

Advisory Note.

Waikato District Council adopted the Ngaaruawaahia, Hopuhopu, & Taupiri Structure Plan / Ngaaruawaahia Town Centre Plan on the 21st of October 2024. Information contained in this report from the "[Ngaaruawaahia Structure Plan – 2017](#)" relating to **Ngaaruawaahia, Hopuhopu, & Taupiri** has been superseded by a more recent technical report.

You can find the updated report [here](#).

If you are after information pertaining to **Glen Massey, Horotiu** or **Te Kowhai** this report still applies.

Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan



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I. Introduction

The Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan¹ (NSP) is a guide to the development of the town of Ngaaruawaahia and the satellite settlements of Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey over the next 30 years to 2045. The plan has been prepared by Waikato District Council working with local iwi, residents and key stakeholders.

Importantly, the plan reflects the vision of the local communities to each maintain their individual identity and character and continue to thrive as settlements while absorbing the expected growth in population and development over the next 30 years.

The Structure Plan is a non-statutory document that will be given effect to by Waikato District Council in two ways. Firstly, it informed a plan change to the Waikato District Plan and will assist the District Plan Review to incorporate appropriate rezoning and development controls to enable the future growth and development of these six settlements. Secondly, but equally important, the plan and proposed staging of development will be used to guide the Council's Long Term Plan and strategic planning of infrastructure and service delivery of projects for these settlements over the next 30 years.

I.1 Purpose of the Structure Plan

The Structure Plan provides a strategic and spatial framework for future land uses, open space, transport and utility networks in the six settlements over the next 30 years. The plan is a guide to the staging of development and the integrated provision of transport networks, water supply, wastewater and stormwater disposal, open space, other utility networks, community facilities and the funding of development.

Key benefits of the Structure Plan

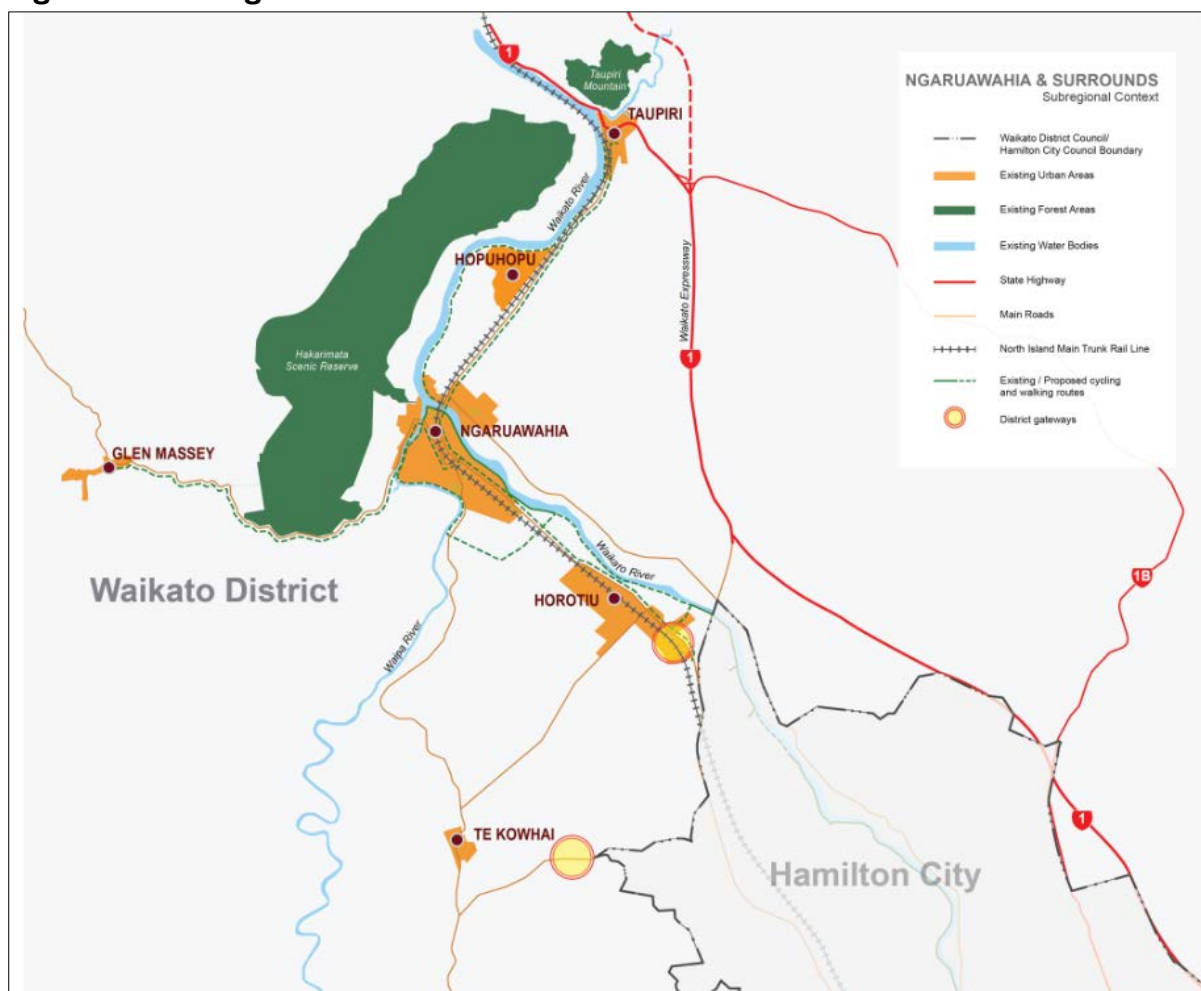
- Incorporation of community values and aspirations for the future development of Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey;
- Setting of agreed development standards;
- Guidance to landowners and Council regarding the layout and form of future development;
- Coordination and staging of infrastructure funding and development;
- Reduction of land use conflict;
- Better monitoring and timely release of land supply for urban development; and,
- More efficient assessment and approval of subdivision and land use consents.

¹ The Structure Plan is a report and plan together with supporting technical documents and maps
Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan¹ (NSP) March 2017

2. Background and Strategic Context

Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey comprise a town and five smaller satellite settlements strategically located in the area immediately to the north west of Hamilton. (see Figure 1).

Figure 1. Sub-regional Context



A key purpose of the structure plan is to provide a guide to the Waikato District Council as to the expected additional development capacity required to accommodate projected population growth of these settlements over the next 30 years. More specifically, the plan spatially identifies the areas for urban growth and where the Council needs to focus future infrastructure and services. Table 1 below provides information on the Council's projected population growth in the structure plan study area.

Table 1. Projected Population growth for the six structure plan settlements from 2015 to 2040

Location	2015	2020	2030	2040
Ngaaruawaahia	5430	5430	5540	5620
Horotiu	830	900	1200	1390
Hopuhopu**	Unknown	Unknown	Unknown	Unknown
Taupiri	460	500	600	640
Te Kowhai	1600	1700	1720	1960

Glen Massey*	270	280	280	280
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Source: University of Waikato(UoW) 2016 number of people round to the nearest ten.

*Glen Massey NIDEA 2014 at the time of publishing since the population split between rural and urban census area units (CAU) for the 2015 data had not been completed. Note that Glen Massey is a small urban area within a large rural CAU.

**Hopuhopu projects are unable to be obtained as they are included in the Kainui CAU.

Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey (see Table 1) had a combined estimated 2015 population of approximately 8,590 people.

A number of the structure plan settlements are finding that they have a new role and potential related to the spin-off effects of on-going urban growth of Hamilton and Auckland. Hamilton City has a current estimated population of approximately 140,000 people and is expected to grow by an additional 60,000 people in the next 30 years to over 200,000². While the city plans to intensify the density of existing residential development in the city, it can be expected that there will be significant greenfield expansion and spill over effects on the surrounding areas and settlements within the Waikato and Waipa districts.

During the last 10 years Hamilton has experienced significant growth northwards with infill and new commercial and industrial development extending northwards to Te Rapa on the west side of the Waikato River and new residential development extending northwards from Rototuna towards Lake Road.

Alongside this urban expansion of Hamilton, there has been considerable development of regional and national level road infrastructure with completion of the Te Rapa bypass in 2012 and the Ngaaruawaahia bypass in 2013. These road developments will soon be followed by the Huntly and Hamilton by-passes which are due for completion in 2019/20. These developments will complete the New Zealand Transport Agency's Waikato Expressway project and see the establishment of the country's longest length of continuous dual carriageway motorway reaching from Auckland to south of Cambridge by 2020.

2.1 Ngaaruawaahia – Local Context and Key Features

Ngaaruawaahia is a small town of approximately 5400 residents located about 22 minutes drive north of Hamilton at the confluence of the Waipa and Waikato Rivers. The town is home to the Maaori Kiingitanga and as a river based settlement is one of the oldest settlements in the Waikato Region. The landscape surrounding Ngaaruawaahia is dominated by the two rivers, the Haakarimata Range and nearby Taupiri Mountain. These have significant cultural value to the local iwi, Waikato - Tainui (see photographs and Figure 2 below) and Maaori generally.

Although Ngaaruawaahia has itself become a satellite dormitory town to Hamilton, the town provides important community services for the outlying settlements of Taupiri, Horotiu, Te Kowhai and Glen Massey. It is also an important gateway and service centre for the area north of Hamilton.

The town currently comprises mostly residential with some commercial and limited service industrial activities in the town's central area (see Figure 3 below). Over the last decade, development in the town has been relatively static with existing residents being largely reliant on Hamilton, Horotiu, Huntly or Auckland for meeting employment and higher order retail and community service needs. During the last two years, however, there has been a new interest in development in Ngaaruawaahia from a residential and business point of view. It does appear that the favourable location of the town is being re-discovered with a growing number of visitors using the

² Statistics New Zealand estimates (2014).

Haakarimata Range for recreation and people exploring the 70km Te Awa cycle trail (Ngaaruawaahia to Horahora) and local history.

Photographs of Ngaaruawaahia



Quarry trucks through the town with the Haakarimata range in the background



The railway line past the town



The Waikato River through the town



The Kiingitanga Walkway at the Point



Characteristic residential street



The town's swimming pool



The main street in town



Patterson Park

Figure 2. Ngaruawaahia - Local Context and Key Features

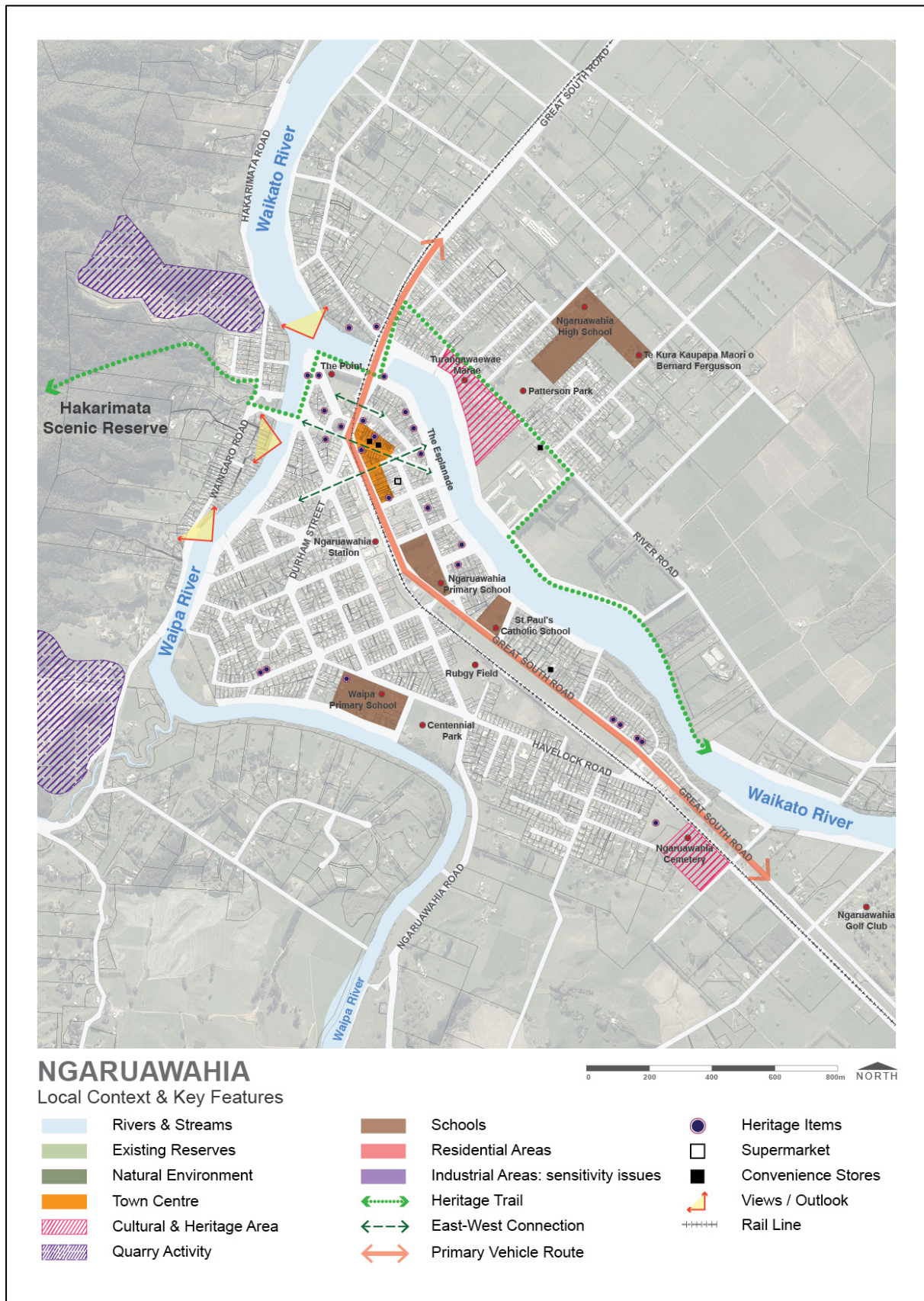
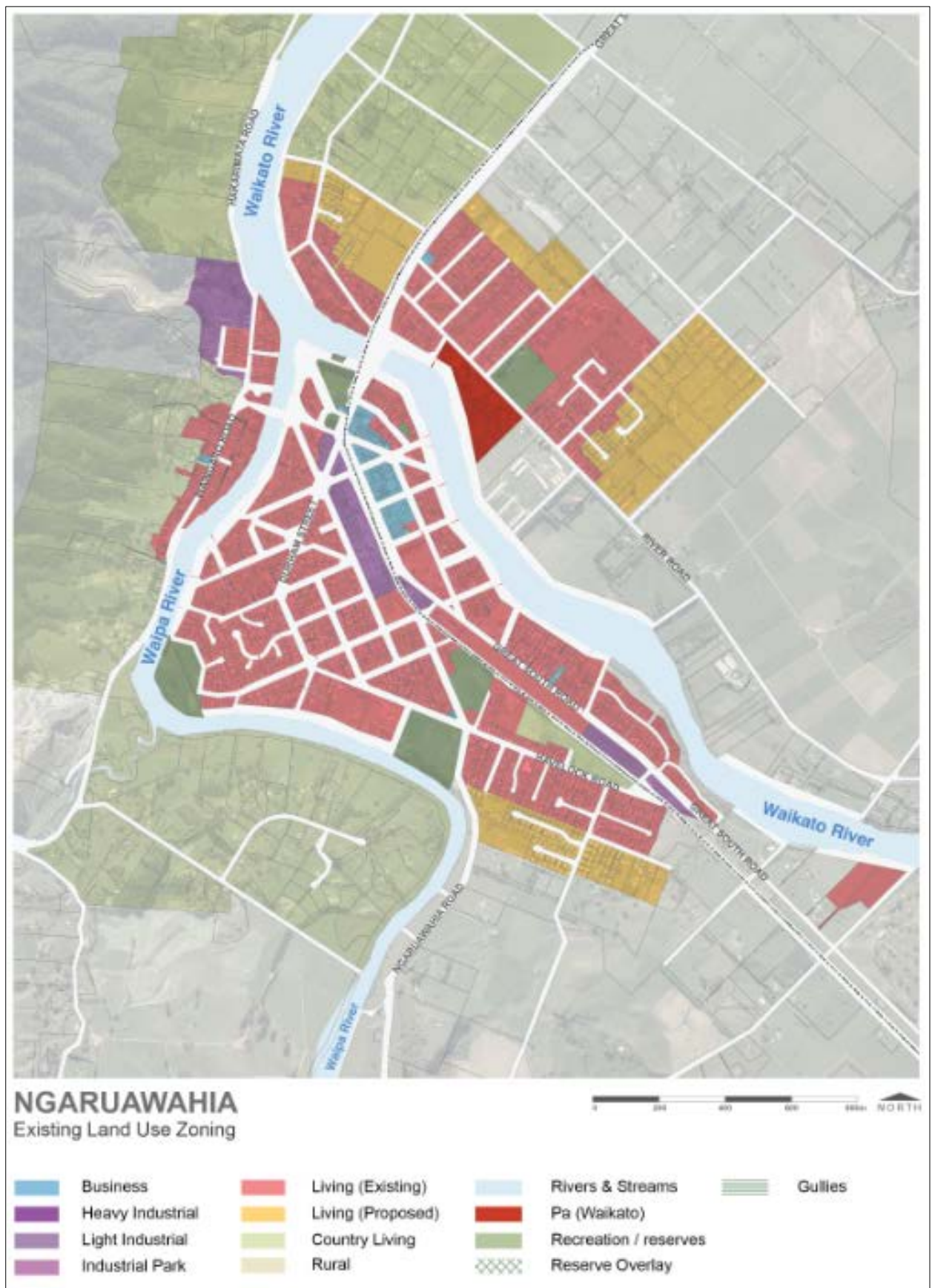


Figure 3. Existing Land Use Zoning for Ngaruawaahia



2.2 Hopuhopu – Local Context and Key Features

Hopuhopu is located approximately 6 minutes north-east of Ngaaruawaahia and immediately north of the Ngaaruawaahia waste water treatment plant. The township was formerly the site of an army camp from 1920 until 1993 when the land was returned to Waikato-Tainui, who established a complex including the Waikato-Tainui College for Research and Development. The village is located off the main road and provides a pedestrian friendly environment compared to the main road. The College, sports fields and Church can all be accessed from side roads away from the State Highway creating a safe environment for parents and children (see photographs and Figure 4 below).

Photographs of Hopuhopu



Some of the Waikato-Tainui College building on the hill



Some of the former army base buildings



Entrance to Hopuhopu



Some of the houses in Hopuhopu with the Haakarimata Range in the background

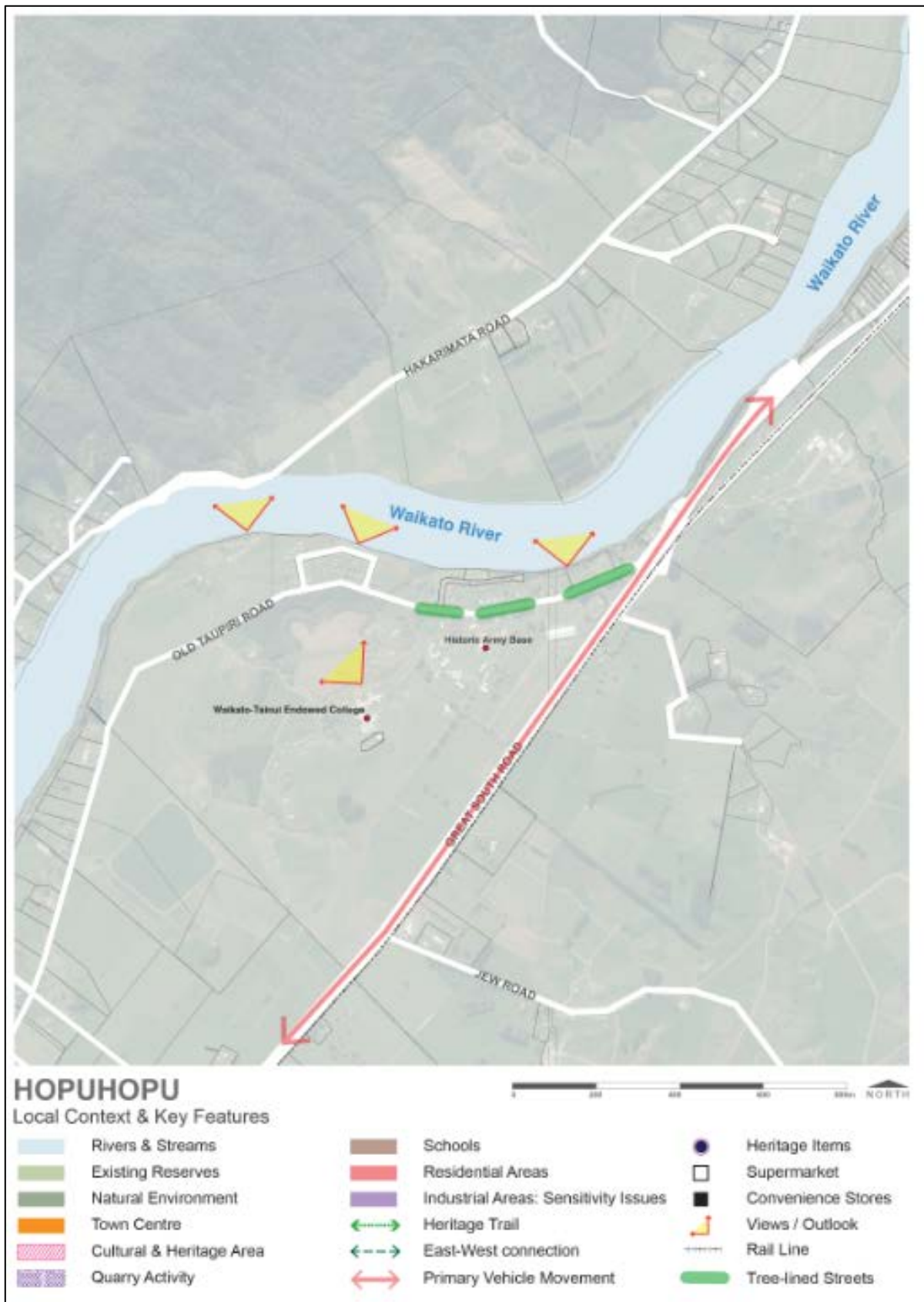


Well established trees line the road through Hopuhopu



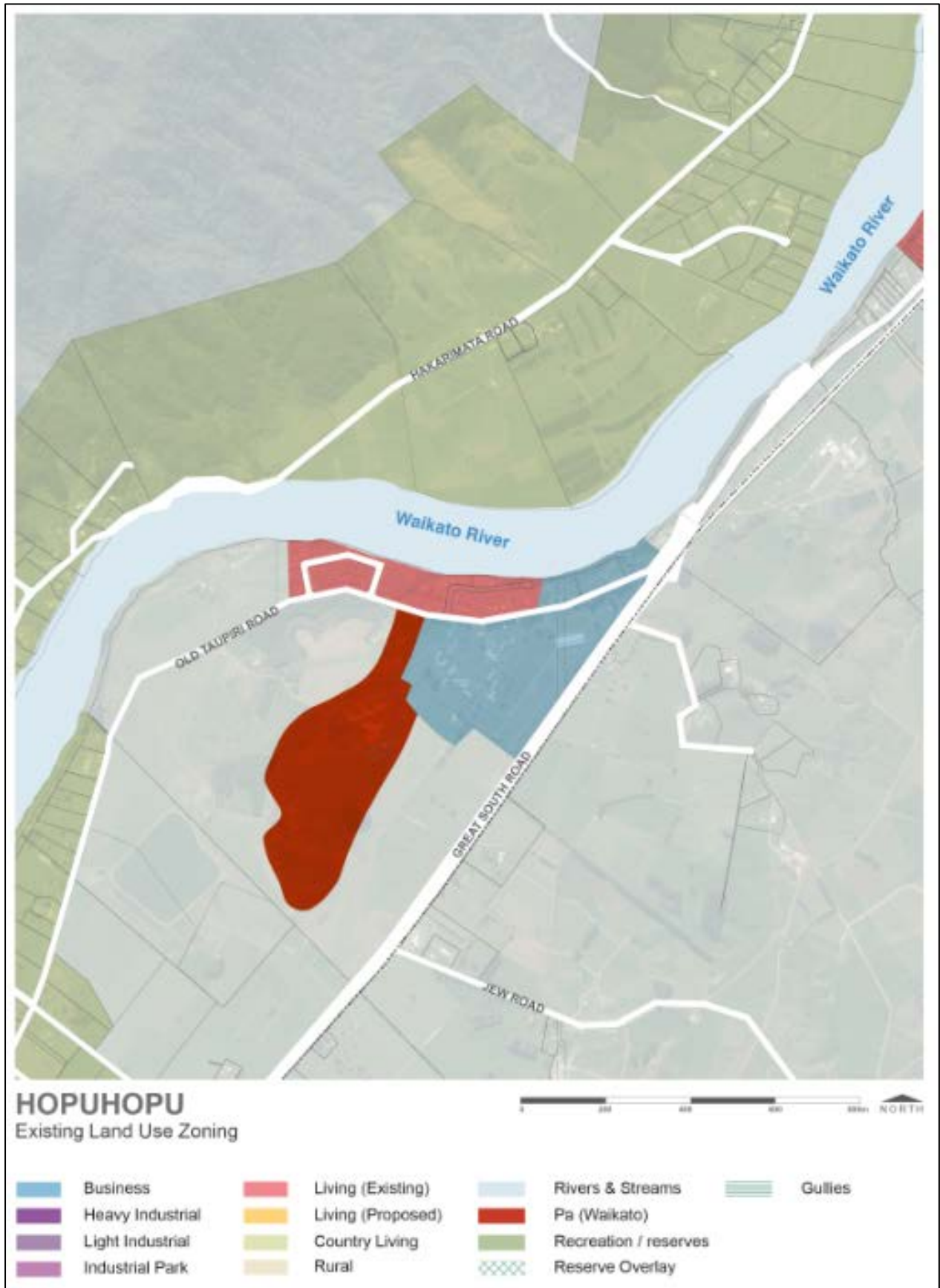
Large open spaces alongside the Waikato River at Hopuhopu

Figure 4. Hopuhopu Local Context and Key Features



Hopuhopu currently has a handful of residents and is predominately zoned 'Living', 'Business' and 'Pa.' The settlement, Waikato-Tainui College and the Waikato-Tainui complex are surrounded by land zoned for 'Rural' activities. Any future plans for the development of Hopuhopu will be dependent on the aspirations and visions of Waikato Tainui.

Figure 5. Existing Land Use Zoning for Hopuhopu



2.3 Taupiri – Local Context and Key Features

Taupiri is located on the eastern bank of the Waikato River approximately 7 minutes north-east of Ngaaruawaahia and is overlooked by Taupiri Mountain (Taupiri maunga) – the sacred burial ground for Maaori of the Waikato iwi. The township was settled by paakehaa in the 1870s and became a farming centre with flax mills, sawmill and a dairy factory. The population of Taupiri is approximately 440 people. (see photographs and Figure 6 below).

Taupiri has witnessed a significant reduction in vehicle traffic through the village due to the completion of the State Highway One by-pass of Taupiri, Ngaaruawaahia and Horotiu in 2013.

Photographs of Taupiri



The main road through Taupiri (formerly State Highway 1).



Small group of businesses off the main road.



The café on the main street.



The church in the main street

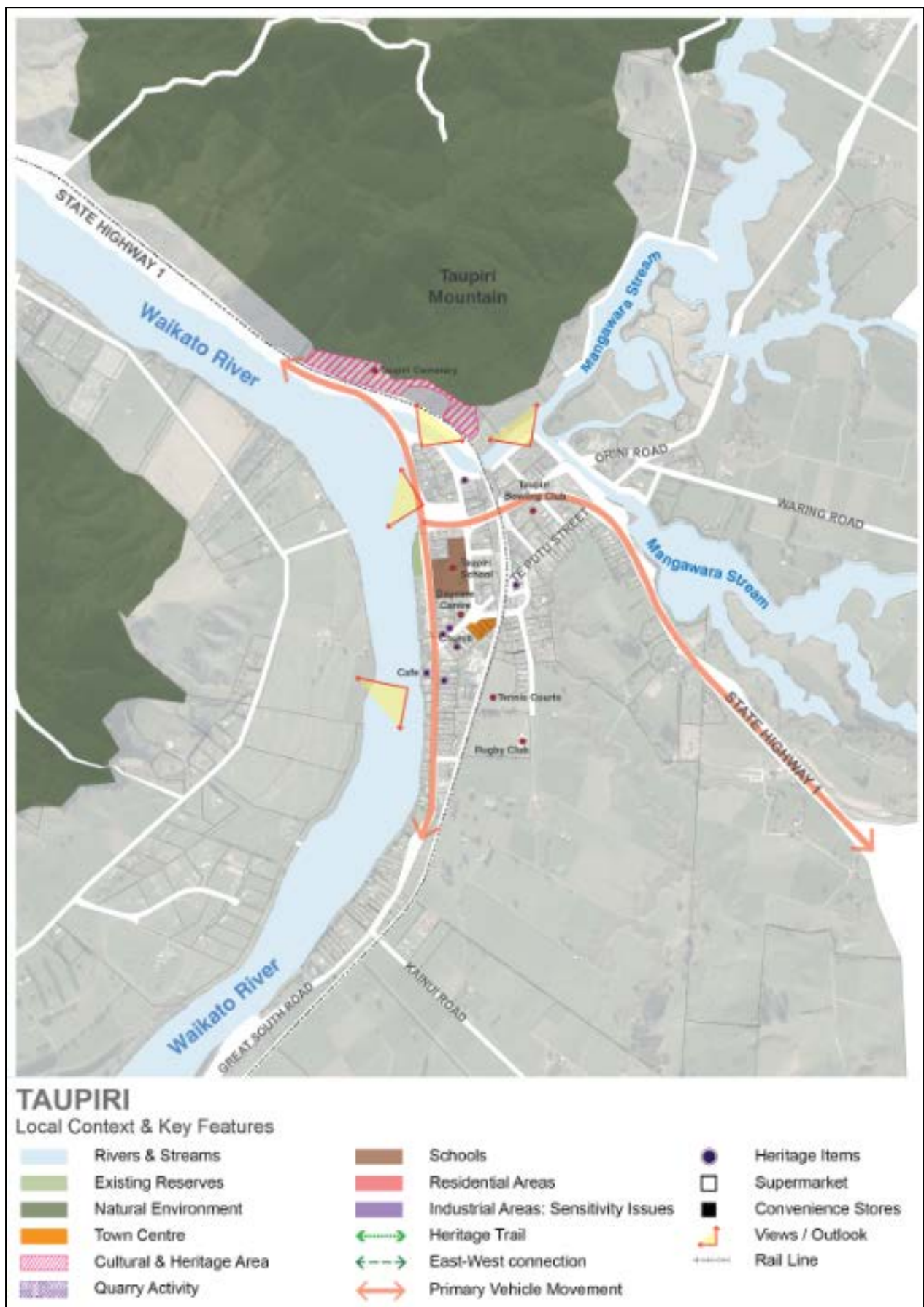


The rugby club and hockey fields provide good sporting facilities for the wider area.



Characteristic residential street in Taupiri.

Figure 6. Taupiri – Local Context and Key Features



The existing Taupiri town centre is small with a mix of retail and service uses. The Church sits on a prominent site on the corner of the State Highway at the entrance to the town centre. There is a collection of education services to the north of the town centre that consists of a Primary School and a Daycare Centre. To the east of the town centre is an area of light industry that sits adjacent to the rail line (see Figure 6 above). Taupiri is zoned predominately for residential and Country Living with limited amounts of Business, Recreation and Paa zoning. Taupiri township is surrounded by land zoned 'Rural' (see Figure 7 below).

Figure 7. Existing Land Use Zoning for Taupiri



2.4 Horotiu – Local Context and Key Features

Horotiu is a small settlement comprising a mix of residential and industrial activities located approximately 15 minutes' drive north of Hamilton and five minutes south of Ngaaruawaahia (see photographs and Figure 8 below). The settlement is strategically located on the northern edge of Hamilton at the junction of Great South Road, Horotiu Road and Horotiu Bridge Road (a key crossing point over the Waikato River). Horotiu has good accessibility with an interchange access to the Te Rapa Bypass and is also located on the North Island Main Trunk Railway line. In addition the popular Te Awa walk/cycle way connects Horotiu with Hamilton and will link through to Ngaaruawaahia in the future.

The settlement has a current population of approximately 800 people which is projected to grow due to the village's strategic location. An important focal point for residents is the primary school. Since 2011 Horotiu has been identified as a significant industrial node and is scheduled for intensive industrial development with Ports of Auckland being a prominent anchor presence as a container handling facility with direct rail access.

Photographs of Horotiu



The dairy in Horotiu



The Horotiu Primary School



The mixture of business and residential in Horotiu



Industry in Horotiu



The skate park and dog exercise area



Splashy is a landmark business in Horotiu

Figure 8 Horotiu – Local Context and Key Features

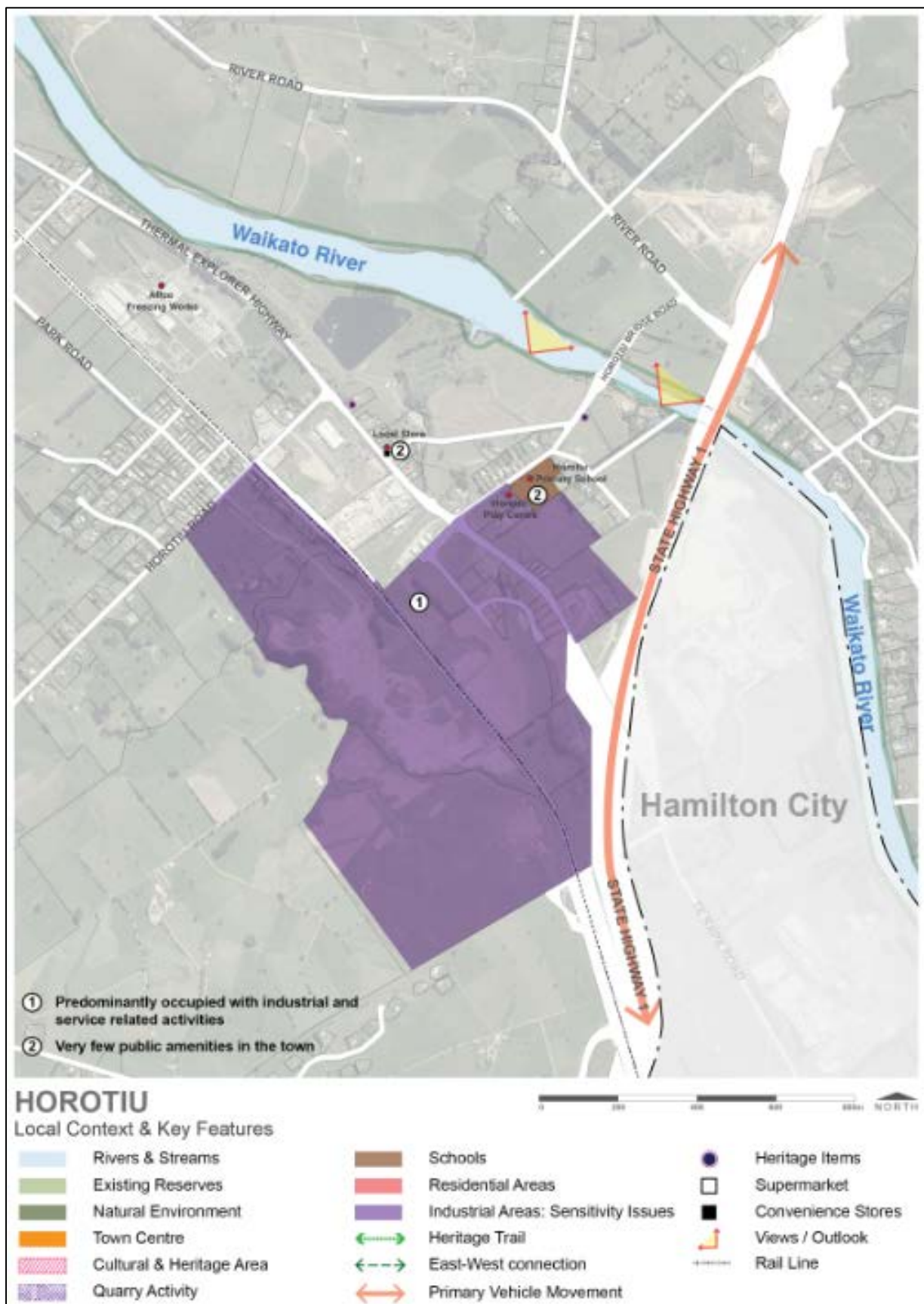
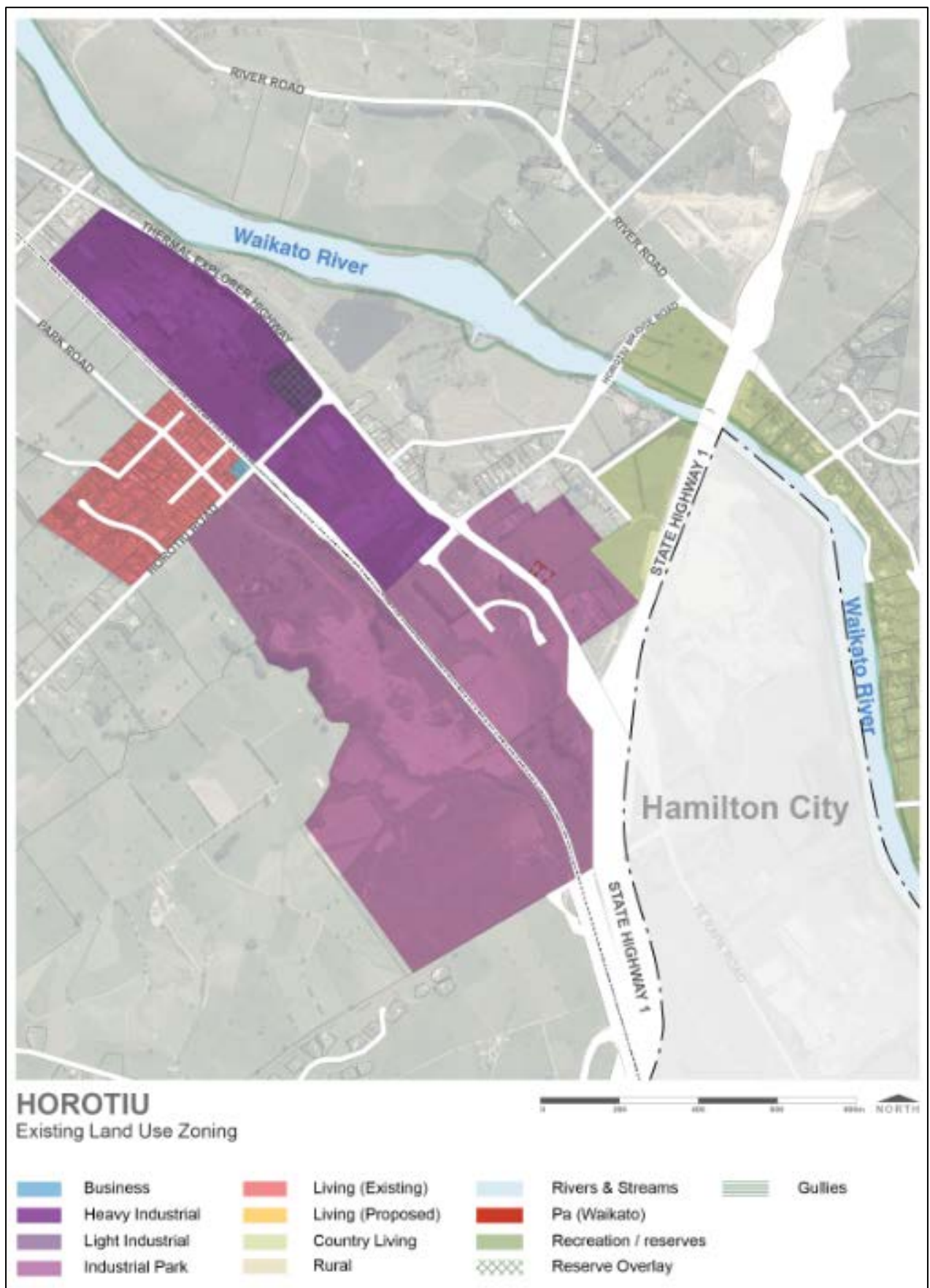


Figure 9. Existing Land Use Zoning for Horotiu



2.5 Te Kowhai – Local Context and Key Features

Te Kowhai is located approximately 17 minutes' drive north-west of Hamilton City and about 10 minutes drive south west of Ngaaruawaahia. It presently has a country village identity and comprises a full primary school, fruit and vegetable store, dairy and takeaways, vehicle repair workshop, retirement village, and a large recreation park with a skate park and playground (see photographs and Figure 10 below). Te Kowhai Airfield is situated on the southern periphery of the village. There are no reticulated water or waste water services available in Te Kowhai resulting in recent and current residential development being restricted to Country Living which has an on-site wastewater disposal requirement.

Photographs of Te Kowhai



Te Kowhai Primary School is a focal point for the village



Characteristic country living in Te Kowhai



Church in Te Kowhai



The playground in the village



The local dairy



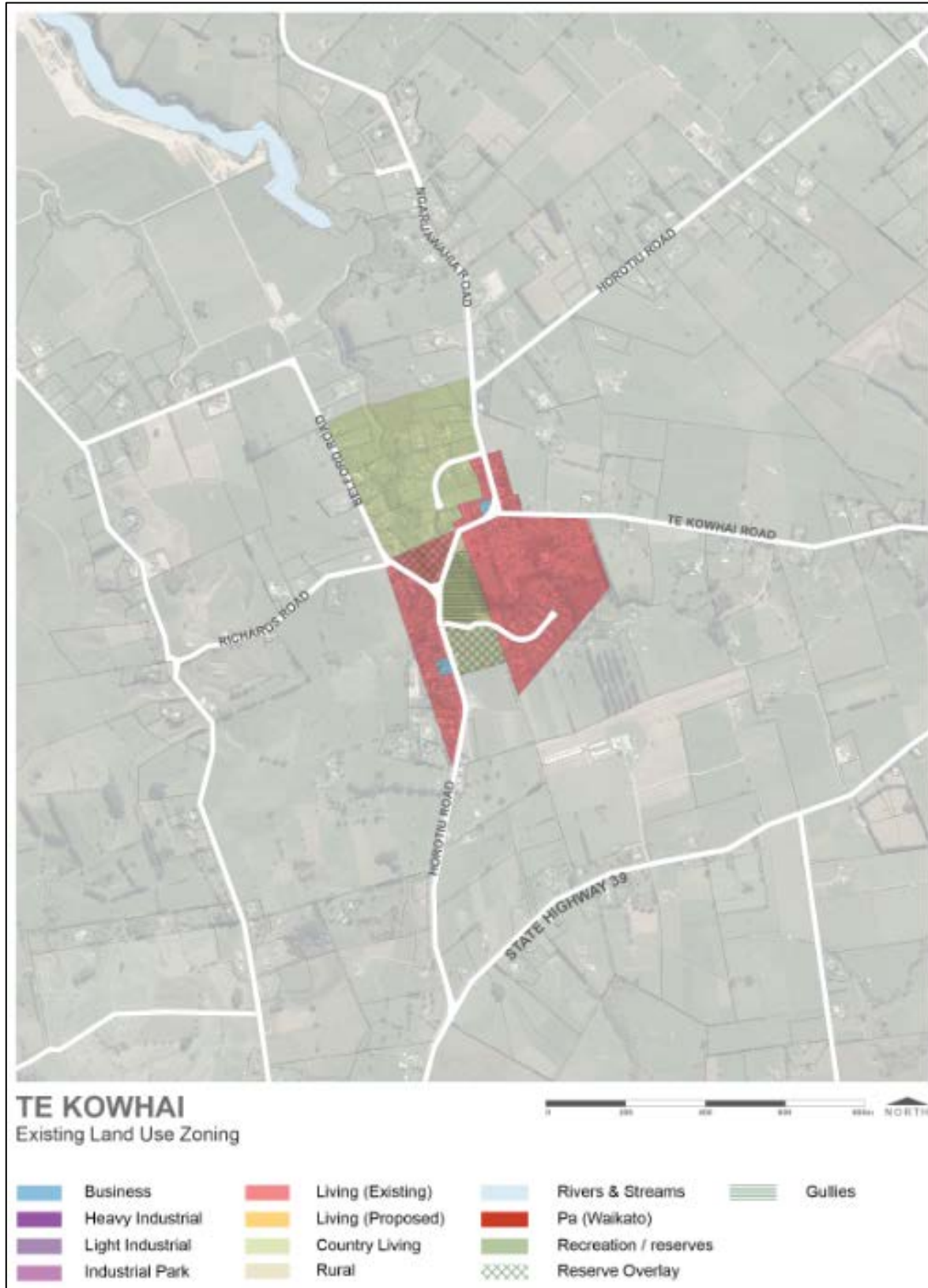
The only non retail business in the village

Figure 10. Te Kowhai – Local Context and Key Features



Te Kowhai is predominately zoned for residential activities. The township includes both the 'Country Living Zone' and an historic 'Living Zone' as well as a small area zoned 'Business' (see Figure 11. below). The township is surrounded by a large expanse of land zoned 'Rural' on all sides. When development occurs in Hamilton in the currently undeveloped Rotokauri Structure Plan greenfield area, the village will be closer to urban development.

Figure 11. Existing Land Use Zoning for Te Kowhai



2.6 Glen Massey – Local Context and Key Features

Glen Massey is a small village located approximately 12 minutes' drive west of Ngaaruawaahia and accessed via Waingaro Road. The village is a former coal mining settlement that grew and declined in response to the fortunes of the nearby former Wilton Colliery which developed in the early twentieth century and closed in 1958. Glen Massey is contained by the surrounding rugged hill country. A definite focus of the settlement is the Glen Massey Primary School which serves the wider surrounding farming community as well as the residents of the village (see photographs and Figure 12 below). The population of the village has been fairly static in recent times.

Glen Massey is zoned predominantly for residential and rural activities. Although not serviced by reticulated water and waste water, the village comprises land historically zoned for both 'Living' and 'Country Living' and is surrounded by 'Rural Zoned' pastoral farming activities (see Figure 13 below). There are no business activities in the village. The village is valued by its residents for its village and country lifestyle character. It has significant undeveloped 'Country Living' zoned land that is available for further residential development depending on market demand and landowner aspirations.

Photographs of Glen Massey



Glen Massey nestled in the surrounding hills



The playground at the school



Glen Massey Primary School



The rugged topography around the village



Entrance to Glen Massey



Houses in the village

Figure 12. Glen Massey – Local Context and Key Features

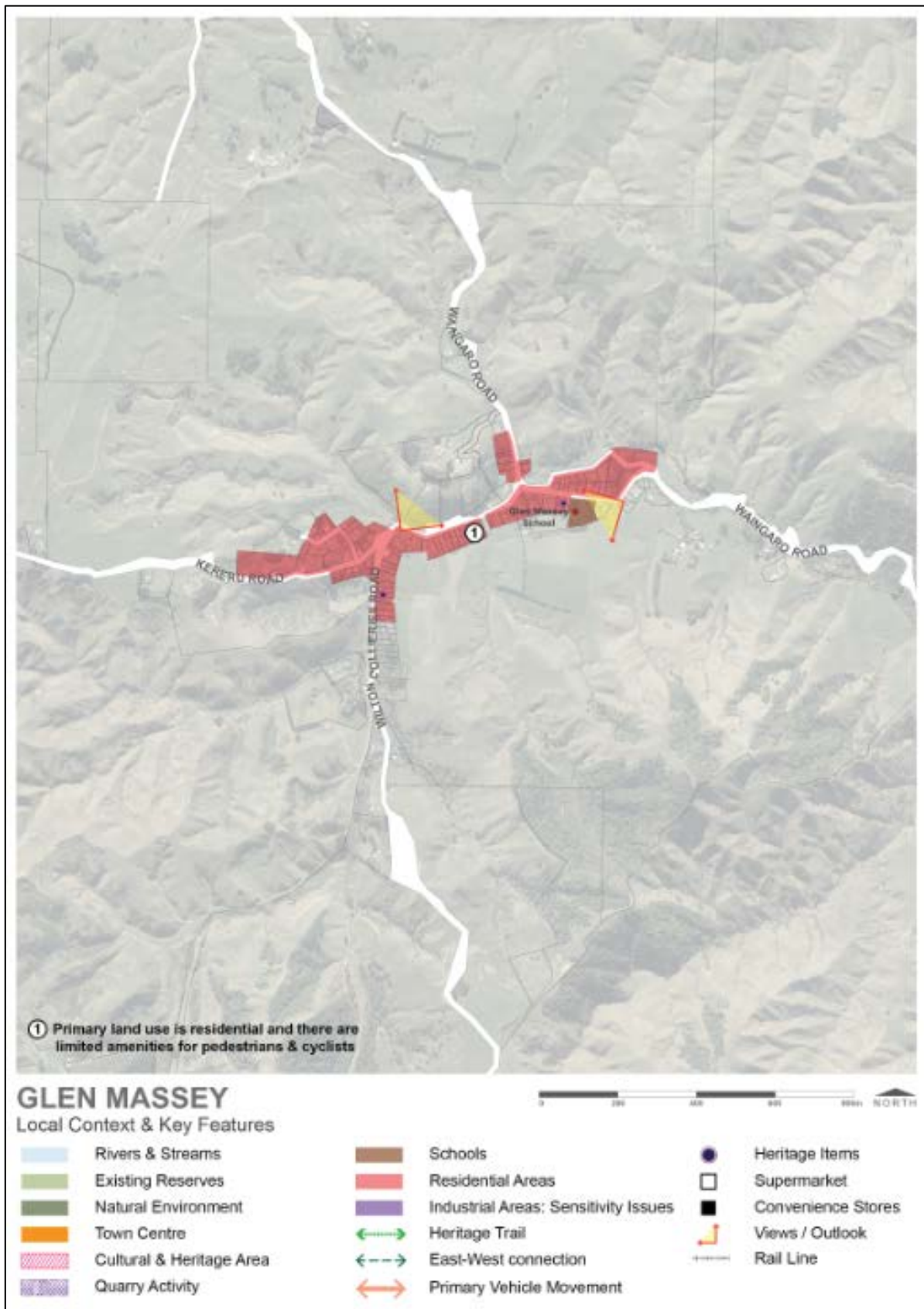
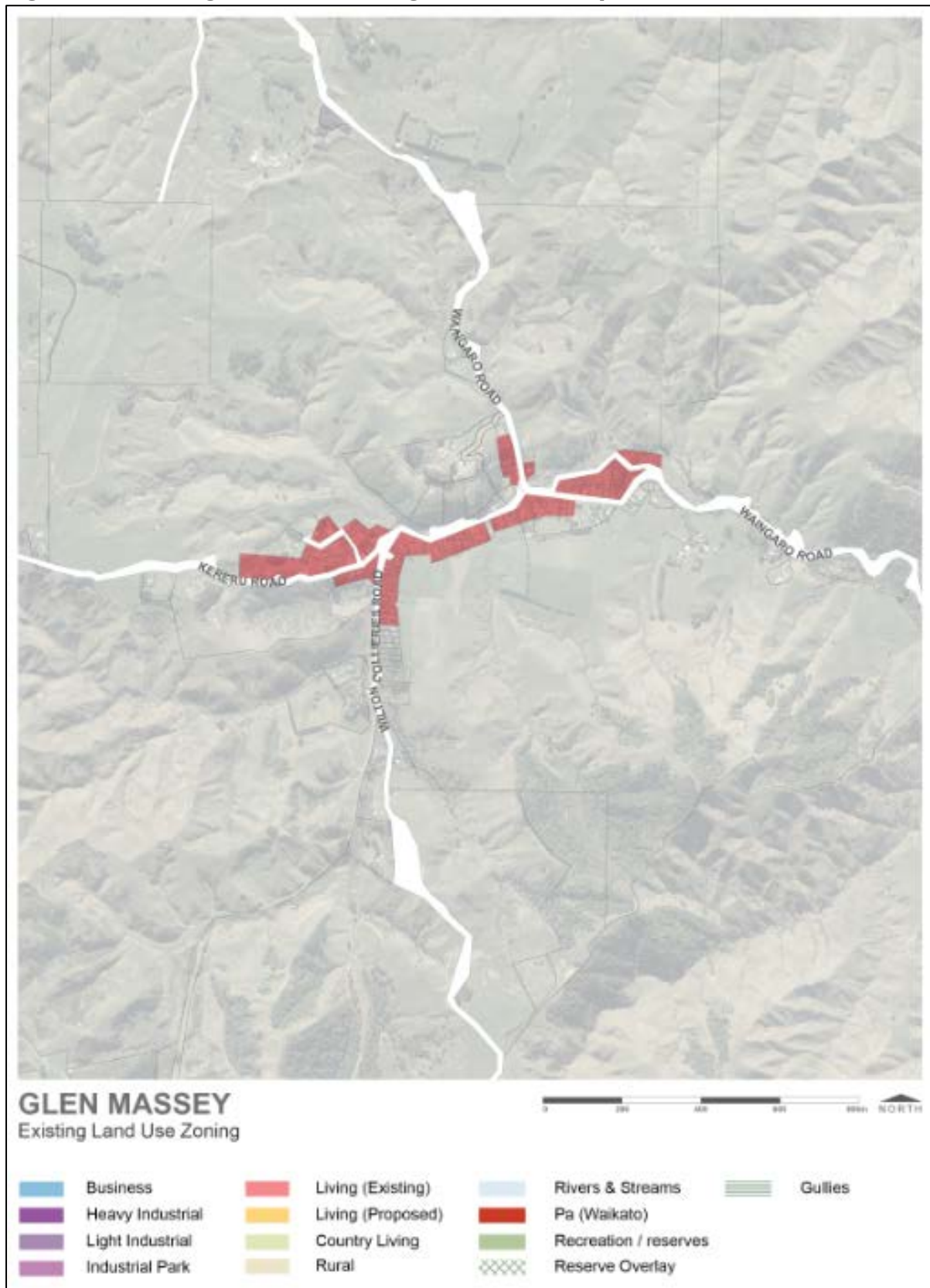


Figure 13. Existing Land Use Zoning for Glen Massey



3. The Planning Process – Preparing the Structure Plan

3.1 Three Main Contributions

There have been three major contributions or inputs informing the preparation of the Structure Plan.

- **Background Information Assessment & Scoping Report** – This assessment drew upon existing information available to the planning team including the various community plans;
- **Vision of the Community** - This central contribution has drawn upon various consultation events such as community open days, a planning workshop, and stakeholder meetings. The purpose of the consultation was to learn of their issues and include their expectations and preferences for the future development of the settlements in the structure plan; and,
- **Specialist Consultants** - The third source of information comes from the findings of a number of consultants commissioned by Waikato District Council to provide expert assessments on a number of specialist topics.

Of the three inputs the ‘Vision of the Community’ is the most vital in ensuring that the structure plan best reflects the identity and character of the different settlements and their communities.

3.2 Assessment of Issues

A summary of key planning issues identified from the open days, planning workshop, stakeholder meetings and technical consultants included:

Key Issues

- Recognise and plan for an integrated and well connected system of trails, reserves and public open spaces for residents of the area;
- Provide for a greater variety of residential options ranging from:
 - medium density town houses
 - above shop apartments around the Ngaaruawaahia town centre
 - traditional suburban lots of 600- 700m² for family households
 - smaller lots and retirement village options for older people
 - more areas of country living but on smaller lots of approximately 2,500-3,000m²;
- Keep settlements consolidated while providing for the anticipated growth in population;
- Recognise and incorporate the significant cultural and heritage value of parts of each settlement, eg Tuurangawaewae Marae;
- Better connection of study area with its natural features such as the Waikato and Waipaa Rivers and the Haakarimata Reserve;
- Support industrial & business development in Horotiu;
- Support the business development of the Ngaaruawaahia town centre;
- Plan for a connection from the Te Awa walk/cycle way to the Haakarimata walkway; and,
- Provide for residential and supportive business growth in Ngaaruawaahia, Taupiri and Horotiu as well as country living and business growth in Te Kowhai;
- Recognise and support the linkages between the structure plan settlements and Hamilton as the regional city and services hub.

In addition to these key planning issues, the key opportunities and constraints identified in the preliminary assessment stage are bulleted below:

Opportunities

- Population is growing in Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey;
- There is space for growth;
- Proximity to the Waikato River and Haakarimata Range for recreation and tourism;
- Railway line through the area;
- Grow town around the centre to ensure good access;
- Ngaaruawaahia, Taupiri, Horotiu, Te Kowhai & Glen Massey offer good small town lifestyle;
- Good level of community and educational facilities;
- Hamilton and Horotiu provide employment;
- Space for industrial development in Horotiu;
- Space for commercial development in Ngaaruawaahia town centre;
- Significant residential development is occurring on south side of Ngaaruawaahia; and
- Proximity of Hamilton for higher order services and amenities.

Constraints

- Large areas of floodable land near the Waikato and Waipa Rivers;
- Areas of incised stream gullies in and around the settlements;
- Winding access road and steep topography around Glen Massey
- The odour sensitivity of some of the industries and business activities around Ngaaruawaahia and Horotiu;
- The poor quality of some of the residential development in Ngaaruawaahia;
- The loss of connection between the town and the river;
- The awkward spatial layout of Ngaaruawaahia at the confluence of the Waipa and Waikato Rivers and divided by the railway line and former State Highway One corridor; and
- Current restrictions for growth due to water and wastewater capacity and reticulation limitations.

3.3 Compiling a Development Vision

The development vision for each of the settlements has been pieced together through an iterative process of consultation by the council planning team to engage the local community, iwi and key stakeholders in the structure plan preparation process.

Community Plans

The preparation of the structure plan has taken account of the community plans for **Ngaaruawaahia, Taupiri, Te Kowhai & Glen Massey**³ variously compiled between 2007 and 2011. These community plans were compiled to express each local community's vision for the future of their settlements. While most of the elements in these community visions relate to community activities that are beyond the scope of the structure plan, some aspects are of relevance to spatial development planning and have helped inform the preparation of this structure plan.

These elements are:

- The avoidance of small lot sizes for residential;
- Provisions of water and wastewater services to Te Kowhai;
- Managed expansion of residential development for Taupiri;
- Review Country Living Zone around Taupiri;
- Reduction of through vehicle traffic in Te Kowhai – ring road, parking;
- Pedestrian accessibility – road crossings, lower speed limits around town;

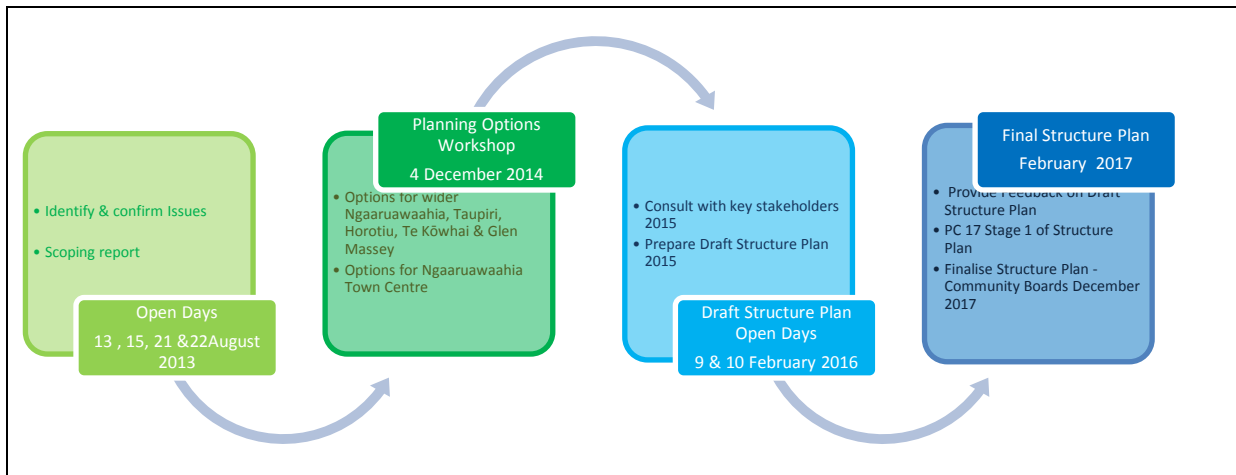
³ Horotiu and Hopuhopu do not have community plans but issues regarding road connections and safety around the school were identified from the community during consultation.

- Design guidelines for development to maintain and enhance local character and identity;
- Enable purposeful development to support community needs (ie retirement village), rezoning and design guidelines;
- Sustainably manage, and maintain the visual outlook of our local natural environment (Haakarimata ranges, Waipaa and Waikato Rivers);
- Protect the history and heritage of each community;
- Manage the areas uniqueness and Maaori culture; and
- Best use of recreation and link walkways and cycleways.

Community Engagement in Preparing the Structure Plan (refer to Diagram 1)

The process of consulting and engaging with the local community, iwi and key stakeholders took place between 2013 and 2016 through a sequence of meetings, interviews, planning events including open days, and a planning options workshop. This engagement enabled an identification and confirmation of issues followed by an exploration of development options and finally the preparation of a draft structure plan.

The Iterative Community Consultation Process (Diagram 1)

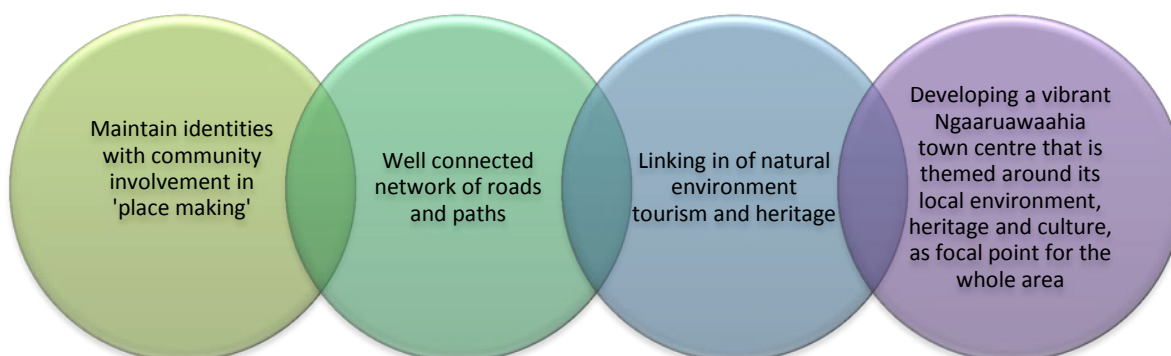


Options for Development and Concept Proposals

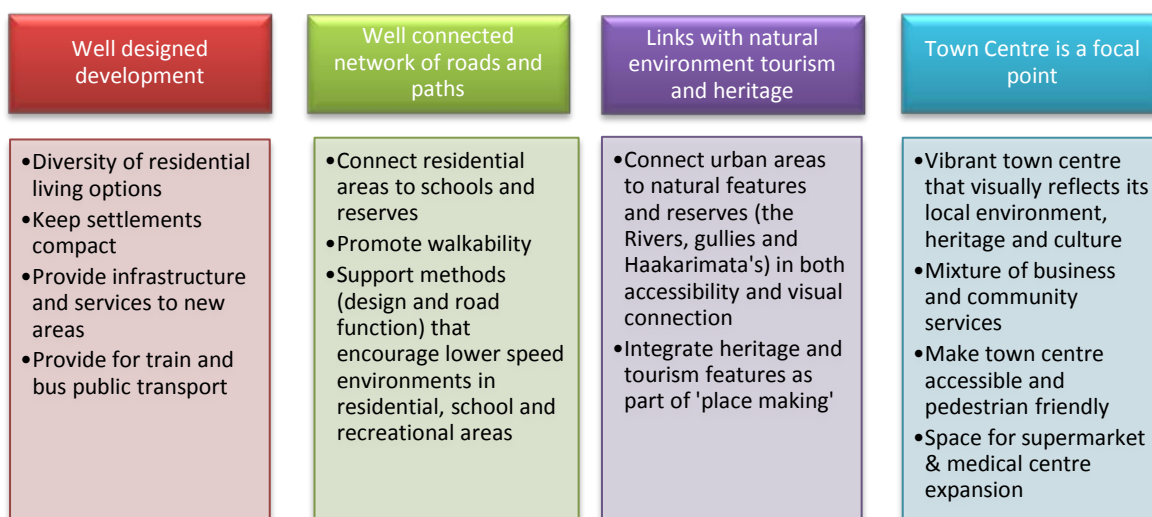
A confirmed vision for each area’s development was reached at a planning options workshop with members of the community on 4 December 2014. The purpose of the workshop was to consider preferred options for the development of each settlement. Appendix I contains the feedback from this workshop.

Key Principles

The following key principles have been identified based on the contribution of participants at the December workshop:



These four key development principles are expanded below using the key ideas contributed by community participants at the planning workshop on 4 December 2014.



3.4 The role of specialist consultants

Preparation of the draft structure plan has also been informed by the findings of the various specialist consultants appointed in early 2014 to provide expert information on key subject areas. In all, eleven subject areas were covered, which included:

- Geotechnical;
- Archaeology;
- Built Heritage;
- Cultural Heritage;
- Socio Economics;
- Stormwater Management;
- Urban Design;
- Landscape;
- Transport;
- Contaminated Land; and
- Water and Wastewater Services.

The information provided by these various studies has helped in refining the concept development plan proposals carried forward into the draft Structure Plan. These reports also perform an important function in providing technical support for any statutorily regulated⁴ changes to the Waikato District Plan zoning or provisions triggered by the Structure Plan.

⁴ Any changes to the Waikato District Plan are require compliance with a rigorous Schedule 1 process under the Resource Management Act (1991)

4. Key Moves and Outcomes of the Structure Plan

4.1 Key Moves – Development Objectives and Action Policies

There are five overall objectives for the structure plan and development of the six settlements. These objectives are for the settlements to have Identity and Legibility; to be Integrated and Connected; to support Diversity and Flexibility; to have Resilience and Sustainability and lastly Managed Growth. The purpose of the objectives is to have a set of clear aims for the plan as informed by the vision of the six communities. Nested with each of the five objectives (see below) there are a number of supporting action policies. These policies provide direction for how the development objectives are to be achieved.

Development Objectives

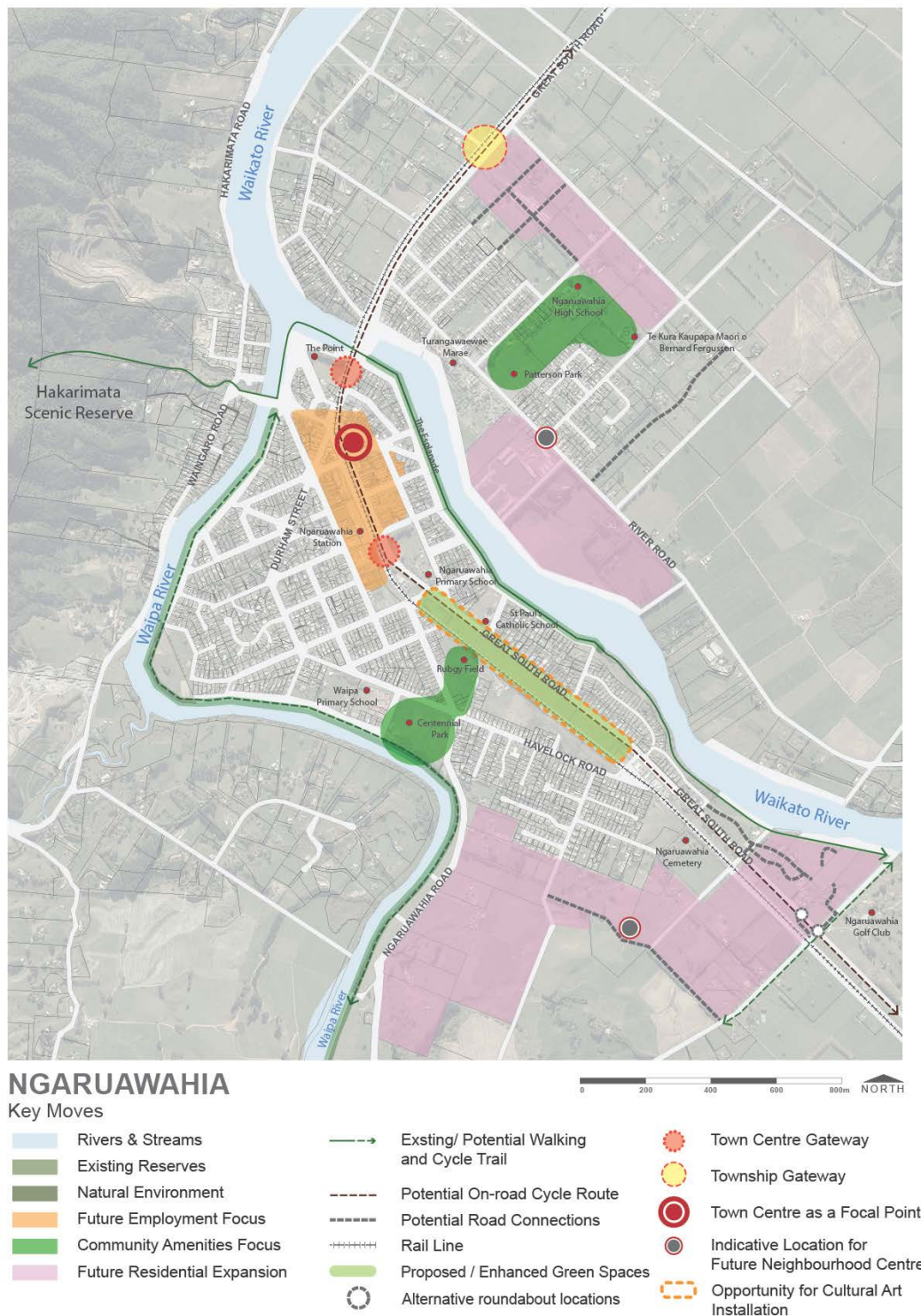
Action Policies

Identity and Legibility	<ul style="list-style-type: none">• Have clear gateways to mark outside edge of each settlement on main roads;• Have defensible boundaries that clearly distinguish settlements nodes from surrounding rural areas; and,• Use landmarks and features to help build each settlement's unique identity and sense of place.
Integrated and Connected	<ul style="list-style-type: none">• Develop a more connected road network that is easy to navigate and improves accessibility for residents;• Develop a footpath network that enables people to walk between the various parts of each settlement ie schools to homes and homes to shops and parks; and• Have well designed roads and streets that recognise the importance of roads as both movement corridors for people and vehicles but also as important shared public spaces onto which the various activities and land uses in each settlement front onto.
Diversity and Flexibility	<ul style="list-style-type: none">• Use the road network and framework of land use zones to provide for a range of land uses and variety of housing options; and• Ensure that new residential areas have a more regular road layout to give each settlement greater flexibility to provide for a variety of development options over time.
Resilience and Sustainability	<ul style="list-style-type: none">• Maintaining a regular road layout will support a compact and sustainable urban form and enable the efficient reticulation of utility services;• Integrating stormwater management spaces in the gullies with the parks will provide an interconnected network of open space and corridors for improving urban biodiversity for each settlement; and• Amenity will be improved through improved access to public open space and playgrounds at a neighbourhood level.
Managed Growth	<ul style="list-style-type: none">• New development is to be staged to enable better coordination of development and provision of services; and• Staged land release will enable a more sequenced and synchronised process of designing, consenting, constructing and landscaping new development areas.

4.2 Key Moves for the Six Settlement Areas

The policy team prepared a series of 'Key Moves' plans to outline a broad spatial framework for each of the six settlements in the structure plan. These plans were prepared using community inputs compiled from: open days 2013-2014; Community Board and Community Group workshops 2014-2016; Focus Group workshop 2014; and individual stakeholder and landowners meetings 2014-2016.

Figure 14. Ngaruawaahia Key Moves Plan

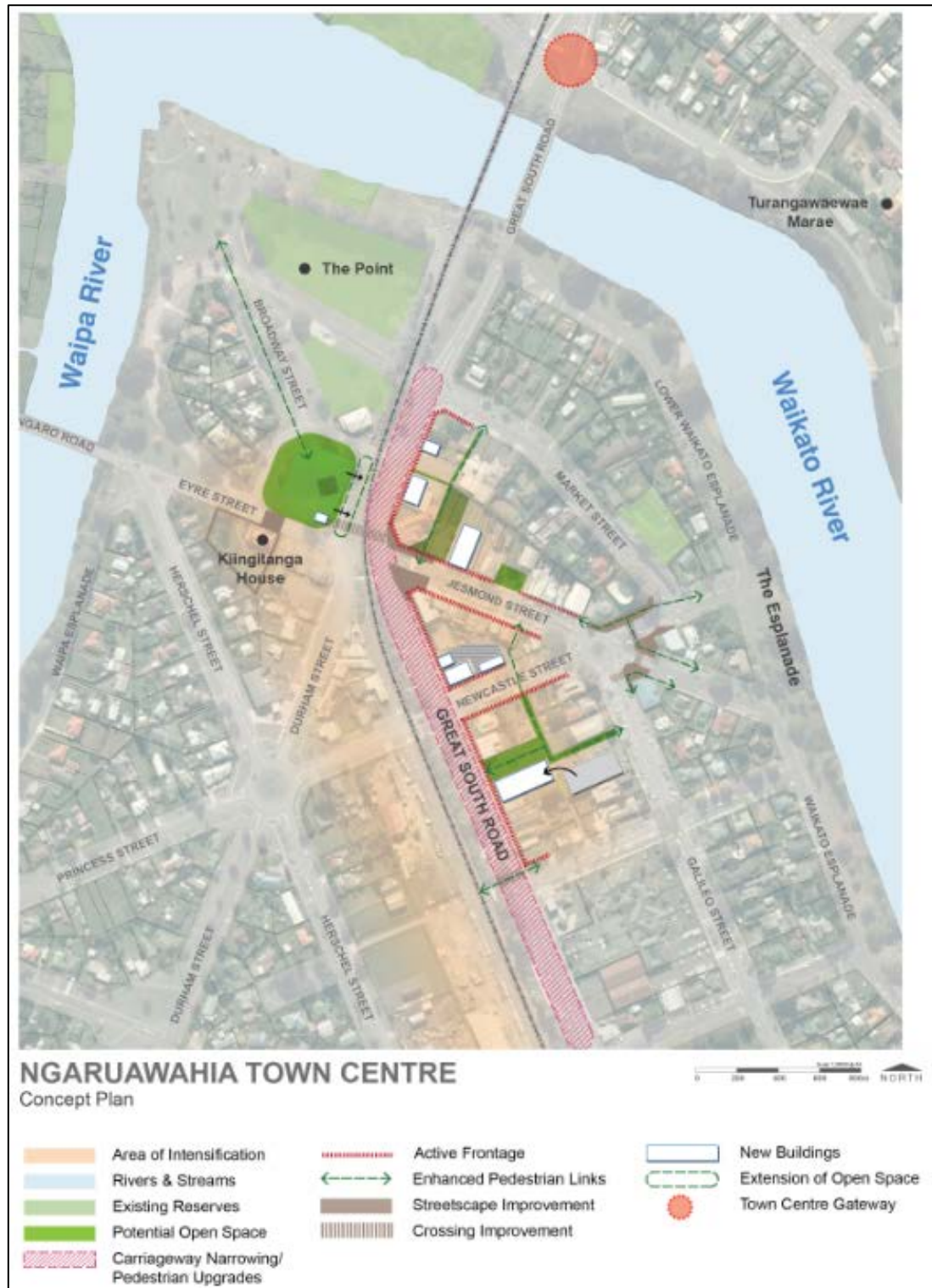


4.2.1 Key moves for Ngaaruawaahia

These are:

- New residential growth to the north and south while providing for a clear edge to the town with a rural buffer /green belt around the town;
- Better connectivity between town centre, the Point Reserve, Tuurangawaewae Marae, the Waipaa and Waikato Rivers and Haakarimata walkway;
- Protect the Haakarimata Ranges from additional adverse extractive activities;
- Recognise and provide for the distinct difference in identity and function of the Tuurangawaewae Paa and its importance within the community;
- An improved walking and cycling network integrated with Te Awa cycleway;
- Enable cultural, social and economic opportunities along Te Awa Cycleway and by the Haakarimata walkway;
- Mark entrance ways in to Ngaaruawaahia;
- Enhance our story by protecting and maintaining our historic and heritage buildings and properties;
- Build identity on heritage and cultural aspects of the town with development of an arts centre to embrace all cultures;
- New residential lots should enable good urban design outcomes with section sizes that provide for a diversity of living styles; and
- Public toilets in the Brownlee Avenue carpark at the base of the Haakarimata walkway.

Figure 15. Ngaaruawaahia Town Centre Concept Plan



Key moves for the town centre

- Better civic facility in town centre to include hall, meeting rooms and library;
- Centrally located multi-purpose facility;
- Link Jesmond Street and Market Street;
- Encourage a design theme that is sympathetic to connectivity of the town centre with its local environment (Haakarimata Ranges, Waipaa and Waikato Rivers), local history and heritage and cultural.

4.2.2 Key Moves for Hopuhopu

These are not certain at this stage and will depend on the vision and plans of Waikato-Tainui. The map below presents some ideas one of which is to have improved connections with Taupiri and Ngaruawaahia cycleway and walkway.

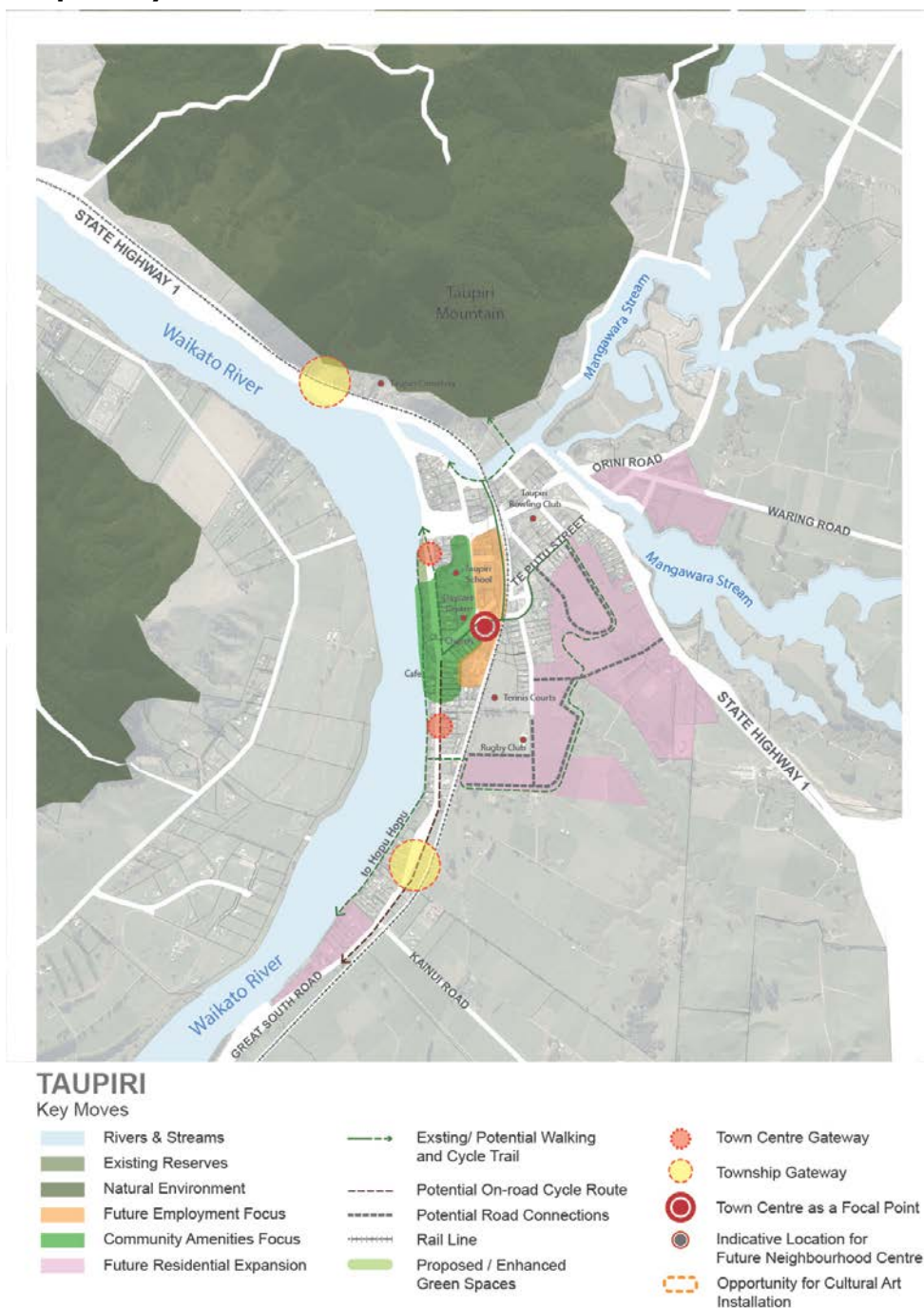
Figure 16. Hopuhopu Possible Key Moves Plan



4.2.3 Key moves for Taupiri

- Reconnect walkway / cycleway from Taupiri to Hopuhopu;
- Pedestrian access over the railway line at the road bridge;
- Pedestrian access to the Taupiri Mountain cemetery and enable access up the mountain;
- More utilisation of Bob Bryne Park;
- Te Putu Street to be the focus of the village;
- Cycle track in the long term;
- Utilise Council property in Wright Street by turning it into a BMX track;
- Use farming and the sports park as themes and focal points for the village;
- Extend reserve on Murphy Lane to include skateboard park and playground; and
- Add residential zoning to reflect opportunity for affordable housing close to expressway.

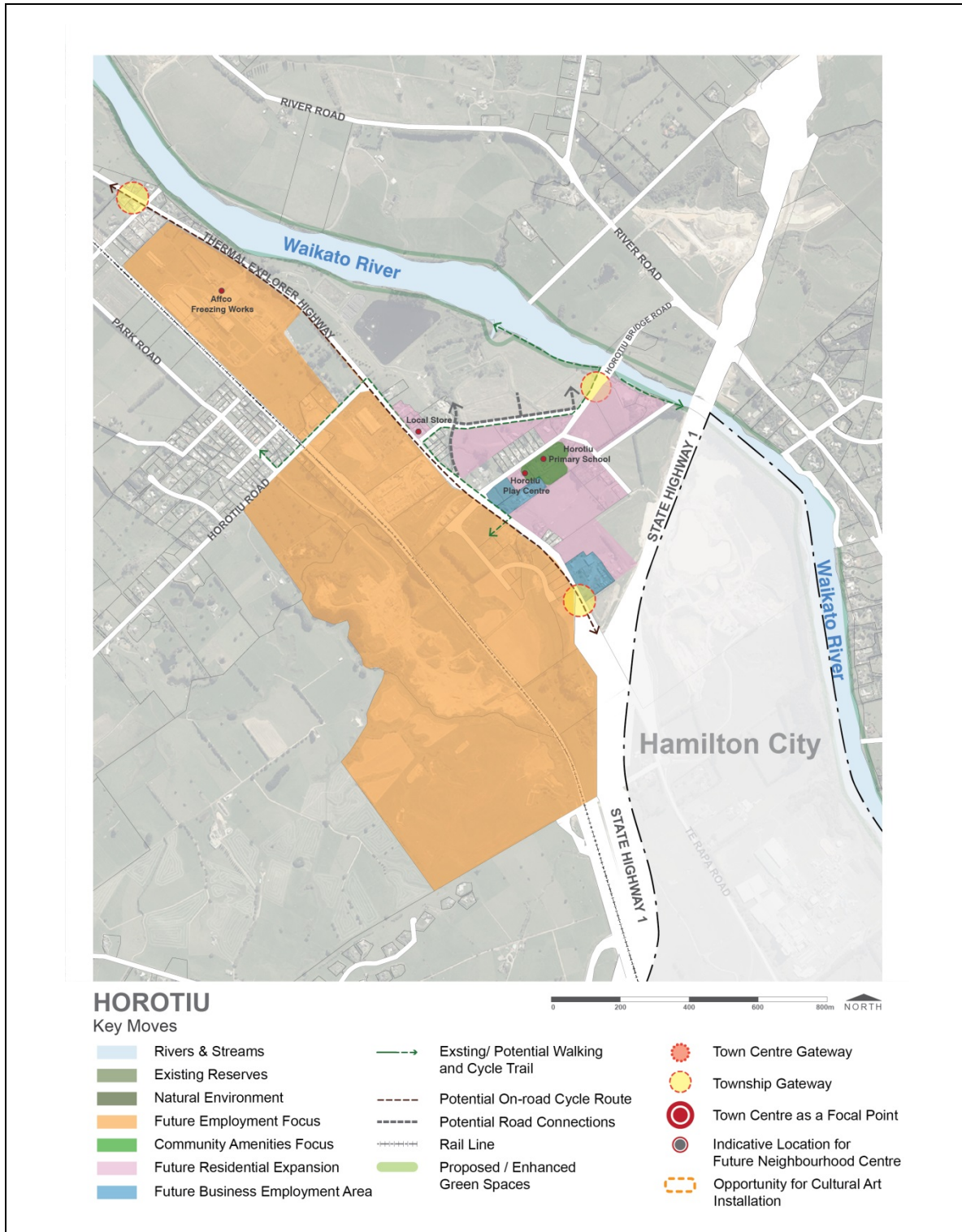
Figure 17. Taupiri Key Moves Plan



4.2.4 Key moves for Horotiu

- Rezone rural land between Horotiu Bridge Road and Washer Road to residential;
- Establish a retirement village near Horotiu;
- Better walking and cycling connectivity through the settlement; and
- Connect new residential to reticulated water and sewage services

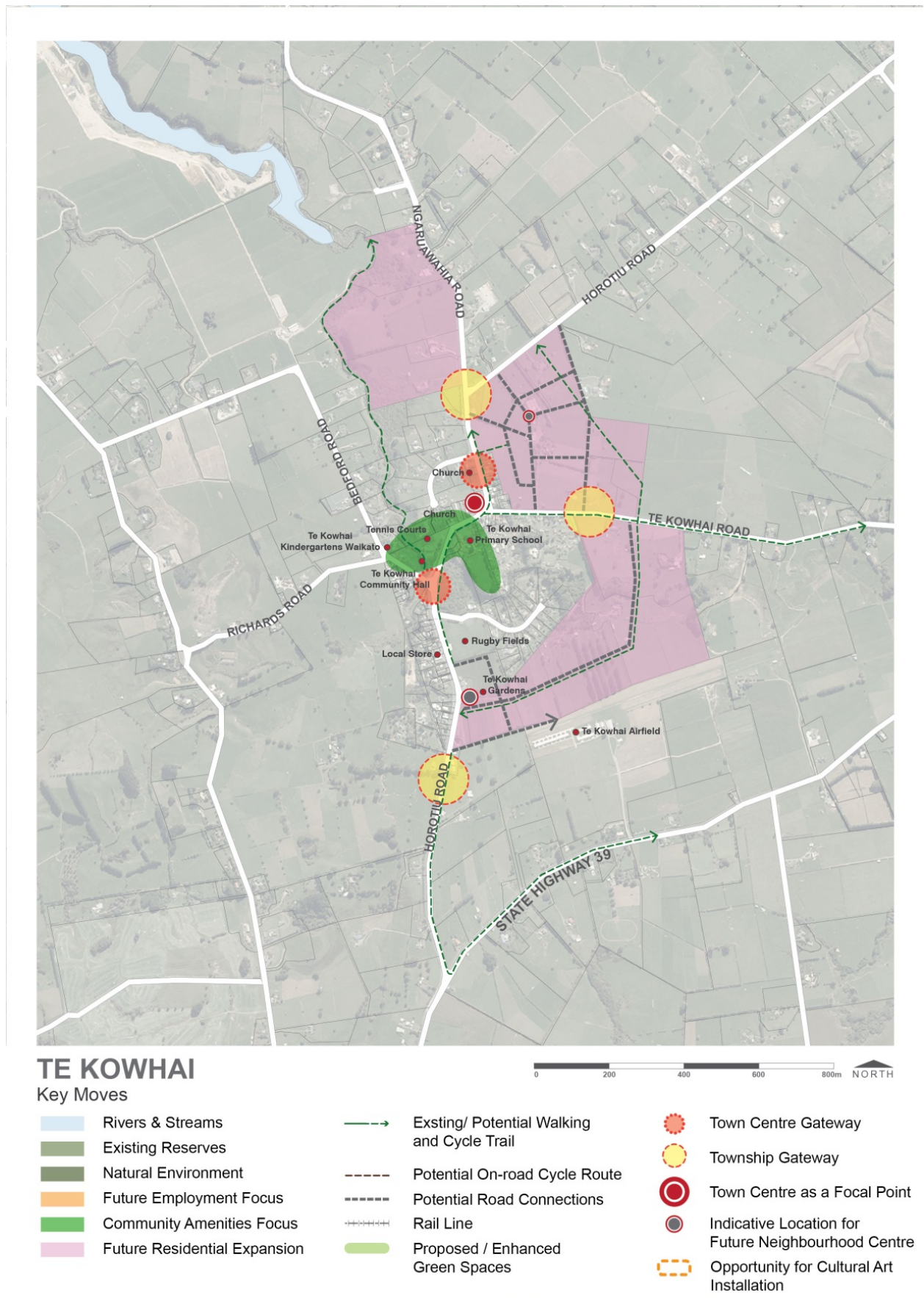
Figure 18. Horotiu Key Moves Plan



4.2.5 Key moves for Te Kowhai

- Retain the village 'look' within new developments and keep the identity of the village;
- Where possible link development to the Te Otamanui Walkway;
- Concrete footpaths to enable efficient walking access through and to the central village and ensure safe access across Te Kowhai/Horotiu Road;
- Cycleway to Hamilton;
- New developments to have an emphasis on 'avenue type' roads incorporating Kowhai trees;
- New developments to ensure connections and linkages to the village;
- Walkway around the village to follow gas pipe line;
- Minimise the utilisation of ancillary buildings;
- New developments to encourage underground services;
- Mark all entrance ways to the village;
- Extend the business area to promote growth;
- Road names to reflect the area's heritage;
- Country Living development to be 3000m²;
- Future country living residential areas could be to the north, east and a small area to the south; and
- Extend the Village Green to provide a larger reserve for sports activities.

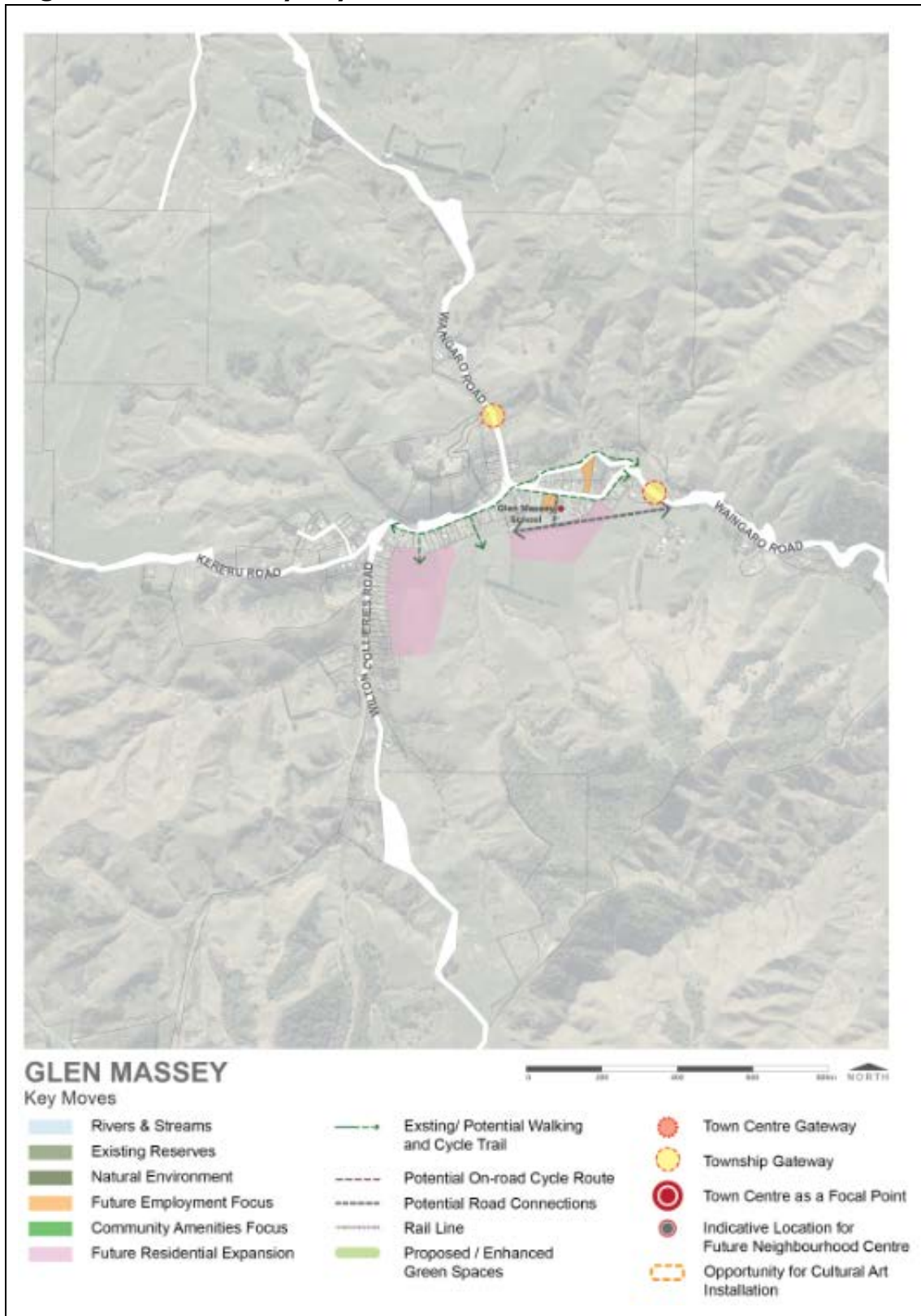
Figure 19. Te Kowhai Key Moves Plan



4.2.6 Key moves for Glen Massey

- Footpaths connecting from the school through the village and along the Wilton Collieries Road;
- More recreational facilities; and
- Focus village identity on its coal mining heritage.

Figure 20. Glen Massey Key Moves Plan

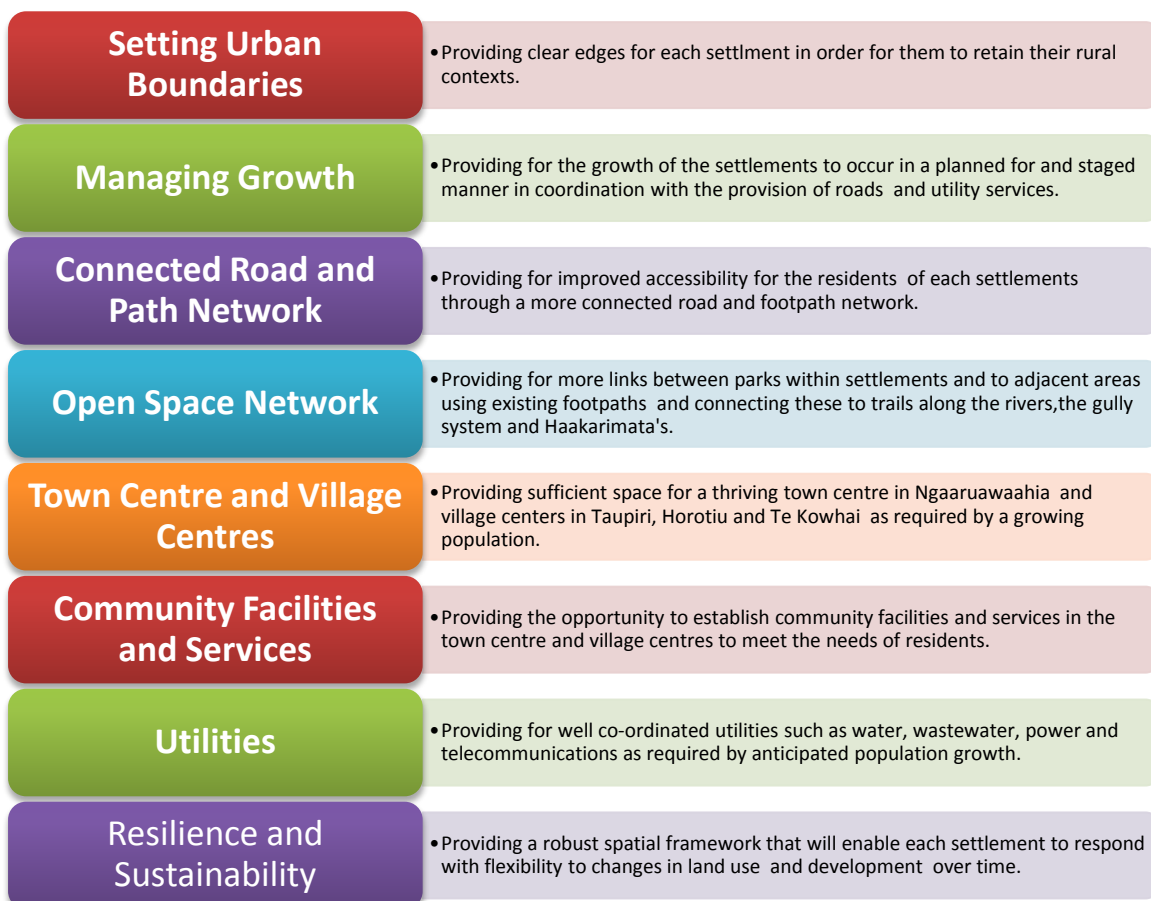


4.3 Key Outcomes of the Structure Plan

Eight strategies to help deliver the community visions for the six settlements

Each settlement has a distinct identity as a place and a community. In compiling the structure plan, the consensus of view by residents, is that each settlement should retain its own particular identity into the future.

Although the structure plan cannot in itself fulfil this goal, the eight strategies listed below will assist the individual communities and developers in realising the community's vision. The strategies below are drawn from the development objectives and action policies listed in Section 4.1.



4.4 Urban Boundaries and Managing Growth

The urban boundary marks the transition between urban land uses and rural land uses. As urban areas expand to accommodate projected growth so the urban boundary will shift to mark this changing transition. To improve certainty for our communities it is helpful that changes to this urban boundary are planned and managed by the Council to sensibly match a staged release of new greenfield (formerly rural) land for urban development. One of the key purposes of this structure plan is to provide guidance in this regard.

The staged release of new greenfield areas should be matched to the demand for additional land capacity to accommodate the projected future growth in population. This staged approach will enable new development to align with establishing the supporting infrastructure that is required to meet the future needs of new residents such as water and wastewater services, power and telecommunications along with parks and reserves.

Individual staging plans have been compiled for Ngaaruawaahia, Taupiri, Horotiu and Te Kowhai taking into account the views of local community groups and landowners. These staging plans are presented in the following sections 4.4.1 to 4.4.4. No new zoning is proposed in Glen Massey due to the lack of population growth and absence of reticulated water and waste water services. No new zoning is proposed for Hopuhopu as there is currently capacity and development of the area will be contingent on the aspirations and plans of Waikato Tainui.

Due to strong interest from landowners and developers to see some immediate rezoning to accommodate growth demands currently being experienced in the structure plan area, Plan Change 17 (now operative) has rezoned the Stage I areas identified in the Structure Plan for urban⁵ development uptake.

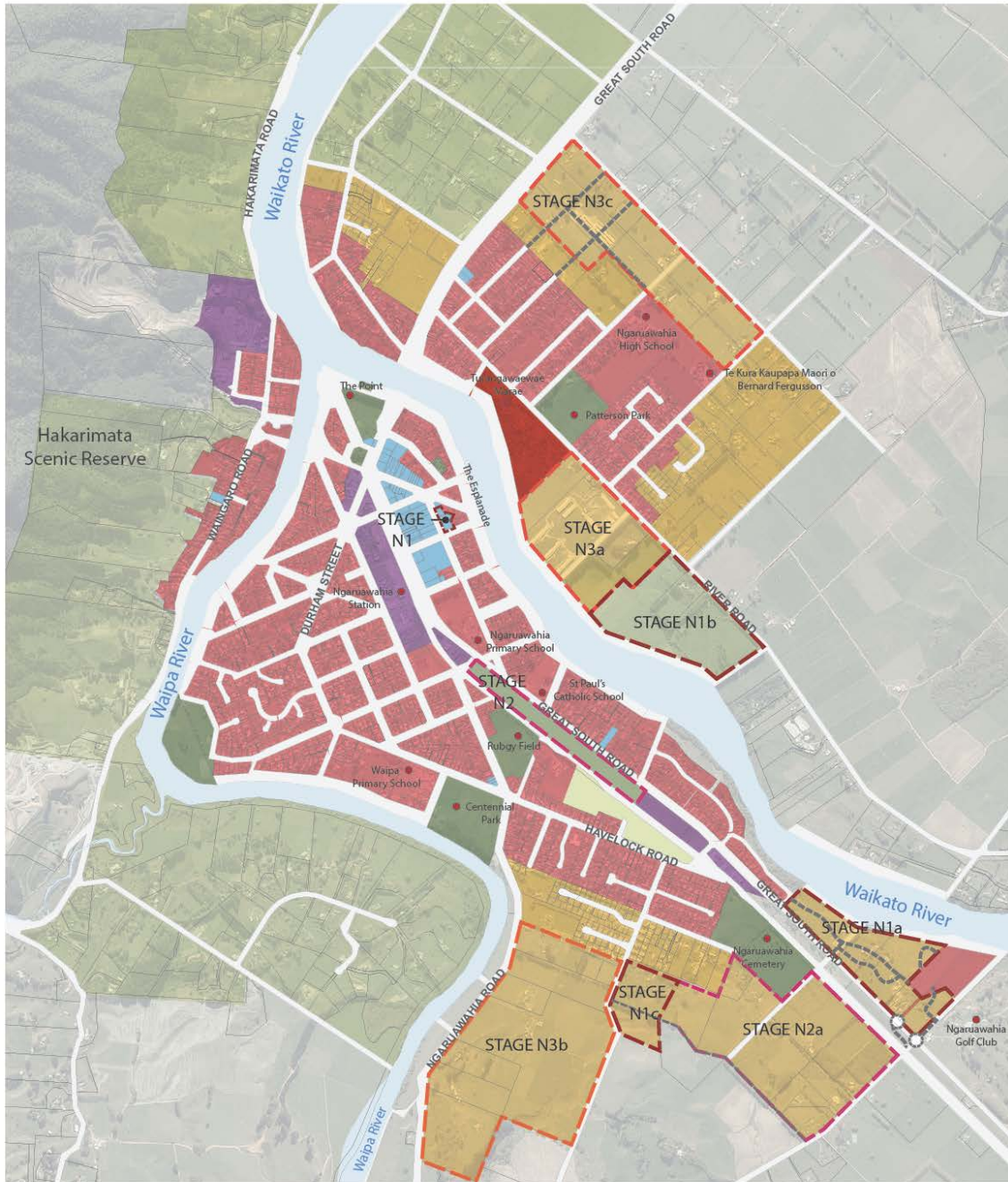
Since this structure plan is strategic, high level and long term, there are likely to be unforeseen changes occurring in the local and wider context during the next 30 years that necessitate the regular review and updating of all the key moves and outcomes contained in this structure plan document.

⁵ in advance of the comprehensive District Plan Review process which the Council has currently underway
Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan¹ (NSP) March 2017

4.4.1 Staging Plan for the Development of Ngaaruawaahia

The physical constraints of the two rivers, flooding and the Haakarimata range restrict future growth of the town to a southerly direction and north-easterly direction.

Figure 21. Development Staging Plan for Ngaaruawaahia



NGARUAWAHIA
Proposed Land Use Zoning



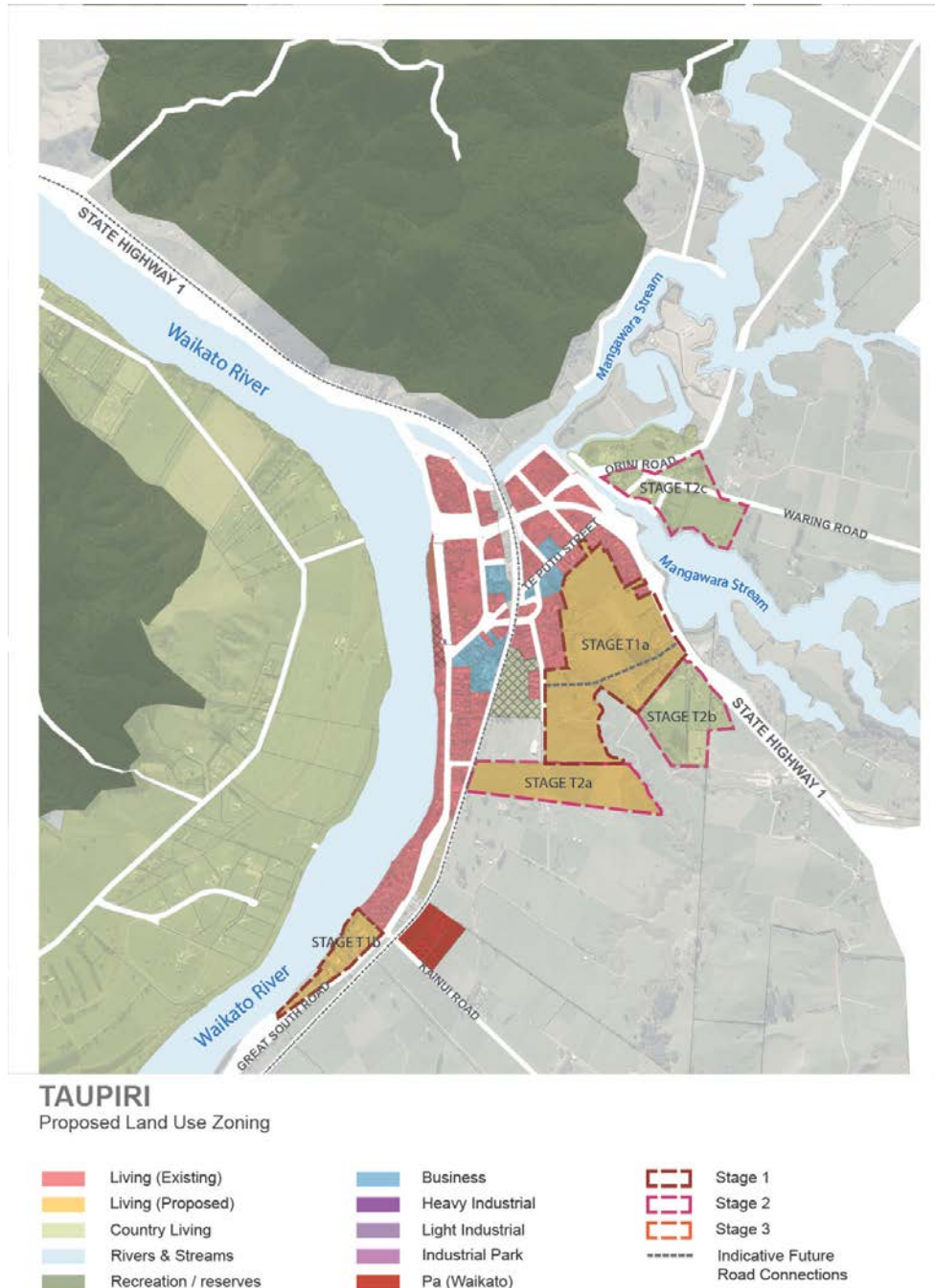
- | | | |
|--|---|--|
| Living (Existing Residential) | Business | Stage 1 |
| Living (Proposed Residential) | Heavy Industrial | Stage 2 |
| Country Living | Light Industrial | Stage 3 |
| River & Streams | Industrial Park | Indicative Future Road Connection |
| Recreation / reserves | Pa (Waikato) | Alternative roundabout locations |

The staging presented here provides considerable capacity to meet projected population growth. Ngaaruawaahia is fortunate in having good road infrastructure, reticulated utility services and community facilities that have capacity to accommodate growth in the short to medium term. The staging plan makes provision for a mix of Living and Country Living residential development to occur. There is considered to be sufficient existing Industrial land capacity and a small addition of Business zoning is provided to support the improved performance of the town centre. Tables 2, 3 and 4 outline the estimated development capacity provided for in the staging plan.

4.4.2 Staging Plan for the Development of Taupiri

Similar to Ngaaruawaahia, the physical constraints of rivers, flooding and topography restrict future growth in Taupiri to the south and north east.

Figure 22. Development Staging Map for Taupiri

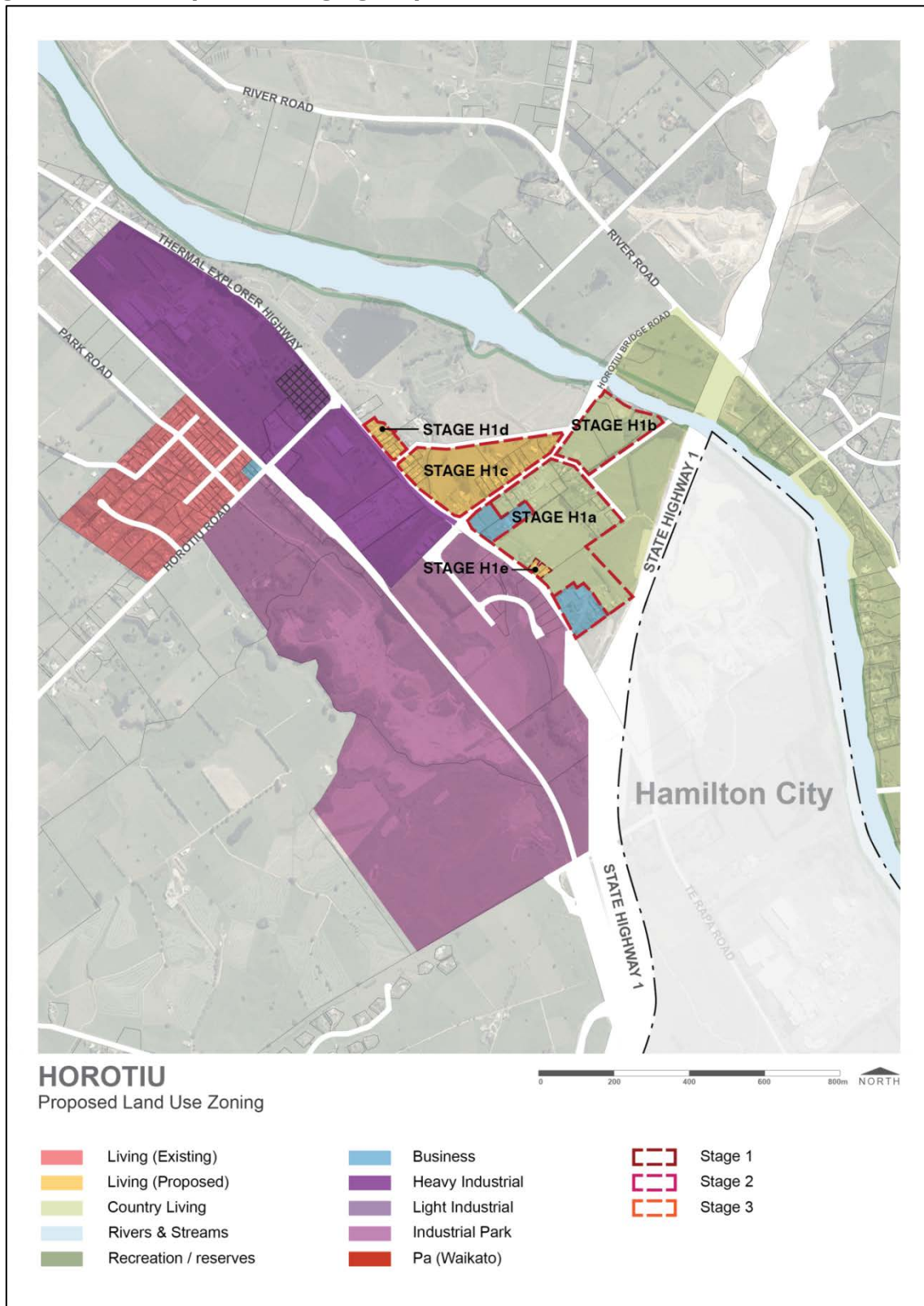


There is a generous margin of potential development capacity provided for in stage two of the plan. The plan takes advantage of the established community facilities, road infrastructure and reticulated services present. The additional staged zoning of Living and Country Living residential land caters for a possible acceleration of growth due to proximity to the Waikato Expressway and spill over effects from Auckland and Hamilton. Tables 2, 3 and 4 outline the estimated development capacity provided for in the staging plan for Taupiri.

4.4.3 Staging Plan for the Development of Horotiu

In Horotiu, the staging plan proposes a fairly limited expansion of Business, Living and Country Living zones.

Figure 23. Development Staging Map for Horotiu



Much of the proposed zoning is to reflect existing land uses and provide for the development of a more integrated urban settlement. Horotiu already has a potential focal point for development at

the intersection of Great South Road and the Horotiu Bridge Road because of the existing businesses and the primary school.

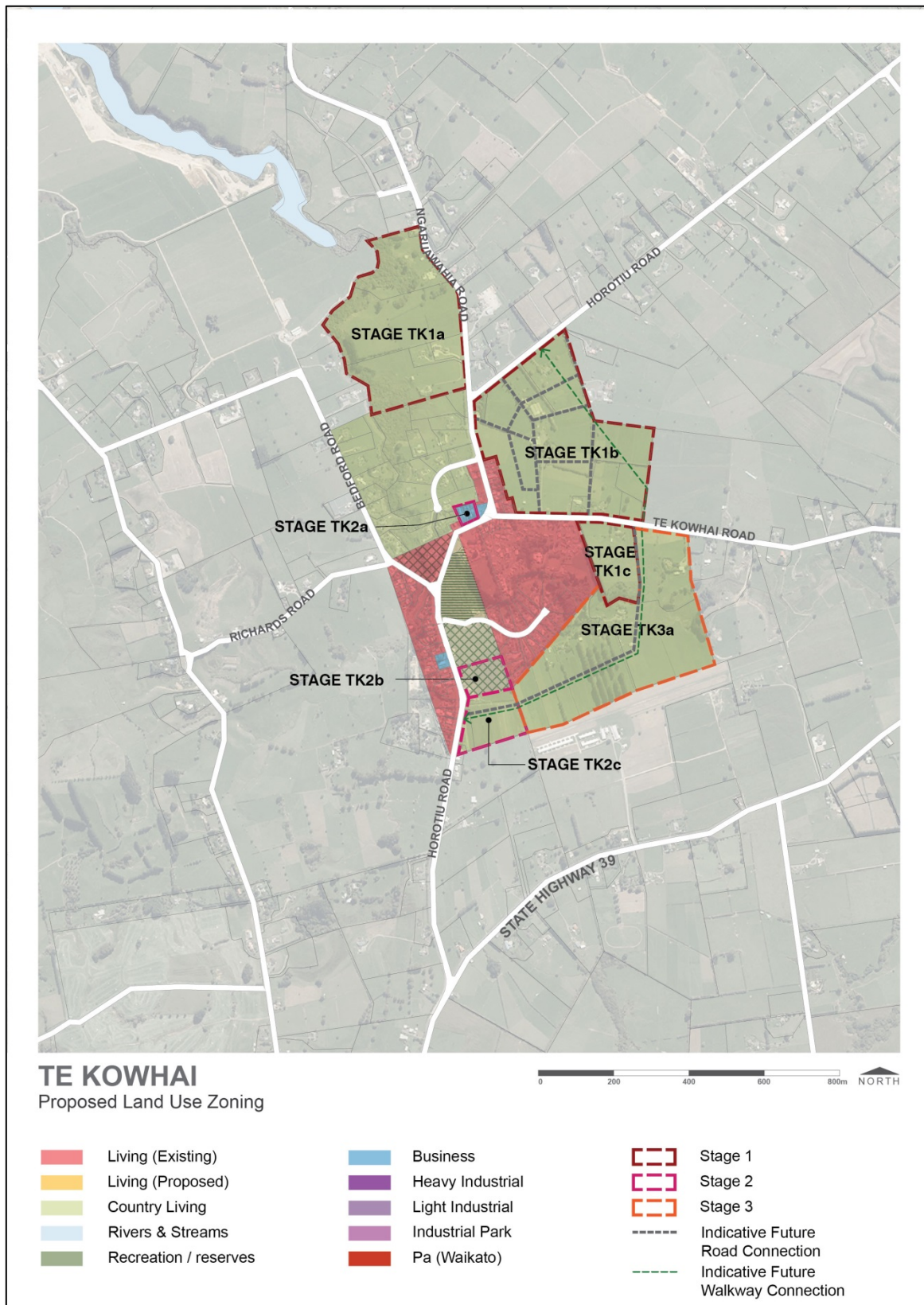
The biggest change is rezoning an existing undeveloped area around the primary school from Industrial to Country Living. The reason for the proposed change is to make the zoning more compatible with the existing school and residential lifestyle present in this area. This is more compatible with the existing and proposed residential development opposite the primary school. The allowance for some business land use on the eastern side of Great South Road also serves to retain the Great South Road corridors existing mixed use character and provides the transition from the industrial development to the west and the expressway service centre to the south.

To address concerns about the loss of land zoned for industrial there remains considerable undeveloped industrial zoned land on the west side of the Great South Road. Only two stages of growth are provided for in the staging plan due to the level of uncertainty as to the future long term development of this strategically situated industrial and residential area on the northern boundary of Hamilton. Tables 2, 3 and 4 outline the estimated development capacity provided for in the staging plan for Horotiu.

4.4.4 Staging Plan for the Development of Te Kowhai

The staging plan for Te Kowhai provides for three stages of Country Living development and a small addition of Business in the village centre. At some future date development of Country Living could be anticipated to occur east along Te Kowhai Road towards Hamilton. Should services become available to facilitate residential development it would be anticipated that this would occur on land to the west of the village in order to consolidate village development. In line with residential development additional recreation areas will be required to meet the long term needs of the community.

Figure 24. Development Staging Map for Te Kowhai



The provision for only Country Living reflects the absence of reticulated water and waste water services to Te Kowhai and the unlikelihood of these being provided by the Council in the foreseeable future. Tables 2, 3 and 4 below outline the estimated development capacity provided for in the staging plan for Te Kowhai.

4.5 Residential Development Capacity – Resilience and Sustainability

A planned, staged and coordinated approach to the provision of development capacity within the structure plan area will enable new development to be aligned with the installation of road and stormwater infrastructure, water and wastewater services, power and telecommunications, as well as the establishment of new parks and reserves required to meet the needs of new residents.

Table 2 Stage I Estimated residential development capacity yields

Cell No	Area	Proposed Zone	Net Developable Area and Density in dwelling units per ha	Average Household size/ Lots yielded	Population Yield
Stage I – 2016- 2026				2.7 people per household	
Taupiri					
Area T I a	21.8	Residential	65% developable 14.1ha x 12 du/ha	170 lots	459 people
Area T I b	2.9ha	Residential	40% developable 1.1ha x 12du/ha	13lots	37 people
Taupiri Stage I. Subtotal	24.7ha	Residential	15.2ha x 12du/ha	183 lots	496 people
Ngaaruawaahia					
Area N I a	11.2ha	Residential	75% developable 8.4ha x 12du/ha	101 lots	272 people
Area N I b	15.0ha	Rural residential	80% developable 12ha x 3du/ha	36 lots	97 people
Area N I c	2.7ha	Residential	80% developable 2.1ha x 12du/ha	26 lots	70 people
Ngaaruawaahia Stage I. Subtotal	13.9ha 15.0ha	Residential Rural residential	10.5ha x 12du/ha 12ha x 3du/ha	127lots 36 lots	342 people 97 people
Horotiu					
Area H I a	14.9ha	Rural residential	75% developable 11.2ha x 3du/ha	33 lots	90 people
Area H I b	5.7ha	Rural residential	75% developable 4.2ha x 3du/ha	12 lots	34 people
Area H I c	9.0ha	Residential	50% developable 4.5ha x 12du/ha	54 lots	145 people
Area H I d	1.0ha	Residential	20% developable 0.2ha x 12du/ha	2 lots	6 people
Area H I e	0.3ha	Residential	50% developable 0.1 du x 12du /ha	1lot	3 people
Horotiu Stage I. Subtotal	10.3ha 20.6ha	Residential Rural residential	4.8ha x 12du/ha 15.4ha x 3du/ha	57 lots 45 lots	154 people 124 people
Te Kowhai					
Area T K I a	21.7ha	Rural residential	80% developable 17.3ha x 3du/ha	52 lots	140 people
Area T K I b	27.9ha	Rural residential	80% developable 22.3ha x 3du/ha	67 lots	180 people
Area T K I c	4.6ha	Rural residential	80% developable 3.6ha x 3 du/ha	10 lots	29 people
54.2ha	54.2ha	Rural residential	43.2ha x 3du/ha@	129 lots	349 people
Stage I: Estimated additional population provided for in Stage I					1562 people

Table 3 Stage 2 Estimated residential development capacity yields

Cell No	Area	Proposed Zone	Net Developable Area and Density in dwelling units per ha	Average Household size/ Lots yielded	Population Yield
Stage 2 – 2026- 2036				2.6 people per household	
Taupiri					
Area T2a	7.7ha	Residential	80% developable 6ha x12 du/ha	72 lots	187 people
Area T2b	7.2ha	Rural residential	75% developable 5.4ha x 3du/ha	16 lots	42 people
Area T2c	6.8ha	Rural residential	70% developable 4.7ha x3 du/ha	14 lots	37 people
Taupiri Stage 2. Subtotal	7.7ha 14ha	Residential Rural residential	6ha x 12du/ha 10.1ha x 3du/ha	72 lots 30 lots	187 people 79 people
Ngaaruawaahia					
Area N2a	34.1ha	Residential	75% developable 25.5ha x 12du/ha	306 lots	797 people
Ngaaruawaahia Stage2. Subtotal	34.1ha	Residential	25.5 x 12du/ha	306 lots	797 people
Te Kowhai					
Area TK2c	3.8ha	Rural residential	80% developable 3.0ha x3du/ha	9 lots	23 people
Te Kowhai Stage 2. Subtotal	3.89ha	Rural residential	80% developable 3.0ha x3du/ha	9 lots	23 people
Stage 2: Estimated additional population provided for in Stage 2					1086 people

Table 4 Stage 3 Estimated residential development capacity yields

Cell No	Area	Proposed Zone	Net Developable Area and Density in dwelling units per ha	Average Household size/ Lots yielded	Population Yield
Stage 3 – 2036- 2046				2.5 people per household	
Ngaaruawaahia					
Area N3a	17.3ha	Residential	75% developable 12.97ha x 12du/ha	155 lots	387 people
Area N3b	41.0ha	Residential	65% developable 26.6ha x 12du/ha	319 lots	797 people
Area N3c	23.3ha	Residential	75% developable 17.4 ha x 12 du/ha	209 lots	522 people
Ngaaruawaahia Stage3. Subtotal	81.6ha	Residential	56.9ha x 12du/ha	683lots	1,706 people
Te Kowhai					
Area TK3a	26ha	Residential	80% developable 20.8ha x 3du/ha	62 lots	156 people
Te Kowhai Stage 3. Subtotal	26ha	Residential	20.8ha x 3du/ha	62 lots	156 people
Stage 3: Estimated additional population provided for in Stage 3					1,862 people
Total All Stages					4510 people

Note: Rural Residential lot capacity has been calculated on 3000m².

Note: There are no areas identified for Stage 2 or 3 for Horotiu or Stage 3 for Taupiri .

4.6 Connected Road, Footpath and Open Space network

The District Plan Review is giving attention to having development control provisions that support a more integrated approach to the planning and development of new urban areas. The aim is to establish a living environment that is more connected, flexible, sustainable and resilient that meets the needs of residents and enables these new urban areas to better accommodate future changes and requirements.

There also needs to be better links to other strategic instruments used by the Council to address the needs of new development. Infrastructure and servicing requirements will need to be addressed through the Council's Infrastructure Asset Management Plans and Long Term Plan while the development of the Open Space network will need to be picked up in the Council's Parks and Reserves Strategy.

Green spaces comprise a mixture of buffer spaces, ecological corridors and parks. Buffer spaces are important for separating new residential areas from the known reverse sensitivity effects of neighbouring land uses.

In addition to these buffers there are gully areas that are not suitable for development as they have overly steep slopes and contain streams with stormwater management requirements as outlined in the Ngaaruawaahia, Taupiri, Horotiu, Te Kowhai & Glen Massey Catchment Management Plan. These gullies provide an excellent opportunity for the restoration of natural biodiversity within the town as well as open space amenity and recreational walkways and cycleways to link the various public open spaces of the town.

An integrated approach to new development planning should ensure that the roads and footpaths in new urban development areas are well connected internally as well as with existing urban areas. The development staging maps for each settlement include some indicative road links that are considered important for ensuring connectivity is achieved to and through the new development areas.

4.7 Town, Village and Neighbourhood Centres and Community Facilities

The Waikato District Plan Review will need to assess the space required for the development of the Ngaaruawaahia town centre and local community village and neighbourhood centres to meet the needs of local residents and enable the provision of supporting community facilities. It is important that the local community committees and boards monitor their local situations to identify needs and changes as and when they arise and liaise with the Council to address these needs. There are a number of other agencies other than the Council that will play a role in the planning for and provision of community facilities and services. These include; Ministry of Education, Ministry of Health, Ministry for Social Development, New Zealand Police, The New Zealand Fire Service, The Ministry of Civil Defence and Emergency Management, The Waikato Regional Council's public bus transport service etc. In addition there are numerous non-government agencies that play a vital supportive role in supplying numerous additional community and social services.

4.8 Residential Neighbourhoods

In keeping with small rural town and village character and community visions of Ngaaruawaahia, Taupiri, Horotiu, Te Kowhai & Glen Massey, residential development will be primarily low density with allowance for a range of housing options to cater for lifestyle choices and affordability levels.

The range of housing could range from Country Living on large lots with a minimum lot size of 3000m² and no reticulated services, to suburban residential on lots of 600 to 800m² that have access to reticulated services.

Small residential areas adjacent to the Ngaaruawaahia town centre and future neighbourhood centres could provide for comprehensively planned town housing options on small lots between 300 and 450m²

It is proposed that residential development be guided by the following planning and urban design principles:

- Walkable, easy-to-navigate and connected layout of residential block with block dimensions averaging 200 metres in length and 80m in width and no more than two lots deep;
- Minimum lot size of 600m² for detached housing to maintain outdoor and neighbourhood amenity;
- Avoidance of rear lots;
- Residential blocks to be bounded by roads to improve accessibility, connectivity and informal surveillance of footpaths and local roads;
- Neighbourhood parks are to be bounded by roads;
- Stream gullies are integrated into neighbourhoods managed as natural open space areas with public access and walkways where practical;
- Residential amenity is supported by appropriate road layout and design; and
- Local roads shall be designed for low vehicle speed through carriageway width, on road parking, road-side trees and a narrowing of road corner curves at intersections.

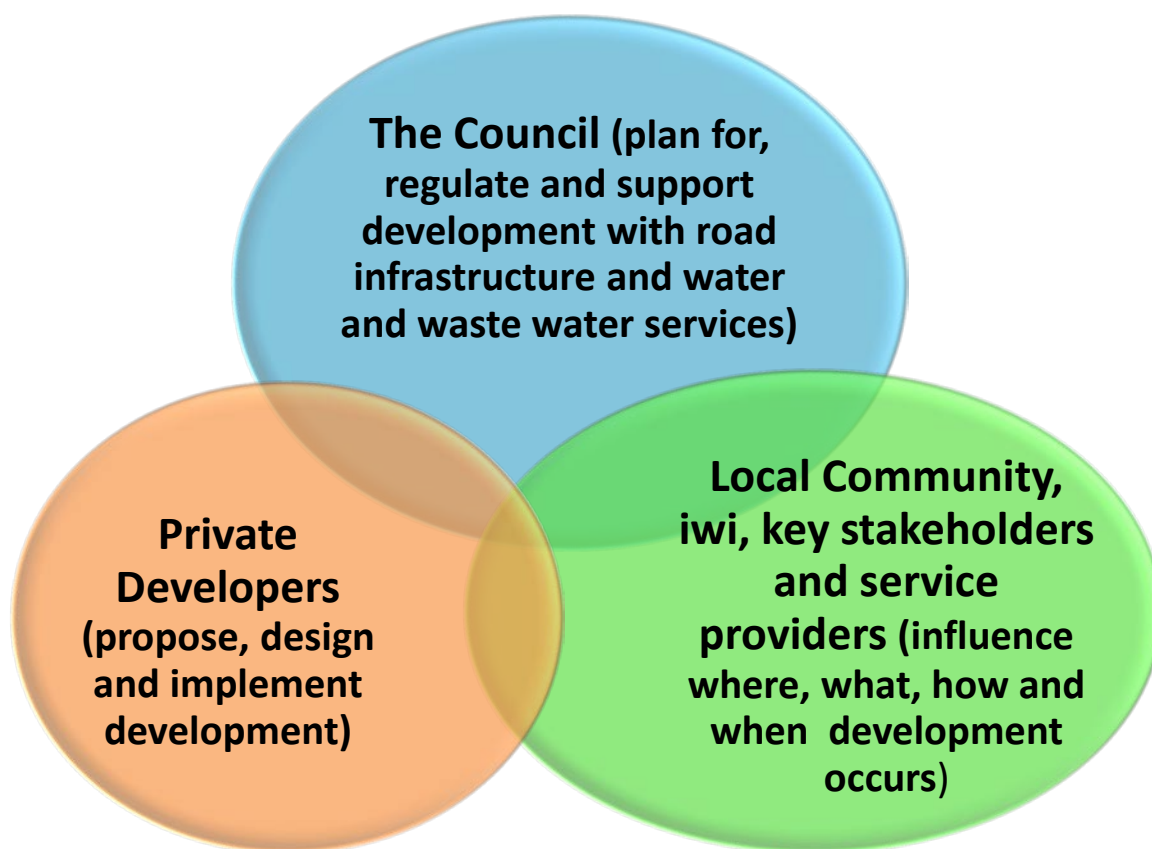
High quality on-site and neighbourhood amenity will be supported through the introduction of an appropriate set of development control provisions including minimum lot size, setbacks, active road frontage, height and coverage and an urban design guide in the Waikato District Plan.

Country Living development will have more relaxed design standards since the lots are larger and generally allow for greater private open space amenity. Nonetheless, there is still a need to ensure that neighbourhoods are walkable, with a connected road and footpath network.

5. Implementation Strategy

It is envisaged that development will be largely led and paid for by private sector developers. Waikato District Council, along with other service providers, will work with developers, iwi, local communities, key stakeholders and service providers to ensure that development is aligned with the structure plan and supported by key infrastructure and services (see diagram below). The key mechanism for funding the development of Council's supporting infrastructure and services such as roads, three waters and parks will be through a levy of associated development contributions or through development agreements. Any shortfalls in existing levels of service or aspects not directly development-related will be funded through general rates.

The Development Implementation Process



5.1 Ngaaruawaahia

Development of the new residential areas will require extensions to existing water and wastewater reticulation system and consideration of the capacity constraints of the existing reticulation pipes.

Development of the new residential area N1c and N2a zoned between Rangimarie Road and Saubrey Road will require both extensions to the existing road network and provision of a connector through from Rangimarie Road and Saubrey Road as indicated in the staging map for Ngaaruawaahia. Development of the stage N1a north of Great South Road should also have a road connection through to Croall Crescent. With regard to the intersection of Saubrey with Great South Road and new residential area to the north, the integrated transportation assessment⁶ highlighted the need for an upgraded intersection in the form of a roundabout or signalised cross

⁶ Aecom (2014) Integrated Transportation Assessment – Ngaaruawaahia and Surrounds Structure Plan
Ngaaruawaahia, Hopuhopu, Taupiri, Horotiu, Te Kowhai & Glen Massey Structure Plan¹ (NSP) March 2017

roads. This intersection would also serve to indicate entrance to Ngaaruawaahia and a lower speed environment.

Development of the Rangimarie Road to Saubrey Road area will additionally require restoration work on the main gully system to enable it to serve as an important stormwater and amenity feature. In addition to the discharge of stormwater, the gully will be a significant natural open space area that could provide for a walking trail along the gully that links to the adjacent road and footpath network.

In accordance with the Council's Parks Strategy, neighbourhood level parks and play grounds will be developed in the new residential areas where required.

5.2 Taupiri

Development of the new residential areas will require extensions to existing water and wastewater reticulation system and consideration of the capacity constraints of the existing reticulation pipes.

The development of the new residential area T1a between Murphy Lane and Button Lane will require at least one connecting link road across the gully as indicated in the staging map. Development of this area will require restoration work on the main gully system that enables it to serve as an important stormwater and amenity function. In addition to the discharge of stormwater, the gully will be a significant natural open space area that provides for a walking trail linking to the adjacent road and footpath network. In accordance with the Council's Parks Strategy, neighbourhood level parks and play grounds will be developed in the new residential areas where required.

5.3 Horotiu

Development of the new residential areas will require extensions to existing water and wastewater reticulation system and consideration of the capacity constraints of the existing reticulation pipes. Since there is no current wastewater pipe through the new residential area, development of this area will depend on the prior completion of the proposed new wastewater pipeline along Horotiu Bridge Road expected between 2018-2020.

Development of the new residential areas should be mindful to include provision for good road and footpath connectivity to enable residents to walk through the area to gain access to services and amenities like the school, shop, playground and river. In addition to roadside footpaths a more informal walkway system should be developed where possible along the stream line and other open space areas through the new residential area. This trail system should link to the existing trail system on the south side of Great South Road along the gully system in the new industrial area.

The strategically important industrial area will continue to develop as and when these lots are taken up.

5.4 Te Kowhai

Development of the TK1c and TK2c stages of new Country Living area south of Te Kowhai Road will require provision for a new link road through the development that can be extended in later Stage 2 development, to connect onwards through to Horotiu Road north of the Airfield. This road link is shown in the development staging map for Te Kowhai.

Similarly, the development of the Stage TK1b north of Te Kowhai Road will require provision of a connecting through road link between Te Kowhai Road and Ngaaruawaahia Road.

Development of the new Country Living residential areas should be mindful to include provision for good road and footpath connectivity to enable residents to walk through the area to gain access to services and amenities like the school, shop, park and playground. In addition to roadside footpaths a more informal walkway system should be developed where possible using gully lines and other open space areas through the new residential area. This trail system should link to the existing Te Otamanui Lagoon Walkway near the hall. In particular the development of the TK1a stage will need to provide for walkway links to the Te Kowhai Stream gully and the Te Otamanui Lagoon Walkway.

The structure plan includes provision for expansion of the existing Te Kowhai Park in Stage TK2b in line with the Council's Parks Strategy. This expansion will require the Council's purchase of the land to enable the rezoning and development to occur.

5.5 Development Contributions

Development contributions are the fees charged by the Council on new developments for extra community and network infrastructure needed as a result of the additional demand created and cost to the wider community by the development projects.

Development contributions are levied by the Council in accordance with the Local Government Act 2002 Amendment Act 2014 for residential development such as new houses, non-residential development, subdivisions and for some changes of land use.

Development contributions are assessed on cost implications for:

- Transport infrastructure such as roads and footpaths;
- Water supply and wastewater infrastructure such as reticulation pipes and treatment plants;
- Stormwater infrastructure such as pipework and treatment;
- Parks and reserves acquisition and development; and
- Community infrastructure and facilities such as community halls, toilets and play equipment.

5.6 Monitoring Strategy

The structure plan should have a performance review every five years and a more comprehensive review every ten years to align with the Long Term Plan and District Plan Review process. The ten-year review would look at macro level elements and whether changes to the structure plan are required due to changing circumstances. The five-year performance review would focus on whether some amendments would be helpful without jeopardising the overall objectives and outcomes of the plan.

Appendix One

Feedback from December 2014 workshop –

Held WDC, 4 Dec 2014

Glen Massey

- Heritage Trail of history (mining) – link to Pukemiro, Glen Afton, Glen Murray to Huntly at Puketrini
- Photo Static Museum (old doctor's surgery) (Wilton Collieries)
- Footpath on Wilton-Collieries Rd
- Council Reserve – more recreational opportunity for local children ie: bike ramps, BMX
- Preservation of history
- Entrance “event sign” ie: Te Akau complex

Te Kowhai

- Close to Hamilton
- Keep a green belt around the town
- Concerns regarding soil types and if the town was reticulated or not
- Not enough land for the school to expand
- Extend current reserve and put in facilities (toilets)
- Drainage board issues – Cr Smith is working on this
- Retain Airfield (important to village)
- Business precinct in town – marked purple

Taupiri

- Opportunity for affordable housing by Expressway
- Residential zoning to reflect this opportunity
- Use of Waikato River
- Historical wharf replacement
- Potential construction of a jetty to replace the wharf
- More use (recreational/transportation) between Taupiri and Hamilton
- Taupiri mountain, a public walkway to the top/around the mountain
- Safety around railway lines (pedestrian crossing etc)
- Open school pool to public
- Increase public transport (bus/trains/water taxi)
- Provide B&B accommodation
- Beautify with trees, vegetable, signage
- Protect existing businesses
- Avoid adverse zoning to the growth of Taupiri businesses

Ngaaruawaahia

- No expansion of current town
- Cycling link on east bank
- Retention of large section sizes – not infill apartments etc
- Speciality shops “themed’ points of difference
- New pedestrian crossing
- Remove rail line and panel beaters
- Provision of multi-purpose community facilities
- How many sections in new residential areas
- Development of quarries as parks
- River tourism opportunities
- Council car parking cancelled, staff living here, staff travel environmentally friendly ways to work
- Galileo/Jesmond/Martin Street block - zone it all business
- Quarrying in community plan is unattractive to investors
- Haakarimata - as as national park
- Quarry operators stick to consent conditions
- Tourism sport/shift greenspace onto floodplains just south on River Road
- Remove power pole in front of Kiingitanga house
- Link Waipaa esplanade walkway to Te Awa
- Painted trails on existing routes
- Retention of heritage buildings – identification of historic one
- Bands and power on rotunda
- Question value of open space next to chicken sheds – could be residential
- Sort out old landfill
- Check location and ownership of new buildings
- Small sections for retirement
- CBD infrastructure/enhancement/business premises
- River is the main asset, connect Te Awa to other parts of community CBD?
- Parking
- Home occupation (working from home)
- Recycling centres
- Roundabout entrance Saalbrey Rd (talk to Sam Pemberton)
- Site for new medical centre
- More residential on Old Taupiri Road
- Improved social environment, café, restaurants, mobile coffee
- Quarries to mitigate visual impact
- Cycle sheds, lock up
- ***Ngaaruawaahia – centre of the area***
- Ngaaruawaahia is one of the oldest settlements in the Waikato Region. It has considerable historical and cultural significance. Both as a historic river trading centre at the confluence of the Waipaa and Waikato Rivers, and as the home for the Maori Kiingitanga movement. The

first Maaori king was crowned here in 1857 and royalty is today centred on Tuurangawaewae and the king's residence.

- Present day Ngaaruawaahia is strongly bi-cultural with 54% of the town's population being Maaori. Despite the youthful character of the town's population with approximately 64% of people being of working age, the population of the town has been growing relatively slowly and commercial development within the town has been largely static over the last decade.
- Although Ngaaruawaahia is approximately 19kms or a 20minute drive north of the centre of Hamilton, Hamilton has been growing rapidly northwards in recent times and so in many important aspects the perceived distance between the two centres has been narrowing. Residents of Ngaaruawaahia are aware that it is only approximately 13kms or 14minutes drive to The Base shopping centre and a great deal of specialist businesses and services in Te Rapa. With improvements in road access with the completion of Te Rapa by-pass in 2013, Hamilton is becoming an ever easier commute for employment or services from Ngaaruawaahia.
- Probably due to the economic leakage to Hamilton, most of the commercial business in the Ngaaruawaahia town centre tends to be of a low order convenience nature and not well matched to the needs of the town's population.

Appendix Two

Feedback from Community Board Workshops during 2014 and 2015

Workshop 1 with the Ngaaruawaahia Community Board for the Ngaaruawaahia and Surrounds Structure Plan

Date: 8 July 2014

Attendees: Trish Forsyth, James Whetu, Bryce Sherson, Jack Ayers, Cr Janet Gibb

Apologies: Marae, Wendy, Cr Solomon

Connectivity

- Connectivity between the Main CBD area and the point
- Connectivity to Brownlee Ave, the Haakarimata walkway
- Good walkway and cycleway connections
- Link between Jesmond Street and Market Street
- Link in with Heritage Trail
- Car parking
 - Te Awa River Ride at the point
 - Haakarimata walkway

Signage

- Entranceways to the town (seven)
- Theme of Cultural and Heritage for everything so there is consistency
- Information Board (The communication team are working on a strategy need to see how this fits in)
- Create a unique identity for the town
- Keep the current heritage theme (green lamp posts/green rubbish bins)
- Te Reo – Ngaaruawaahia should have a lot more Te reo signage than other places

Amenity

- Toilets at the Haakarimata Walkways (Brownlee Ave)
- Trees for Great South Road
- Naming of the Dump Site
- Retain the green belt
- Consistent planting across the town – Natives
- Section size – minimum 500/600m²
- Keep the mature established trees
- Areas for Play/Sports
 - Thomas Street
 - Keep Waipaa Esplanade Park
 - Keep Horotiu Park
- Centralised sports facility for everything – Jackson Street

CBD – Jesmond Street

- Should attract factory shops out to Ngaaruawaahia like Otaki

- CBD theme – Haakarimata Range, Trees
- Heritage trail linkages

Council Facilities and Security

- Covered heated swimming pool
- Centralised sports fields
- Museum
- Gondola up the Haakarimata Range
- Hall – needs a revamp
- Toilets at foot of the walkway to the Haakarimata Range
- Bus Stops
- Parking for council staff so they aren't on Galileo/Martin Streets

We never talked specifically about security? Have a think about what you would like to add here.

Library Site

- War memorial hall expanded
 - New Kitchen
 - Library
 - Meeting rooms
- Need somewhere to increase capacity
- Library needs ultra-fast broadband
- The 'L' shaped area on Jesmond/Great South Road around the pub and possibly the Waipa Tavern site as well. This would include the old Twin Rivers arts centre and the land in between.

Workshop 1 with the Taupiri Community Board for the Ngaaruawaahia and Surrounds Structure Plan

Date: 14 July 2014

Attendees: Elva Gouk, Fred Hansen, Ken Clewlow, Howard Lovell

Apologies: Julie Ross, Deane

Connectivity

- Cycleway/Walkway from Hopuhopu to Taupiri township (this used to be there school children use this link)
- Access across the railway (kiwi rail need to upgrade the bridge and have spoken to the community board where they presented options) his name is Robin Scott
- Access over SH1 to the cemetery
- Access down Orini Road
- A centre yellow line down the former SH1 for no passing
- Would like a barrier on the school side of the roundabout

Amenity

- Would like a farming theme
- Build on the sporting complex theme
- Car parking at the recreation centre and rugby club rooms is insufficient. The over spills from the netball goes into the Rugby site and this car park needs sealing. Even though it is private ownership council should look into this because they have not provided enough parking for the netball.
- Keep wide open spaces
- Toilets needed at the Gordonton Road cemetery
- Toilets at Bob Burn Memorial Park needs upgrading

Town Centre

- Main street should be Te Putu street
- Need more commercial
- Would like an information board
- Link the current businesses
- Make the town centre pretty
- Planting height restriction no flax/grasses
- Island at the end of Te Putu Street needs to be concrete

Signage

- New town signs (4 entrances)
- Information board
- The end if the road reflector is down on Murphy Lane
- Would like a sign at either end of Te Putu Street saying; Rec Reserve, Main Street, Pub, Cemetery
- Will the NZTA signage change now that it is no longer SH1 the entrance into Ngaaruawaahia has no English on it, this is not good

Heritage

- There is a lady called Gladis Button who is leaving town and has a lot of heritage information, think she has been in touch with Sheryl
- Elva dropped off a leather suitcase full of documents

Council Facilities

- Water and waste water extension is required

Former SH1

- Walkway to Hopuhopu required
- See signage notes and find out what is happening with the signage policy
- Beautification needs to be done

Workshop 1 with the Te Kowhai Community Group for the Ngaaruawaahia and Surrounds Structure Plan

Date: 8 September 2014

Attendees:

Apologies:

Connectivity

- Cycleway into Hamilton City
- Footpaths that lead from the centre of the village out to the edge of the village (e.g. footpath down the Horotiu road)
- Better roading connection into Hamilton

Signage

- Retain the existing wooden Te Kowhai signage into the village (currently 3 entranceways)
- Create a unique identity for the town
- Additional signage to the Te Otamanui lagoon walkway

Council Facilities

- Toilets required at the Reserve
- The reserve needs to have room to expand suggested land to the south
- The walkway between the reserve and the school needs some work (it was suggested that the part that needs work is on the Ministry for education's land)
- There was a suggestion for a Clubrooms at the reserve once it is expanded with seating to watch the sports and changing room and toilets

Heritage

- There is a Kowhai tree near the lagoon that could be protected
- What about the original Te Rapa school house
- The St Stephens Church has been left off the district plan heritage list and can this please be looked into

Other Matters

- The village should have reticulated water and waste water
- We should have the lagoon and surrounding gullies and waterways protected
- Future lot sizes should be no smaller than 900m² and could be as large as 8000m²
- Future areas where zoning could occur where to the north, east and a small area near the airport to the south. There was a lot of discussion around future residential zoning and this will need to be looked into with more detail
- Additional business zoning was also identified as a requirement but no location agreed upon
- It was noted that a workshop with the wider public should be held.

NGARUAWAHIA COMMUNITY BOARD WORKSHOP

14 July 2015 – 6:00pm at Ngaruawahia Community House

IN Attendance: Trish Forsyth (Chair), Moera Solomon , Janet Gibb, Jack Ayers, Noel Smith, Ken Clewlow, Howard Lovell , Elva Gouk, Kate Kohu, James Whetu (Facilitator)

Apologies: Marae Tukere, Bryce Sherson, Wendy Diamond, Fred Hansen, Julie Ross

AGENDA

Purpose : Primarily to establish value in working together

Item 1. What is a Structure Plan

- Clarify knowledge and expectations of Ngaruawahia Structure Plan

Item 2. What is our role? How do we fit?

-

- Share our list of ideas

- Identify priorities by measuring ideas against the Community Plan

Item 3. Existing projects

- Identify what is NGA community doing now

- Identify gaps (whats not being done)

Item 4. Actions

- Agree on actions for each member and the Board to do to respond to item 3.

MINUTES FROM WORKSHOP

Purpose

- Purpose written on whiteboard “Working Together”
- Outlined that the aim of workshop is to see if we can find value in working together collectively on all matters, which includes the proposed Ngaruawahia Structure Plan
- For the proposed Ngaruawahia Structure Plan, the workshop (and subsequent workshops) will aim to find matters to collective agreement on respective community ideas.
- For the proposed Ngaruawahia Structure Plan process, the aim of working together is to:
 - Bring collective awareness and understanding
 - Promote a united front at external workshops and meeting (on matters agreed)
 - Avoid having competing ideas at decision-making stage
 - Inform public and decision makers on matters agreed
 - Provide leadership to bring respective communities and ideas together
- Benefits for working together were identified:
 - Lots of ideas can be shared and discussed