

Pirongia is well placed to provide for the ongoing sustainable growth of the community around a vibrant, mixed use local centre, with strong physical and visual connections to Mount Pirongia, the Waipa River and Pirongia Forest Park.

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 (associated with the town’s location adjacent to Mount Pirongia Forest Park, the Waipa River and other natural and historic attractions) will develop alongside the growth of the town centre and local business opportunities.

Opening up access to the surrounding environment will enhance recreation and sporting activities for local residents and visitors to the area. Opportunities exist to provide for a variety of visitor accommodation activities with excellent visual and physical connections to the surrounding environment. Building upon these uses, the potential exists to provide walking and cycling routes that acknowledge and bring people closer to the natural, Maori and European heritage in and around the town and Pirongia Forest Park.

Future development needs to allow for sustainable growth that delineates the boundary between the town and surrounding rural environment, and provides for strong links between the two areas. Low density residential living opportunities within the town boundaries, maintaining the existing grid pattern and providing for strong links to the surrounding environment will allow people to enjoy a high amenity lifestyle while ensuring the values associated with the town are not eroded.

## 4 OBJECTIVES AND PRINCIPLES

To achieve the desired character outcomes for Pirongia, 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

Maintain and continue to build on and enhance Pirongia's distinctive heritage and rural character and image as a vibrant community located adjacent to the Waipa River and at the gateway to the Mount Pirongia Forest Park.

#### Principles

- 1.1. Identify appropriate areas for future development that provide opportunity for growth without compromising the character and image of the town.
- 1.2. Protect and enhance the historic heritage of the town through the protection of historic buildings and ensuring that future land use is sympathetic to the historic character of the town.
- 1.3. Acknowledge Maori history within Pirongia through connections to Maunga, the natural environment, scenic walks and biodiversity, and through the provision of Maori place names within public areas.
- 1.4. Identify and provide for local services and amenities, such as visitor accommodation and public markets, which provide for social and cultural wellbeing and attract visitors to the area.
- 1.5. Establish a well defined urban edge, and protect the Pirongia's rural hinterland from inappropriate development and land use.
- 1.6. Protect and enhance connections within and from the village to the Maunga, the river, the natural environment, biodiversity and scenic walks through the provision of linkages to these areas outside of the village and actively increasing opportunities to increase biodiversity within the village.

### Objective 2 – Land Use

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



#### Principles

- 2.1. Ensure that land use within Pirongia's Urban Area is consistent with the envisaged character for the town, and actively plan for suitable areas for future development.
- 2.2. Support defined areas within Pirongia for quality tourist activities and facilities.
- 2.3. Identify areas for future commercial development that will strengthen the commercial heart of Pirongia and provide potential for local services (e.g. medical centre, sports centre, supermarket, chemist and service station activities).
- 2.4. Support the provision of places for an increasing young population, including a community centre, a range of sporting activities, shops and places to eat.
- 2.5. Require Low Impact Urban Design and Development (LIUDD) initiatives on development sites.
- 2.6. Recognise the potential demand for additional facilities for the elderly in Pirongia such facilities, including potentially a retirement village, would ideally be located close to the existing village centre.
- 2.7. An increased focus on providing better pedestrian connections may assist in increasing retail sales and improving economic wellbeing.

### Objective 3 – Buildings (built form)

Provide buildings that incorporate sensitive design appropriate to the character and image of Pirongia, while minimising impacts on the local service infrastructure.

#### Principles

- 3.1. Require built form to contribute positively to the character and image of Pirongia, with particular emphasis on appropriate lot sizes, housing types, building scale, height and setbacks.
- 3.2. Ensure that future housing and street layout is sympathetic with the existing character of Pirongia and its desired character.
- 3.3. Locate buildings to protect and enhance views within Pirongia, including views to significant built features within the town.
- 3.4. On large lots, and where lots are consolidated, ensure that the scale, massing and proportions of new development reflects the original smaller lot subdivision and is consistent with the envisaged character for the town and its character areas.



- 3.5. Seek to provide for building types that minimise the impacts on the environment through appropriate use of sustainable building form and materials.
- 3.6. On site servicing to maintain character / scale / density.

### Objective 4 – Pedestrian and Cycle Network

Enhance and extend connectivity throughout Pirongia 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, river, Mount Pirongia and walkways across bridges, for locals and visitors to the town.
- 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 and waterways.
- 4.4. Provide enhanced pedestrian paths throughout the town.
- 4.5. Enhance links between town centre and the Matakītiki Pa site.

### 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 (including for trucks), with particular emphasis on reducing conflict with State Highway traffic.
- 5.2. Implement measures to minimise severance and traffic speeds associated with State Highway 39.



### Objective 6 – Public Space, Streets and Reserves

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

#### Principles

- 6.1. Protect and enhance Pirongia's town belt as a public reserve.
- 6.2. Enhance landscaping along Pirongia's Franklin Street and seek to reinforce both sides of the street through appropriate landscape treatment.
- 6.3. Ensure development contributes positively to street amenity by providing adequate space for landscaping and tree planting (where appropriate) alongside necessary services.
- 6.4. 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.
- 6.5. Provide for play areas for a range of ages throughout Pirongia including a playground for younger children, a BMX track and a skatepark.
- 6.6. Develop reserve areas adjacent to the Waipa River and enable access for boat users, canoeists and other users.

### 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 significant vistas to Mount Pirongia.
- 7.2. Protect and enhance important street views within Pirongia.
- 7.3. Use gateway planting to strengthen the sense of arrival to Pirongia and into the town centre area.
- 7.4. Incorporate appropriate street trees to reinforce view corridors.



## 5 URBAN FRAMEWORK

### 5.1 Pirongia 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 Pirongia.

#### 5.1.1 Gateways, views and vistas

Prominent views and vistas are present throughout the town and these are proposed to 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 and efficient town centre.



Figure 6: Tree lined vista on upper end of Crozier Street



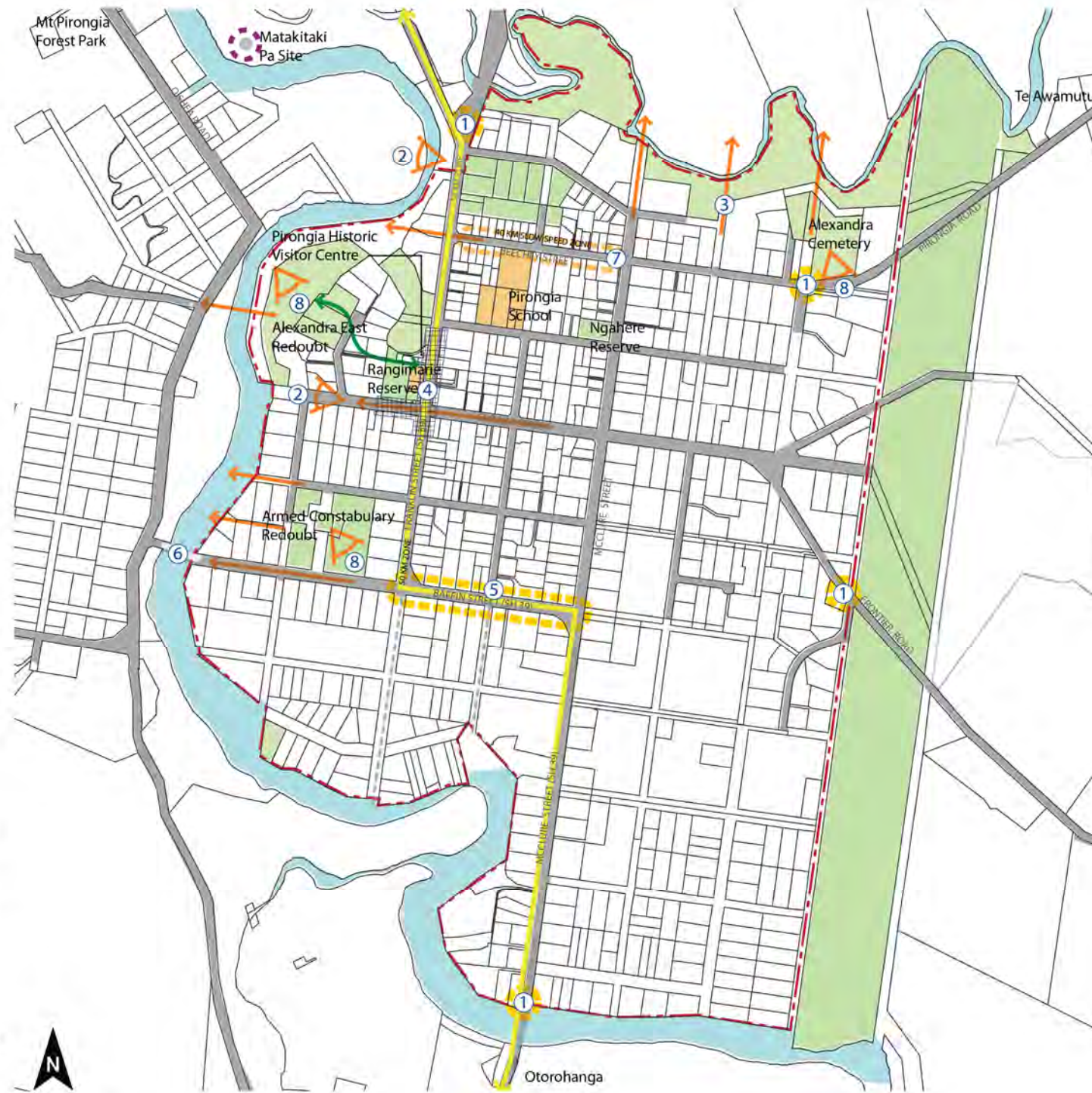
Pirongia Village is shown as including Matakaitaki Pa site, the 'green belt' and Alexandra raceway. These features are all associated with and are integral the village. The 2050 Town Boundary on the adjoining map shows the extent of anticipated growth to 2050.



Figure 7: Refuge example on State Highway at Ngatea

## Framework Plan 1: Gateways, Vistas and Views

1. Enhance the entrances to Pirongia: Provide for appropriate visual cues, including amenity planting, signs and street lines, to assist in enhancing the character of Pirongia, and to provide drivers with a cue that they have entered the town.
2. Protect and enhance views and vistas to Mount Pirongia: Ensure that future built form and planting does not detract from public views and vistas to Mount Pirongia, such as those views from the rivers edge and vistas from streets running east-west through the town.
3. Protect and enhance vistas to the north and over the Mangapiko Stream.
4. Enhance the streetscape character of the town centre area: Through the use of appropriate street planting and streetscape materials, enhance the identity and character of the Franklin and Crozier Streets. Provide for physical cues to slow down traffic, including street narrowing and pedestrian refuges.
5. Undertake street narrowing along State Highway 39 part of Baffin Street, to assist in slowing traffic as it enters the town centre area and consider further speed restrictions in this location.
6. Provide for extensions to the Waipa River bridge (known locally as Baffin Street) crossing, to provide for pedestrian, cycle and bridle access.
7. Introduce a 40km zone along side Pirongia Primary between Franklin Street and McClure Street, to enhance pedestrian safety.
8. Views to Mount Kakepuku are obtained from a number of locations including the Armed Constabulary, and Alexandra East Redoubt as well as the Alexandra Cemetery.



## 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.

Strategic links should be made not only within the town centre but also with 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.

It is acknowledged that where improvements are suggested within this report that relate to State Highway 39, these will need to be discussed with and approved by the New Zealand Transport Authority.

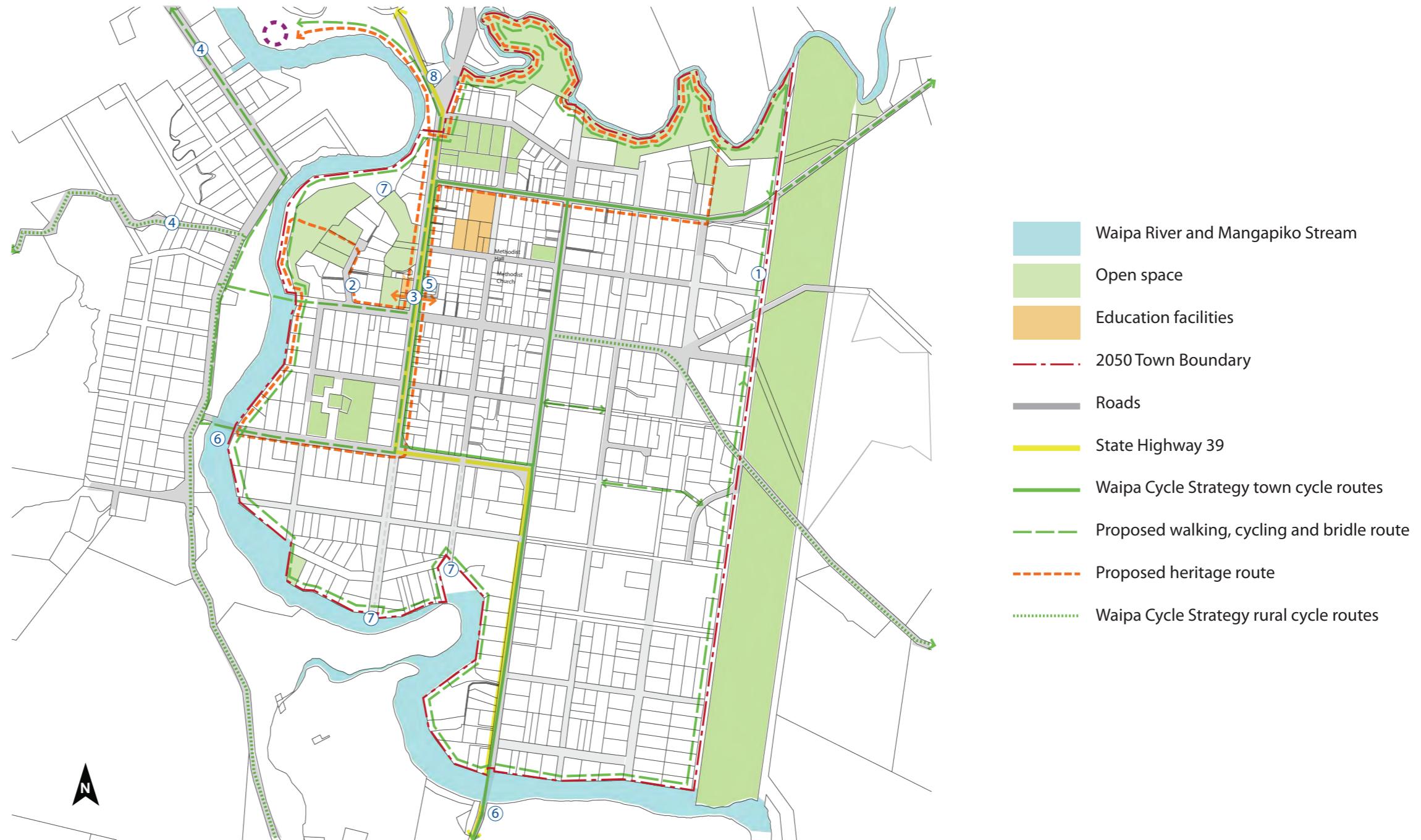


Figure 8: Historic Pirongia buildings

## Framework Plan 2: Connectivity

There is considerable opportunity to develop both paved and new 'grassed' walkways in Pirongia utilising the existing network of paper roads. Care will need to be taken of historic values when considering the location of walkways

1. Provide for a walking, cycling and bridle (as far as achievable) loop route around Pirongia, including the provision of signs within the town regularly along the route. Use the proposed route to assist in linking together biodiversity corridors with the mountain and the river within and around the town. This is not a new concept and reference is made to the 1998 concept for Esplanade Walkways developed by John Greenwood.
2. Provide for a historic walking route around Pirongia, including Alexandra East Redoubt and Armed Constabulary Redoubt, Pirongia playcentre and library buildings, Pirongia Cemetery, St Joseph's Church and Matakītaki Pa site. Provide for regular signs along route and at key points of interest. Investigate how this walking route could link to other walks through the District, creating a pedestrian network.
3. Provide for clear and visible pedestrian connection across Franklin Street (in close vicinity to Crozier Street), including a pedestrian refuge.
4. Enhance walking, cycling and bridle access to Mount Pirongia, including the provision of signs within the town and regularly along all routes.
5. Establish a central bus stop within the town centre (potentially in association with future car parking), to provide for inter-town public transport.
6. Investigate potential to provide for pedestrian and cycling links across existing bridges.
7. Consider providing options for parking/picnic areas adjacent to the Waipa River.
8. Investigate options for crossing State Highway 39 to provide better links to Matakītaki Pa. There is the potential to provide this link under the existing bridge.



## 5 URBAN FRAMEWORK

### 5.1.3 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 Pirongia in becoming an even better place to live.

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, 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.

1. Consolidate Pirongia's town centre: Provide a distinct town centre area for future commercial use, defined by built form and streetscape. As demand for commercial land use grows over time, provide for growth of the town centre to Bellot Street.
2. Encourage 2500m<sup>2</sup> sites on average with a minimum of 2000m<sup>2</sup> throughout Pirongia. Maximizing density while acknowledging the need for large sites to cater for servicing. A site specific technical assessment will be required in order to develop to this level. The report will assess the site's viability to provide wastewater disposal on-site.
3. Enable access to the Waipa River: Provide for river access paths and a floating pontoon (able to adjust to flood waters of 6-7m) to enable more opportunity for locals and visitors to enjoy use of the river for boating, canoeing and other similar activities. Integrate river access with the town's historic and loop walking routes.
4. Establish a River Parkland between the Waipa River and Alexandra East Redoubt: Provide for a mixed use parkland along the banks of the Waipa River, including walking, cycling and bridle paths (fenced from grazing cattle where necessary), a wetland park area, fitness route, and viewing points. The design of the park needs to integrate with the town's historic and loop routes while also responding to flood qualities of the area. The design of the park land needs to take into account the flood hazard. Any future land use should be located so as to avoid effects to the historic landing location used during the 1860s and other historic values.
5. Continue to build on the existing sports grounds as a recreation hub for all ages: Provide for a mix of sports facilities and clubrooms, including facilities for skateboarding and youth clubrooms.
6. Provide for a BMX track within the eastern town belt area.
7. An existing concept plan has been prepared for the reserve which reflects key elements of

Pirongia including the grid system of settlement, the physical dominance of Mount Pirongia, the spiritual significance of Mount Pirongia, the significance of water and waterways, and the close connection to native flora and fauna. The site also has particular significance to Maori.

8. Enhance the visual and physical link between the town village and the proposed River Parkland: Provide for signs and open route from the existing library through to Alexandra East Redoubt and the proposed Riverside Parkland. Rangimarie Reserve is the site of the proposed Environment Centre and includes a proposed playground and an adult seating area. The site has particular significance to Maori.
9. Provide for low level native planting around the western edge of the existing picnic area, to enhance amenity of this area while also ensuring that views to Mount Pirongia are not disrupted.
10. Continue to undertake riparian remediation around the banks of the Mangapiko Stream, in conjunction with the development of a walking, cycling and bridle route along the town edge.
11. Enhance the vistas to Mount Pirongia along Crozier Street: Provide for continued planting of Crozier Street from Frontier Road to the intersection of Franklin Street, to emphasize the existing vista to Mount Pirongia.
12. The area has the potential to develop as a visitor and accommodation centre. The design of the centre will need to reflect the overall character of Pirongia being low scale and low density. The use of natural materials is encouraged. It will be important for the development to integrate with the Waipa River and provide access to and along the River.
13. Potential to consider future use of endowment lands adjoining Mangapiko Stream. Any development in this location should assist in securing access to Mangapiko Stream.
14. There is the potential to further enhance the former landfill site as a recreational facility.



Figure 9: Future vision for Pirongia Riverside Park



Framework Plan 3: Land Use

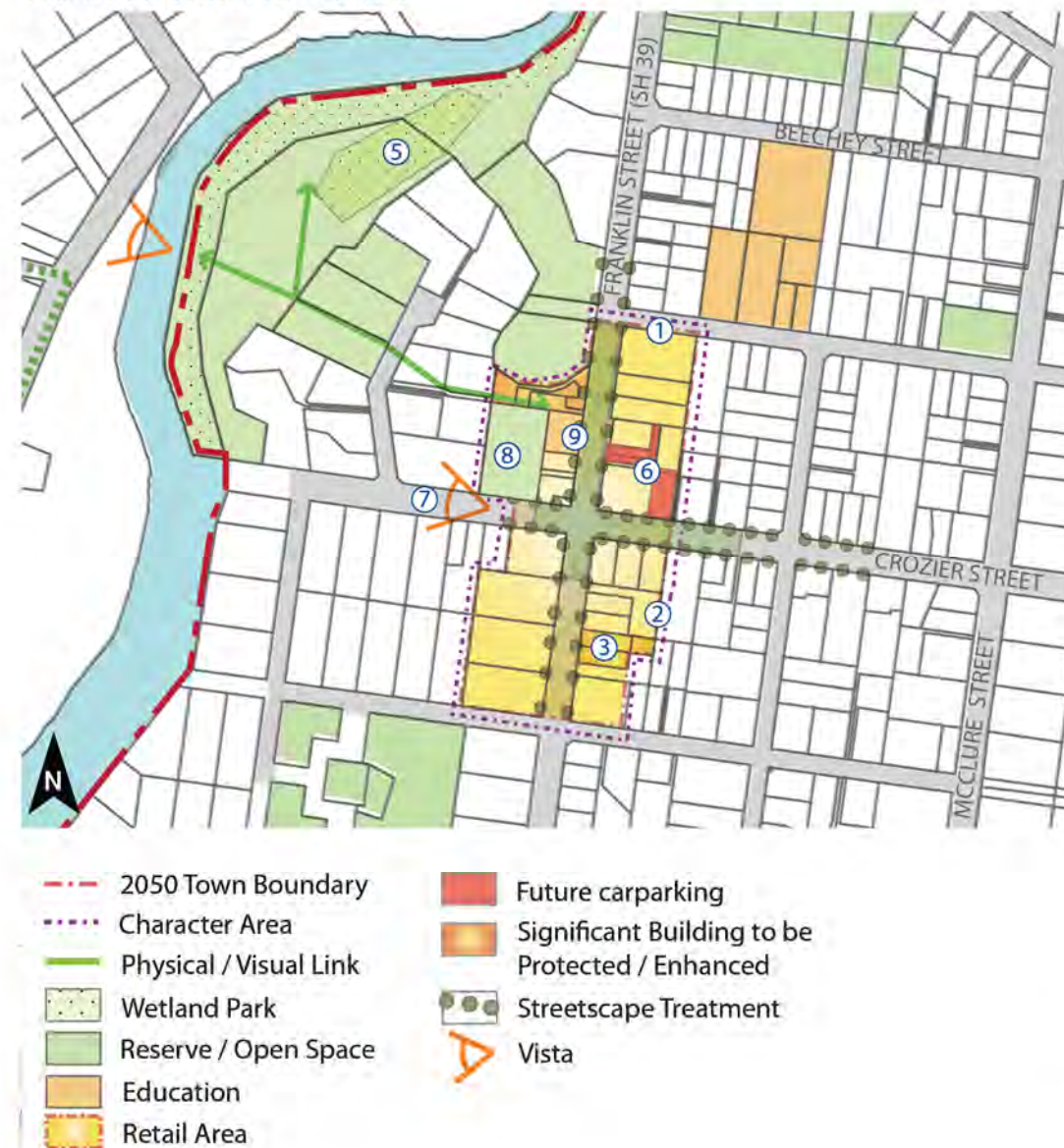


## 5 URBAN FRAMEWORK

### 5.2 Town centre

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

Framework Plan 4: Town Centre



1. Provide for a consolidated commercial core: This shall provide for all commercial activities within the town and may also include visitor accommodation, community services and amenities. Appropriate local commercial and community activities may include; library, doctors surgery, local food supermarket, butcher, chemist / pharmacy, café and bars, restaurants, take away food, post office, video library, bakery, tourism related offices, internet café and arts and crafts shops and boutique 'guest houses' which could be incorporated into the tourism associated with surrounding walking trails.
2. Provide for a 'Pirongia Character Area': This area will incorporate the commercial core and lands around the Pirongia town hall. Within this area, contemporary buildings should have 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 Pirongia community, will develop specific design guidelines for the Pirongia Character Area.
3. Protect and enhance the town hall as a specific community precinct: Provide for the ongoing protection and restoration of the Pirongia town hall and surrounding lands. Provide for development of an action plan for the town hall and associated lands as a community precinct for the wider benefit of the community.
4. Enhance the physical and visual link between the town centre area and the proposed River Parkland, including the use of signs and wide open pathways for pedestrians and cyclists.
5. Establish a native wetland park within the Riverside Park area. The wetland park will form part of a wider Riverside Park and should be designed with the following elements: entirely native planting; boardwalks for walking around the area; ability to withstand flooding; and potential to act as an overflow area for stormwater from the commercial centre.
6. Provide for off-street car parking within the commercial core. Off-street parking with access on Franklin Street and an exit on Crozier Street shall be provided as the town commercial centre continues to grow.
7. Maintain and enhance the open views from the town centre to Mount Pirongia. Views towards Mount Pirongia will form an important amenity attraction for the town centre, particularly as it establishes itself on Crozier Street. Accordingly, the wide open views from the corner of Crozier and Franklin Streets should be maintained and enhanced.
8. Rangimarie Reserve is the site of the proposed Environment Centre and includes a proposed playground and an adult seating area. The site has particular significance to Maori.
9. Pirongia Historic Visitor 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 Pirongia.

#### 5.3.1 Town centre streets

Pirongia's streets are the place where people will meet one another and are the first place that visitors to the town see when they arrive. It is proposed that Franklin Street will form the main street for the town and accordingly, will need to be designed to meet the following qualities:

- 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 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 active commercial frontages, allowing people on the street to engage with activities undertaken within buildings; and
- Provide for accessibility - pushchairs, mobility scooters and wheelchairs.

#### 5.3.2 Open space and pedestrian, cycle and bridle routes

There is no shortage of open space and potential for green links throughout Pirongia. However, these are yet to be fully taken advantage of, though have the potential to become a significant local and visitor attraction. Having regard to those open spaces (including the proposed Riverside Park and enhancement of existing sports grounds), 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;
- 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 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 Pirongia. These routes are not only channels for circulation, they also have the potential to be integral to a wider open space network, linking together areas such as the Riverside Park with Matakita Pa or the town centre. Accordingly, wherever possible, development should seek to establish and/or enhance the network of pedestrian, cycle and bridle routes throughout Pirongia. 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 the potential to impede views and vistas.

## 5 URBAN FRAMEWORK

### 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 to the rear of buildings with access from Franklin Street and egress from Crozier 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 amenity strategy and incorporate planting to minimise visual impacts; and should only be established in the most appropriate and safe areas. Truck pullover areas should be designated outside the character area.

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 have 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 Pirongia. 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 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; and
- Provide for green roofs on new developments, including within the town centre commercial area.



Figure 10: use of permeable paving surfaces in residential, commercial and street parking areas will decrease the impact on stormwater infrastructure.

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 Pirongia and is successful in reducing the stormwater load to the main drainage system. Continued use of swales is recommended throughout Pirongia 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 in local amenity and biodiversity values.

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. However, lighting of the urban environment can have adverse impacts on local biodiversity and amenity values. Pirongia 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.

5.4 Building type matrix

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

Within the commercial area, a mix of one and two storey commercial buildings are anticipated over lots (minimum 400m<sup>2</sup>), with setbacks from the street. Verandahs are encouraged.

Within the balance of the town, it is encouraged that residential sites be developed to a site area of 2000m<sup>2</sup>, to maximise density while also enabling on site servicing as required.

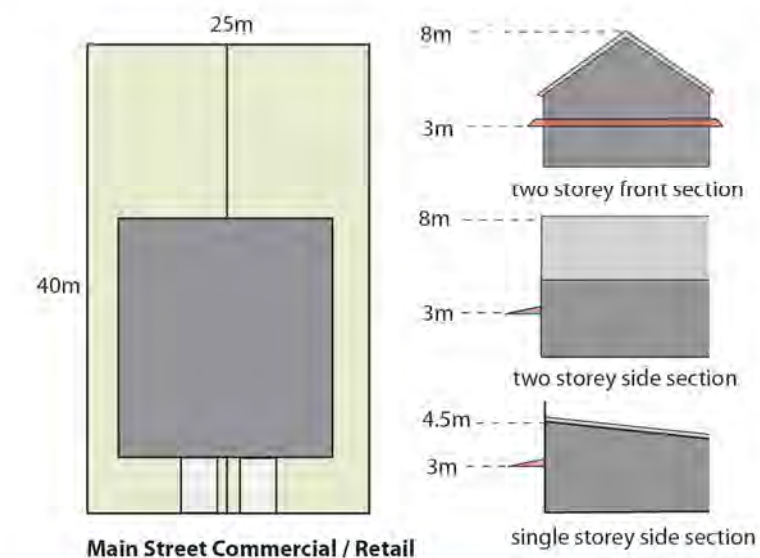


Figure 11: Typical lot layout and building form for commercial development

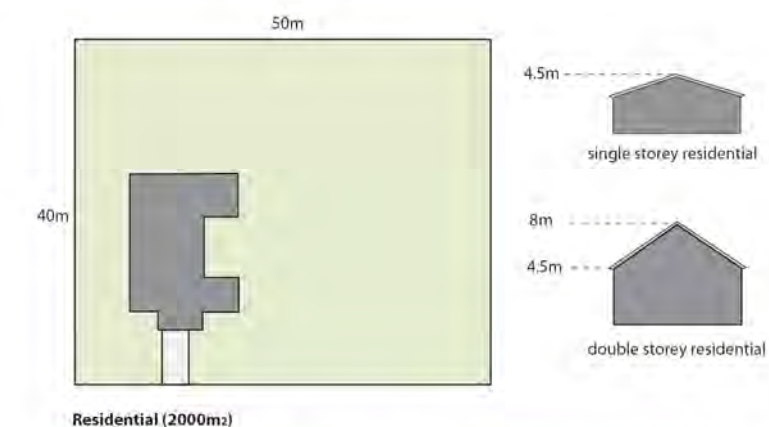


Figure 12: Typical lot layout and building form for 2000m<sup>2</sup> residential lots

## 6 URBAN LIVING AND SUSTAINABILITY

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The Pirongia 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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