

Town Strategies 2013–2033

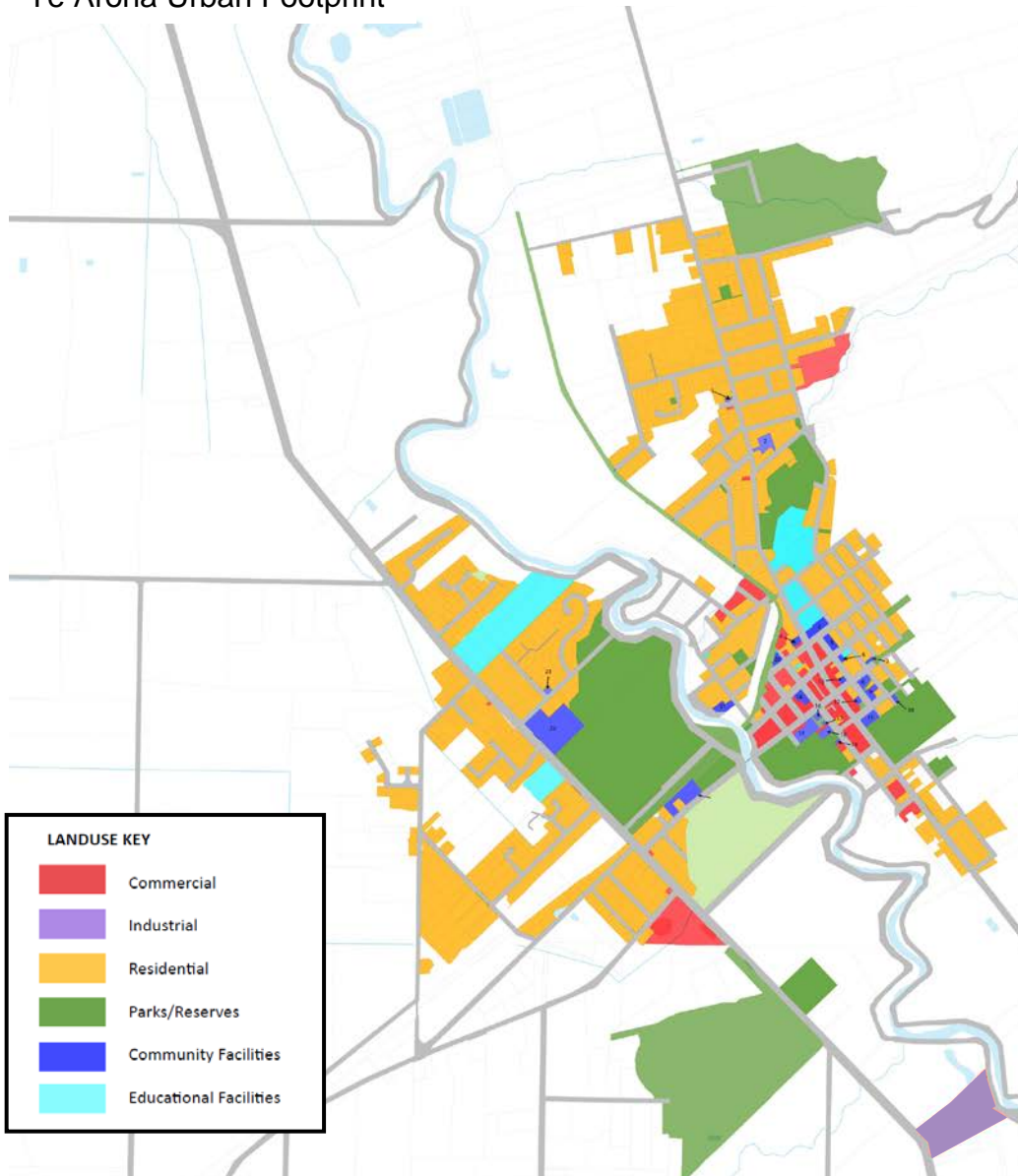
Te Aroha



“Te Aroha will remain a small vibrant town. Our future will be in our heritage – our Mountain, our beautiful Waihou and the open spaces of our domain. Tourism – the hot pools, the Mountain, our heritage will be a significant player in our future which, we believe, will remain rooted in land-based activities.”

(Te Aroha Community Outcomes 2010)

Te Aroha Urban Footprint



1 Introduction

This Section looks at the projected growth and changes in the demographic composition of Te Aroha's population, its land budget, and transport and infrastructure networks. It also discusses the application of urban design principles to guide the town's future development.

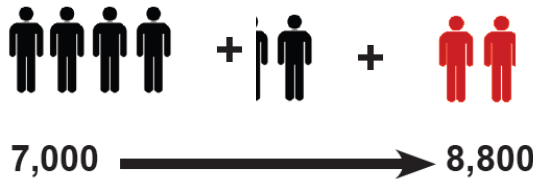
Opportunities and constraints are identified, and alternative development options are outlined.

The options are evaluated, taking into consideration the opportunities and constraints, consultation, and urban design criteria.

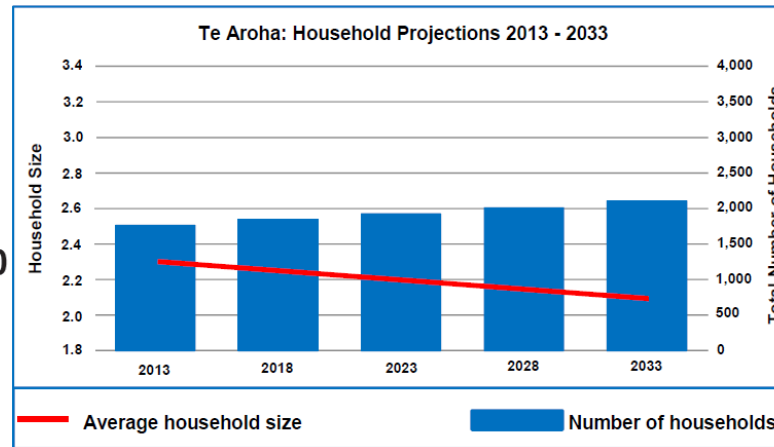
Based on the evaluation a preferred development strategy that ensures the integration of the town's future land uses with its transport and other infrastructure networks, is recommended.

2013

2033



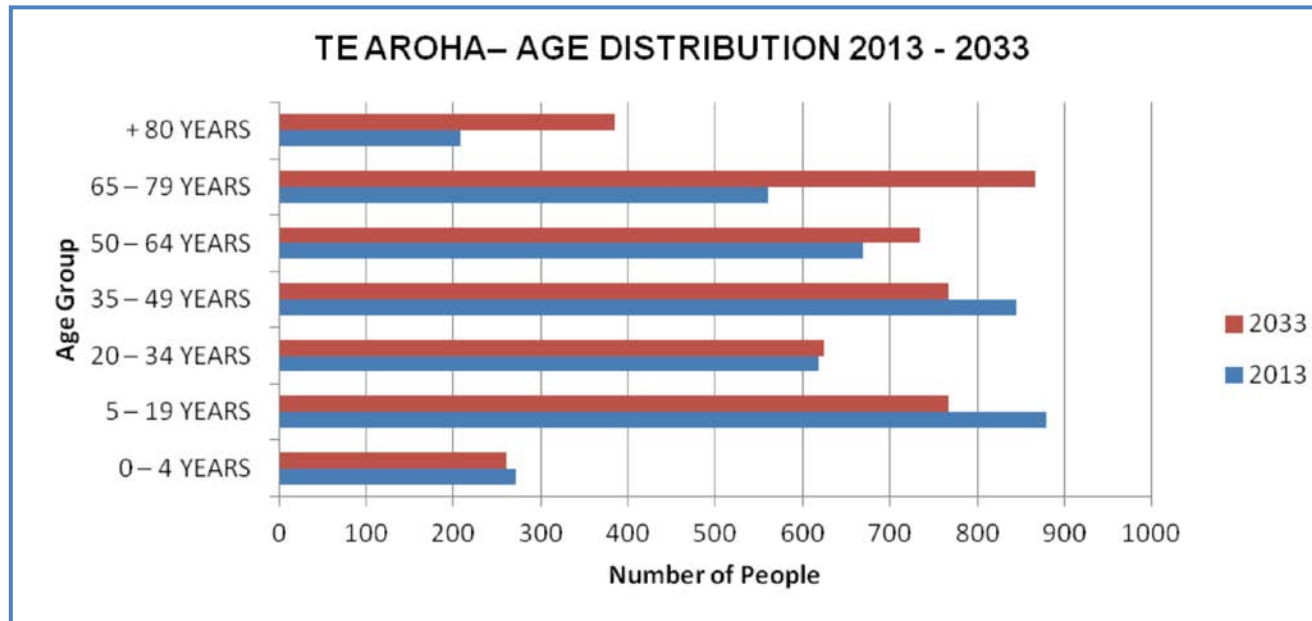
KEY:
 = 1,000 people



2 Demographics

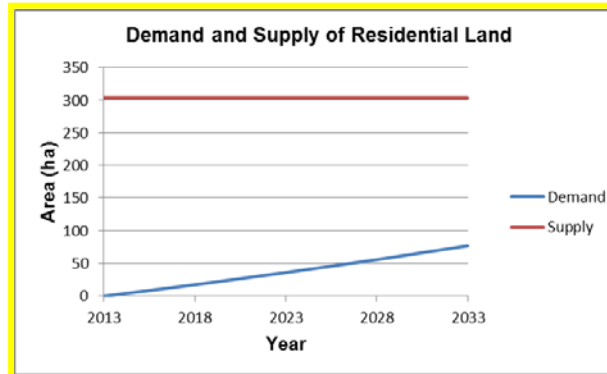
Te Aroha is the smallest of our three main towns with a current (2013) population of around 4,048 people, representing 1,768 households. The population of the town is estimated to increase by about 20 persons per year, to a total of 4,403 by the year 2033. The number of households is also predicted to increase by approximately 15 per year to 2,107 in 2033. The blue bars in the chart at the top of the page show the increase in number of households for five-year intervals during the twenty-year planning horizon. With ageing of the population, the household size is estimated to steadily decrease from 2.29 persons per household (2013) to 2.09 persons by 2033. The decrease in household size is shown by the red line that cuts across the blue bars in the same chart.

While the town's population is projected to show only moderate growth, more significant changes in the demographic composition are expected to occur. In line with global and national trends, growth will be characterised by an ageing population. The adjacent chart at the bottom of the page shows the current (2013) and predicted (2033) age distribution of Te Aroha's population. The majority of the increase in population will occur in the population groups older than 50 years, with the population in the younger age groups either remaining relatively stable or, for some age groups, showing a decline.





Total developed: 234 ha
Total zoned and vacant: 304 ha
Additional land required by 2033: 76 ha
Surplus of zoned land: 228 ha



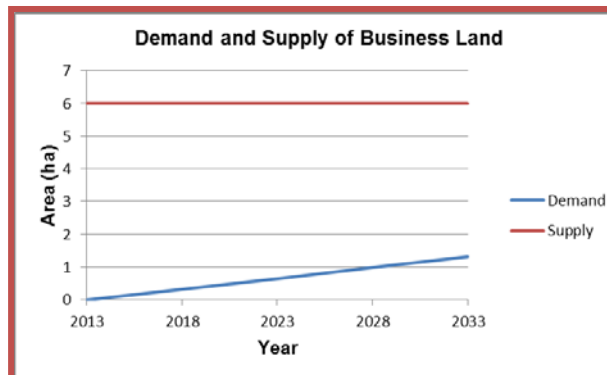
3 Land Budgets

Residential

There is a supply of 304 ha of vacant Residential and Rural-Residential zoned land in Te Aroha (shown by the red line in the adjacent graph). It is estimated that there will be a demand for 76 ha of residential land by 2033 (the blue line in the adjacent graph). Therefore, there is a surplus of 228 ha of land zoned for residential purposes.



Total developed: 18 ha
Total zoned and vacant: 6 ha
Additional land required by 2033: 1 ha
Surplus of zoned land: 5 ha

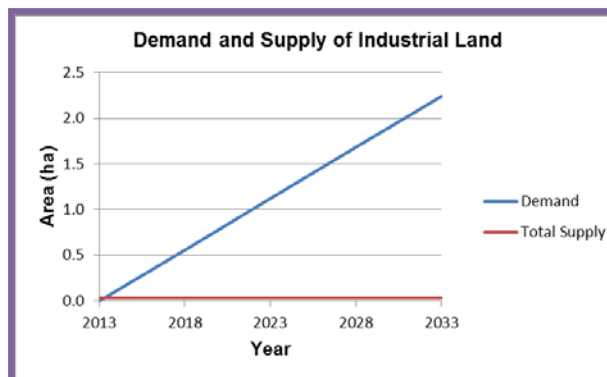


Business

There is a supply of 6 ha of vacant Business zoned land in Te Aroha (shown by the red line in the adjacent graph). It is estimated that there will be a demand for 1 ha of business land by 2033 (the blue line in the adjacent graph). Therefore, there is a surplus of 5 ha of land zoned for business purposes.



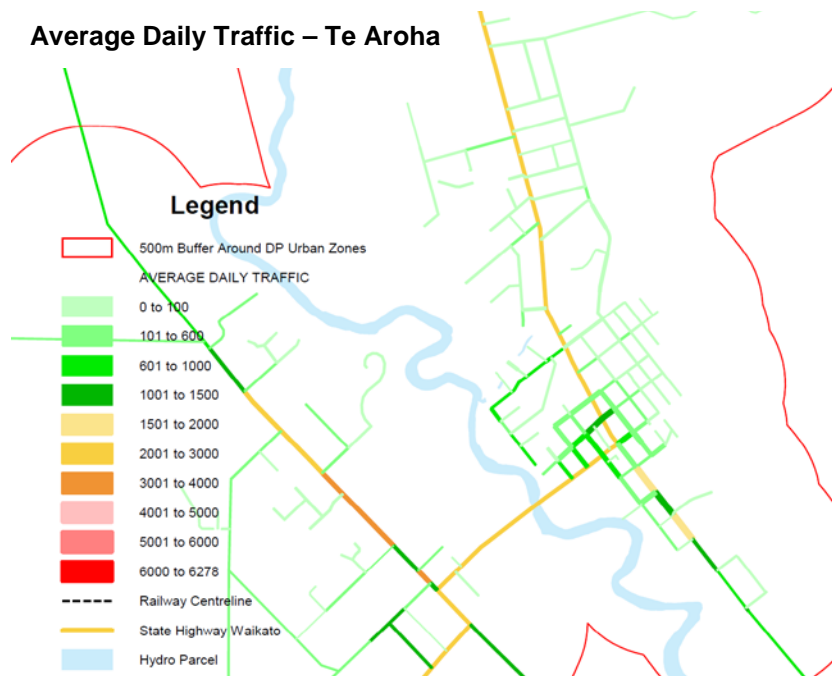
Total developed: 2 ha
Total zoned and vacant: 0 ha
Additional land required by 2033: 2.5 ha
Shortfall in zoned land: 2.5 ha



Industrial

There is no supply of vacant Industrial zoned land in Te Aroha (red line in the adjacent graph). It is estimated that there will be a demand for 2.5 ha of industrial land by 2033 (the blue line in the adjacent graph). Therefore, there is a shortfall of 2.5 ha of land zoned for industrial purposes, with additional land required in the short term.

Average Daily Traffic – Te Aroha



4 Transportation

Road network

Te Aroha's town strategy must recognise the significance of State Highway 26 as the highest order road, by avoiding development that uses this main through-corridor for local traffic functions, and by limiting the number of vehicle entrances that gains access from this road.

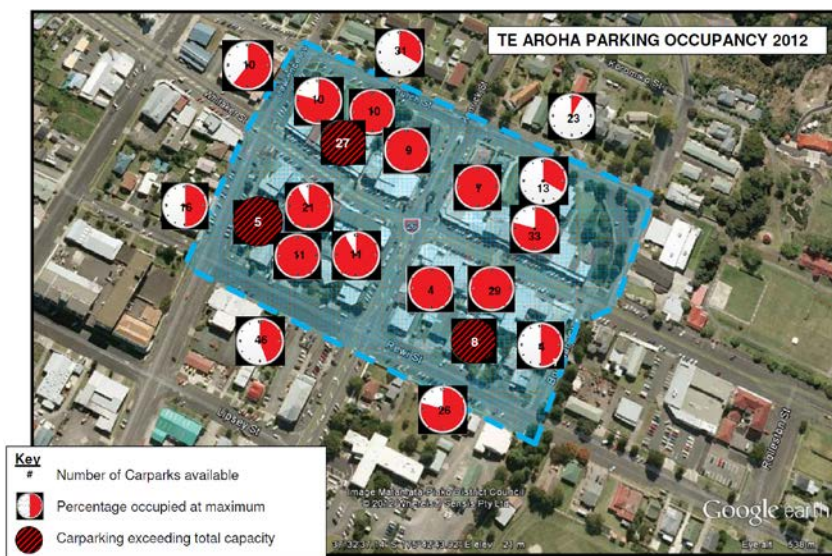
Little change in the inter-regional traffic flows through the town is expected. Consequently, a dedicated urban bypass around Te Aroha will not be warranted during the planning horizon. Lipsey/Burgess St is able to be used as a short route around the town centre, as an alternative to Kenrick/Whitaker St (State Highway 26), should the need for a bypass arise in the future. The connectivity of this alternative route around the town centre must be recognised and retained.

The town's road network carries relatively low traffic volumes and little change is predicted. The busiest routes (2,000 – 4,000 vehicles per day) are State Highway 26 and Stanley Ave, shown in orange in the map on the side-bar to the left. Assessment of the road network has not indicated a need to specifically exclude parts of the town from consideration for future development or intensification.

Town centre parking

There are approximately 340 public parking spaces in the town centre. The location of these spaces is shown in the map on the side-bar to the left, with the red circles indicating peak occupancy. Parking spaces nearest to the retail "core" have a high rate of occupancy. Overall, parking has not reached critical levels as, even during peak times, car parking will usually be available within a short walking distance from the retail "core".

No significant increase in parking demand in the town centre is predicted during the planning horizon and the provision of additional public parking is not envisaged. Should parking become increasingly constrained, the issue can be addressed through demand management such as enforcement of time limits or charging for parking.



TE AROHA BASE MAP



The current average daily water demand, including industrial use, of Te Aroha equates to approximately 1,385 litres/head/day, or 5,607 m³/day, with peak usage/day at 8,075 m³. The projected growth of Te Aroha will increase the average daily demand to 5,700 m³/day, peaking at around 8,200 m³/day.

Sewer

The treatment plant has a capacity of 1,840 m³ per day with additional storage capacity in the old oxidation ponds. The town's projected growth will not affect the capacity of the wastewater treatment plant. However, the existing reticulation is in poor condition and the trunk mains are under stress. Development outside the existing urban limits will require significant expenditure on sewer reticulation.

The discharge of reticulated stormwater is constrained by the limits on the town's comprehensive discharge consent. Disposal of stormwater in the western part of town is particularly constrained, due to the limited capacity of the western watercourse.

As far as provision of reticulated infrastructure is concerned, the northern areas of Te Aroha, indicated by the green circles on the map in the side-bar, are considered most suitable for future development.

6 Urban Design

The table below summaries key urban design principles and objectives and their application in the preparation of Te Aroha's town strategy:

Te Aroha



Principle	Urban Design Objective	Application in Te Aroha
Consolidation and dispersal	<ul style="list-style-type: none"> • Increase employment and residential capacity, where appropriate. • Focus walkable nodes and businesses on arterial routes so they benefit from the movement economy. • Provide compact and efficient public open spaces near the core, and larger ones towards the periphery. 	<ul style="list-style-type: none"> • Keep the town compact through “in-fill” of currently vacant land within the town boundaries i.e. the areas off Spencer/Stirling Street, between the railway reserve and Aroha View Avenue, behind the primary school south of Stanley Avenue, and off Dunlop Crescent. • Provide for expansion of the Mills/Hubbard St business node within the existing Business Zone - good access from Whitaker Street (SH 26). • Provide for business expansion adjacent to the town centre, south-east along Whitaker Street (existing Business Zone) to link with the Domain and the office complex in the block between August and Wild Streets - good access off Whitaker Street. • Concentrate medium-density housing around the Domain, and adjacent (north-west) of the town centre near the former railway station – walking distance from shops and amenities. • Integrate the existing open space network (Domain, Herries Park, Boyd Park/sport fields, and the Howarth Memorial Wetlands), with future development.
Integration and connectivity	<ul style="list-style-type: none"> • Develop a logical structure of connected routes. • Provide cycle and pedestrian routes that offer good continuity. • Integrate public and private transport networks with each other, and with the land uses they serve. • Promote a well-connected local movement system which is well integrated with land uses. • Provide street connections to the adjoining neighbourhoods. • Ensure busier roads and arterials still have lively frontage conditions; provide service lanes where direct access is unachievable. 	<ul style="list-style-type: none"> • Recognise and enhance the role of the section of the Hauraki Rail Trail within town, as open space link, and pedestrian and cycle route. • Create a pedestrian/cycle way along the rail corridor, from the former railway station where the Rail Trail ends, across the former railway bridge, to link with Boyd Park. • Provide for the development of a continuous walkway along the Waihou River. • Integrate the Domain with the town's network of open space links. • Provide for a new pedestrian crossing over the Waihou River to connect the western and eastern sides of town. • Ensure that new development has good road and pedestrian connections to neighbouring existing development. • Provide for expansion of the existing industrial/commercial activities at the intersection of State Highway 26 and Stanley Road South - good access to inter-regional transport route.



Principle	Urban Design Objective	Application in Te Aroha
Diversity and adaptability	<ul style="list-style-type: none"> • Locate new land uses where they will achieve good synergy with existing uses. • Ensure adjacent uses are compatible. • Provide an appropriate distribution of amenities, such as shops, schools and parks, where the communities they serve can easily access them. • Plan for a range of employment, residential, and community uses, which co-exist in a manner that strengthens the local condition and adds diversity. • Consider how the layout will accommodate changes in use over time. • Promote mixed-use buildings. • Develop highly connected street networks that can support a range of activities, which may change over time. 	<ul style="list-style-type: none"> • Provide for industrial expansion adjacent to the existing commercial/ industrial node at the State Highway 26/Stanley Road South intersection - well separated from residential areas. • Provide for commercial expansion at the existing Mills/Hubbard St node which already has a commercial character. • Provide for future residential uses in areas that adjoin existing residential development. • Integrate the local street network with new development. • Consider the location of, and accessibility to, schools, open space, shops, and the town centre when determining the preferred location of new residential areas. • Locate medium-density residential development near the town centre, in locations that provide good pedestrian links and access to open space. • Promote a vibrant town centre by enabling upper floors of buildings to be used for residential purposes.
Legibility and identity	<ul style="list-style-type: none"> • Celebrate regional landmarks and natural features. • Use rivers and ridgelines to define the edges of communities. • Promote an urban form and movement network that is easily understood and negotiated. • Link landmarks and nodes with strongly defined paths. • Use contrast and differentiation in design to make each public space memorable. 	<ul style="list-style-type: none"> • Recognise Mount Te Aroha, the historic Te Aroha Town Centre and Domain, Waihou River, Howarth Memorial Wetlands, Hauraki Rail Trail, and the Te Aroha Racecourse as important landmarks, and consider ways to integrate the landmarks into the town by improving links between them. • Use the foothills of Mount Te Aroha as the eastern edge of town, and the Waihou River floodplain as the south-eastern edge thereby focussing new development to the north. • Recognise and provide for the expansion and development of the town's tourism potential.
Environmental responsiveness	<ul style="list-style-type: none"> • Provide catchment management plans that define areas for urban concentration, and habitats and natural features for retirement for stormwater management. • Consider the distribution of open spaces, and the relevance of their size and function. • Protect ecologically sensitive habitats such as streams and wetlands. • Use large park areas, river or stream edges, and waterfronts as opportunities to integrate ecological restoration. • Provide for continuity of green networks where the specific movements of wildlife, or waterways, require this. 	<ul style="list-style-type: none"> • Protect the habitats of the Howarth Memorial Wetlands, the Waihou River, and Mount Te Aroha. • Use the Waihou River margins, floodplains, and wetlands to integrate ecological restoration. • Use the river margins to create continuous pedestrian paths and cycleways. • Direct development away from areas susceptible to flood hazards. • Connect open spaces with continuous pedestrian links. • Promote the heritage character of Te Aroha. • Recognise the heritage value of the Te Aroha Domain. • Recognise the significance of Mount Te Aroha as a natural feature. • Recognise the cultural significance of Mount Te Aroha to Maori.

7 Opportunities and Constraints

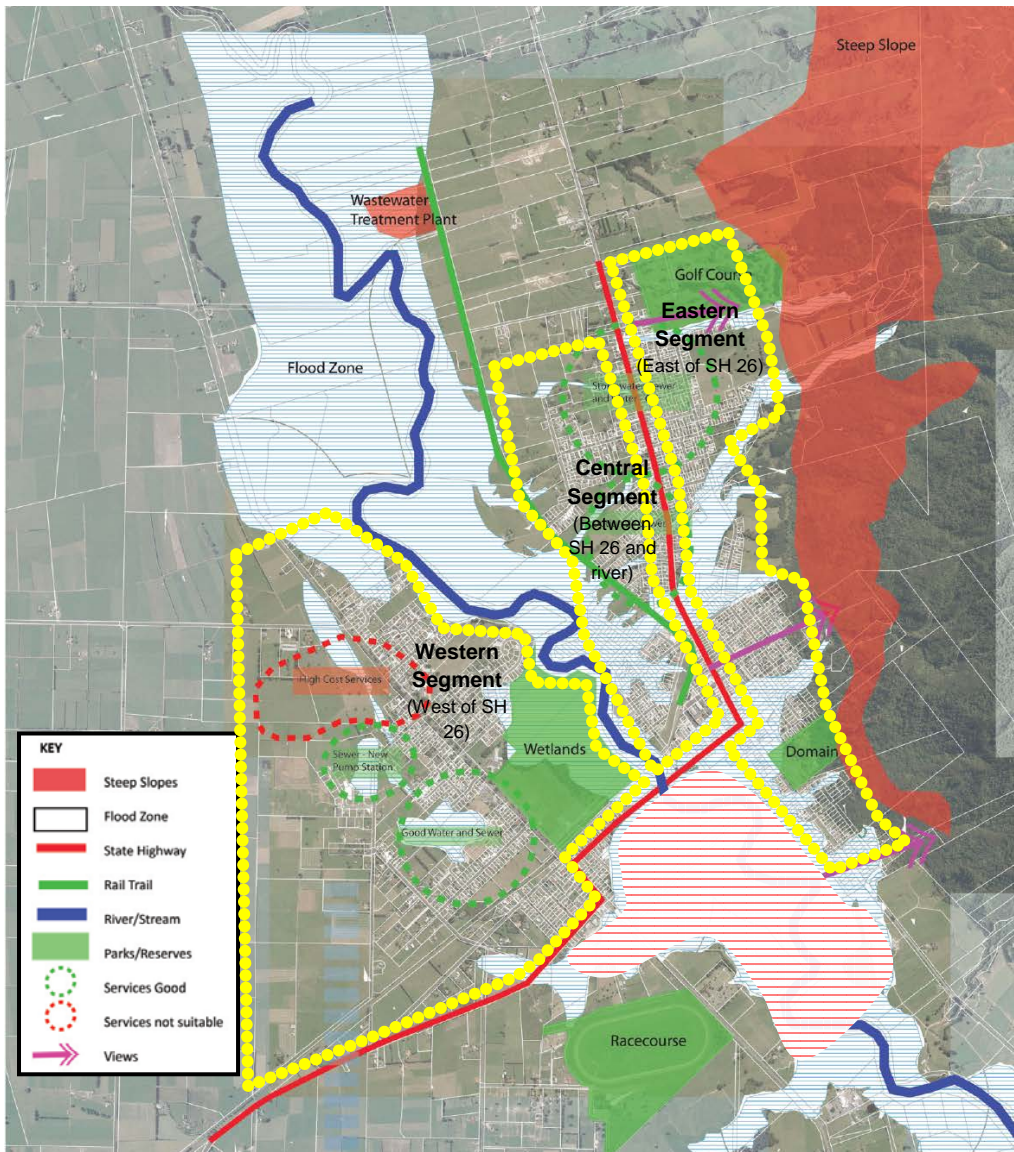
The development opportunities and constraints that informed the strategy for the future expansion of Te Aroha are shown on the map in the side-bar and are summarised below:

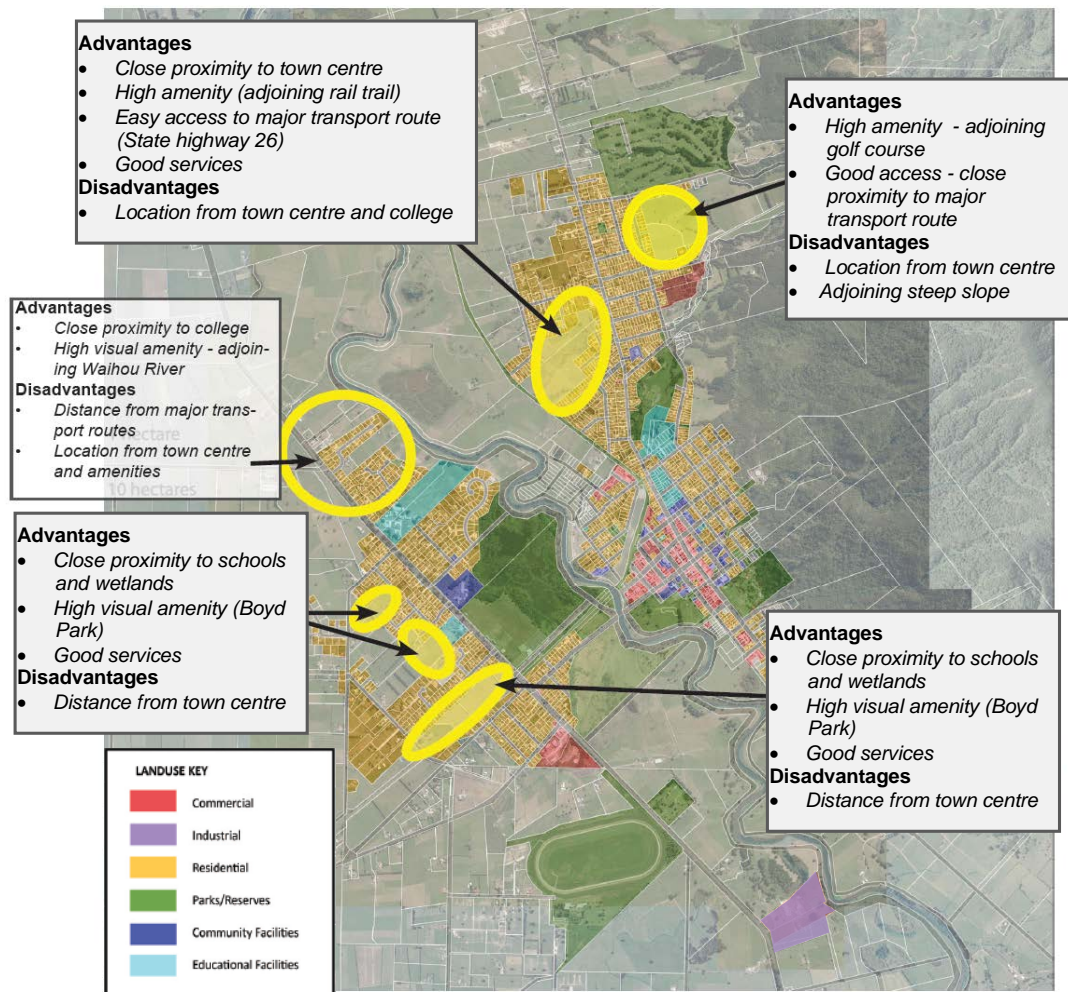
Opportunities

- **Services** (water, stormwater and wastewater) - there is additional capacity for new development on the north-eastern and south-western periphery of town (green circles).
- **Golf course** - high amenity in the area adjoining the large open space.
- **Wetlands** - high amenity area rich in wildlife, with recreational opportunities.
- **River** - high amenity area with recreational opportunities.
- **Inter-regional access** – State Highway 26 (red line).
- **Views of Mt Te Aroha** – High visual amenity (purple arrows).

Constraints

- **Services** (water, stormwater and wastewater) - there are limitations on the provision of reticulated services to the west of Te Aroha (red circle).
- **Steep contours** – urban development should avoid areas higher up the foothills of Mt Te Aroha that comprise steep slopes - high development costs and visual intrusion (red shading).
- **State highway** - development in proximity to this transport corridor (red line) is susceptible to noise and vibration. The state highway divides the town in three “segments” (yellow dotted lines). The local road network within each “segment” must be well connected to minimise the need for local traffic to use the state highway network to travel within the “segment”.
- **Flood hazard** – development must avoid the large areas of Te Aroha that are susceptible to flooding and ponding of flood waters (light blue hatched area along the river).
- **Flood plain** – the large flood plain to the south of Te Aroha (red hatch) forms a southern edge to the town's limits.





8 Development Options

Residential

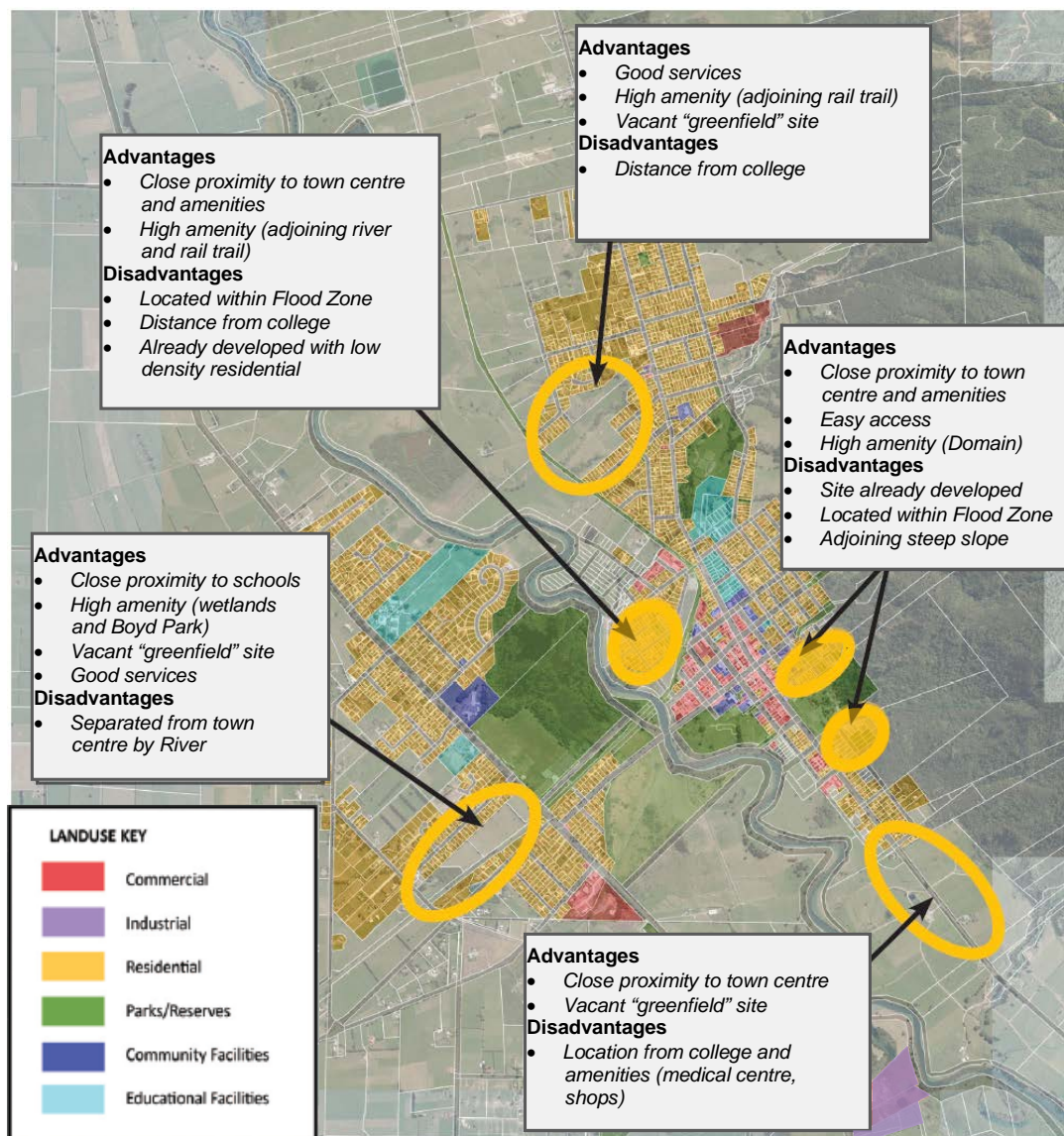
Historically, residential development in Te Aroha has occurred along Whitaker Street, south towards Wairongomai, and north-west of the town centre in the vicinity of the former railway line. More recent residential subdivisions have taken place in the south-western part of town, between Stanley Avenue and the Waihou River; and south of Stanley Avenue, off Aroha View Avenue.

The current pattern of residential development is characterised by predominantly low-density detached dwellings. Section sizes in the older parts of town closer to the town centre are around 500 m², while the later subdivisions (and even the modern subdivisions created in the past decade) typically comprise “quarter-acre” (about 1,000 m²) sections. Few infill subdivisions have, to date, occurred in Te Aroha.

The yellow circles on the map show the different options considered for greenfield residential development. The preferred options for residential expansion (solid yellow) are:

- Three areas to the west of town, south of Stanley Avenue, currently vacant and already zoned Residential;
- The area off Stirling and Spencer Streets located in the middle of town, between Centennial Avenue and the rail trail. This area is also currently vacant and already zoned Residential; and
- The elevated area off Tui Road on the northern periphery of town, adjacent to the golf course, which is currently zoned Rural-Residential.

Enabling development in the identified areas will ensure that residents have a range of locations to choose from depending on their circumstances, for instance: proximity to schools (shown light blue) and open space/sports facilities (green) for young families; or access to the town centre (red), community facilities (dark blue), and golf course for retired people.



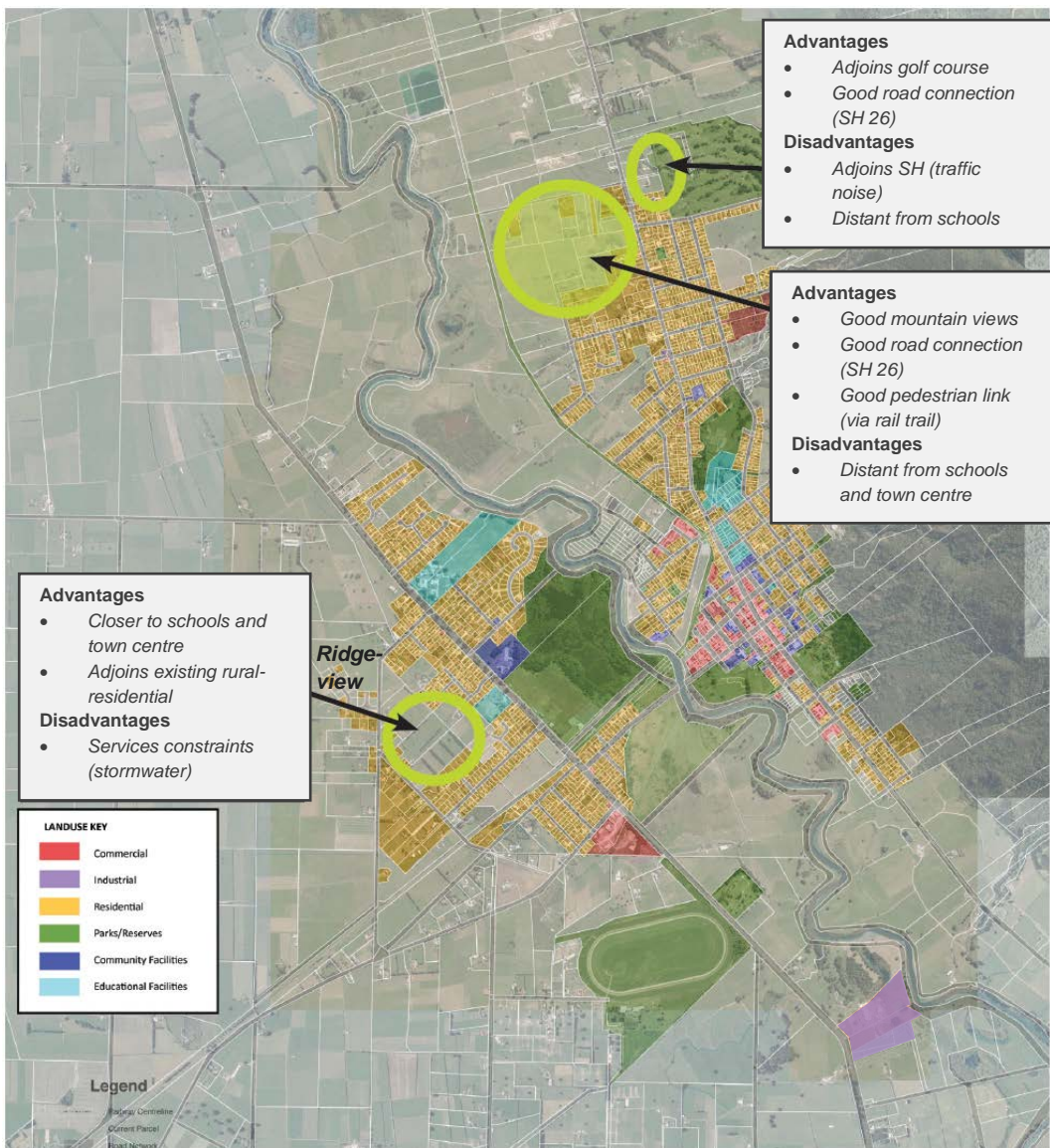
Medium-density residential

It is recommended that the development strategy for Te Aroha should identify areas that are suitable for medium-density residential development. Whereas the residential areas of Te Aroha currently contain predominantly detached and semi-detached dwellings, the proposed medium-density areas will be suitable for other housing typologies such as group, cluster, or row-houses, and retirement cottages; at a slightly higher density compared to the other residential areas.

Provision for medium-density residential development is considered to be an appropriate response to the likely long-term trend towards an ageing population. Setting aside specific areas for medium-density residential use means that additional demand on roads and services due to intensification can be anticipated and planned for. It also means that these areas can be developed with their own unique appeal, without impacting on the established character of the rest of the residential area.

The map in the side-bar shows the various options considered for medium-density development (orange circles). The following two localities (solid orange circles) are preferred:

- The area immediately to the north-west of the town centre, adjacent to the rail trail, near the former Te Aroha Railway Station. The area concerned is currently zoned Business but comprises a large tract of vacant land with easy access to the town centre; and:
- The area adjacent (on both sides) to the Domain, currently occupied by residential and other buildings, predominantly zoned Business and Residential. Development in this locality will benefit from the high amenity location and access to sport and spa facilities on the adjacent Domain. However, it is recognised that the terrain is steep so that the area will not be suitable for the mobility-impaired.



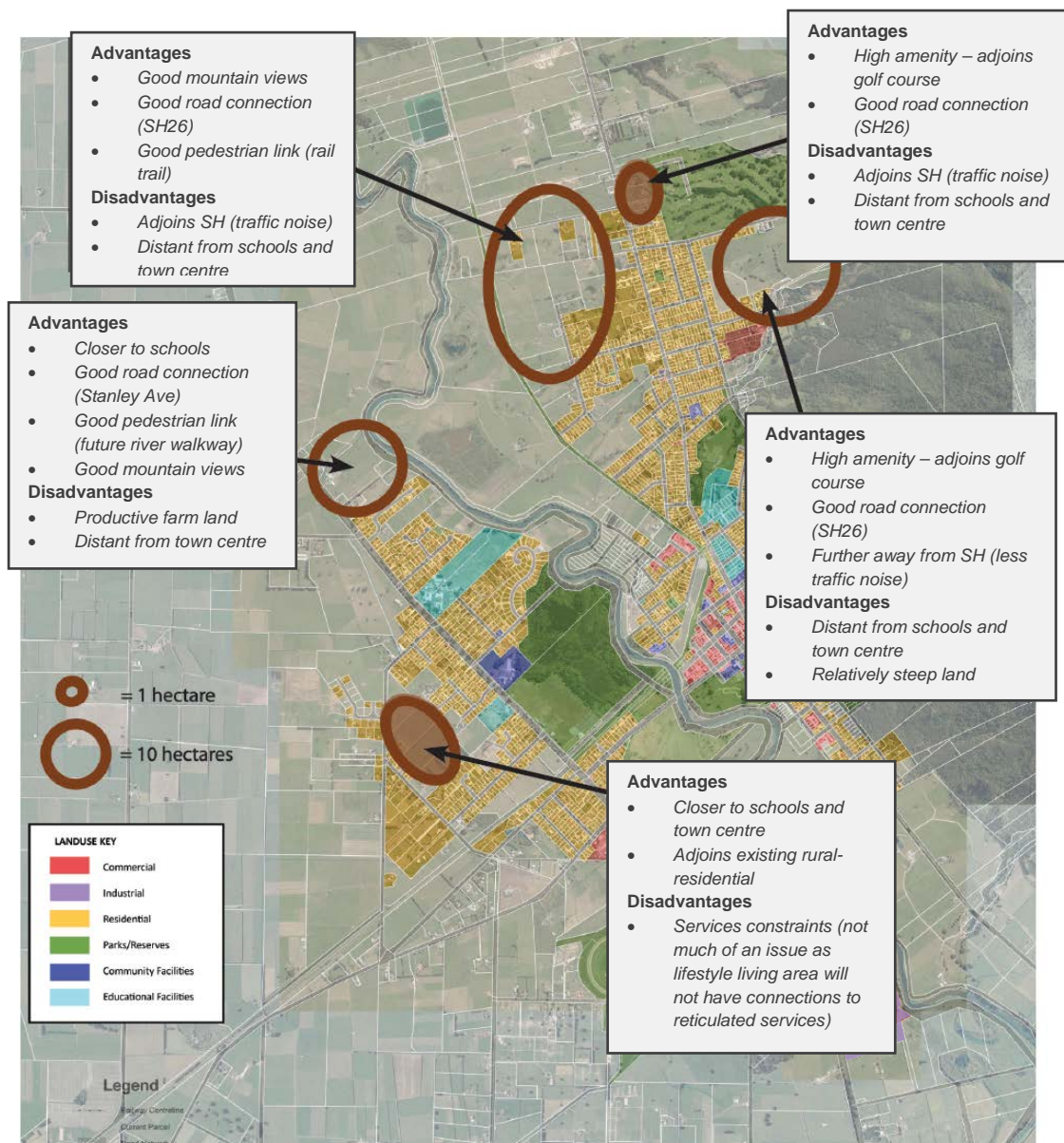
Rural-residential

Existing rural-residential development occurs predominantly on the south-western periphery of town in two adjacent locations:

- The triangular area between Bosson Rd, Grattan Rd, and State Highway 26. Lot sizes in this area differ across a wide range, from around 1 ha to several hectares, with many lots used for small-scale farming. Some of the lots in this area are connected to the town's water reticulation. Most of the lots rely on on-site wastewater disposal.
- West of Grattan Rd, opposite the Grattan/Bosson Rd intersection (Ridgeview Drive), where lot sizes range from 1,500 m² – 3,000 m². Ridgeview Drive is a recent development and is more akin to large-lot residential, as compared to rural-residential development. The Ridgeview Drive development has connections to both the town's water and wastewater networks.

The green circles on the map in the side bar show different options for greenfield rural-residential development. The preferred option for future rural-residential development is the area on the northern periphery of town (solid green). The area is already zoned Rural-Residential, has good views towards Mt Te Aroha, is close to the golf course, and has good road connections to the town centre.

Long-term, it is envisaged that the rural-residential area will be able to be further intensified through infill subdivision, depending on demand and the availability of reticulated services. To this end, building platforms and future road connectivity will need to be pre-determined so as not to compromise later subdivision. This will enable the town to grow beyond the planning horizon, by means of further intensification rather than to sprawl beyond these limits.



Lifestyle living

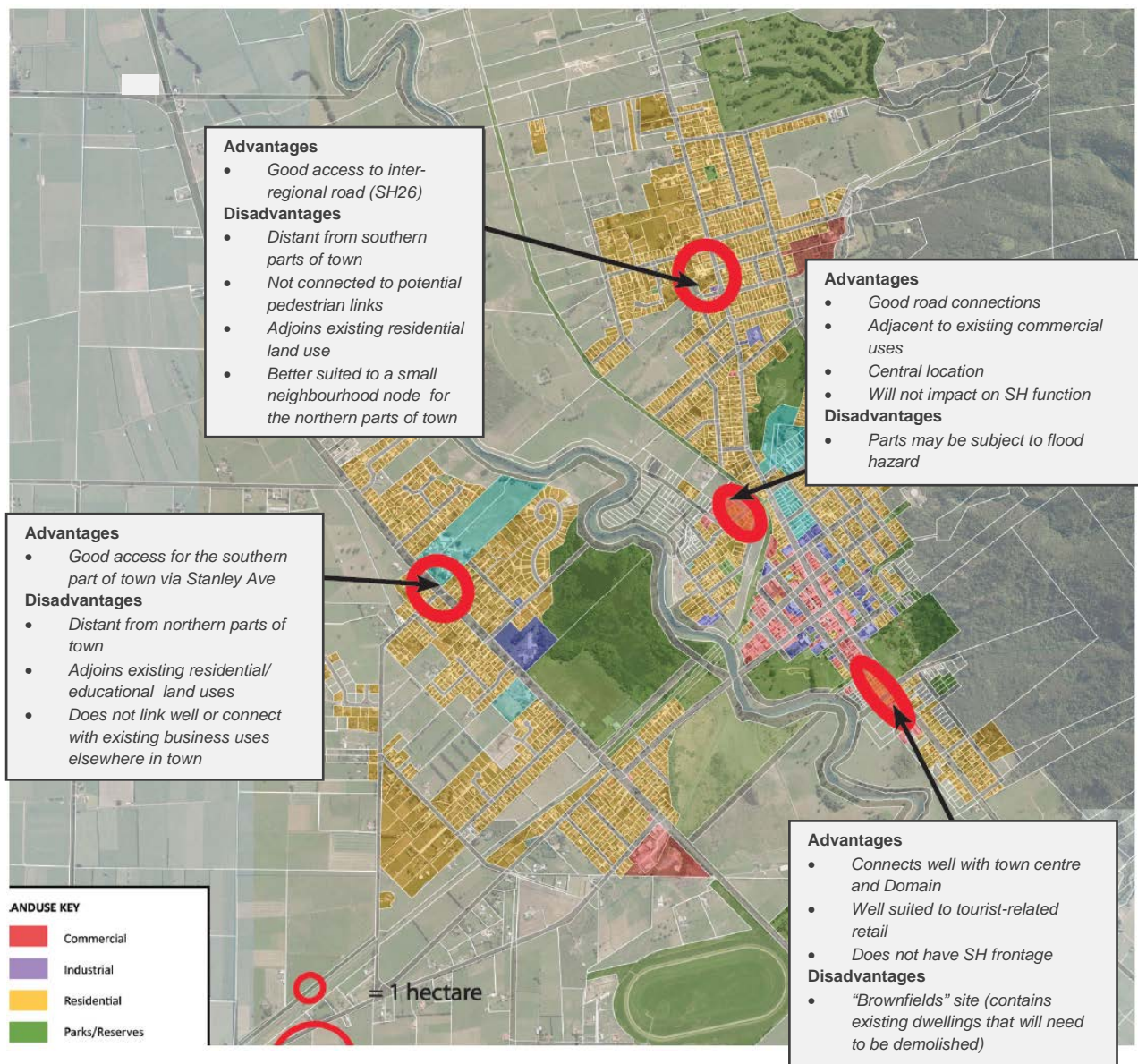
It is recommended that the development strategy for Te Aroha include a “lifestyle living” option. The lifestyle living area will differ from the rural-residential area in that further subdivision is not envisaged in this zone. Rather, large lot sizes will be retained to preserve the rural-residential character of the area for the long-term.

The introduction of the lifestyle living concept will appeal to those rural-residential dwellers who seek assurance that their privacy and amenity will not be eroded over time through infill subdivision, envisaged in the rural-residential area.

To preserve the appeal of the lifestyle living area, minimum lot sizes will be larger than in other rural-residential areas. With larger lot sizes, the lifestyle living area will also retain the potential for the land to continue to be used for small-scale farming, whereas the rural-residential areas will typically have the character of a large-lot residential area comprising large dwellings surrounded by mown lawns.

The lifestyle living area will rely on on-site services and will not be connected to the town’s water or wastewater reticulation. Road formation standards will also be different, reflecting the area’s peri-urban character.

The alternative options investigated for lifestyle living are shown as brown circles on the map in the side-bar. The preferred options are: the area adjoining the golf course on the northern periphery of town, and an area on the south-western periphery of town where constraints on reticulated services will in any event limit further subdivision. Both areas are currently zoned Rural-Residential.



Business

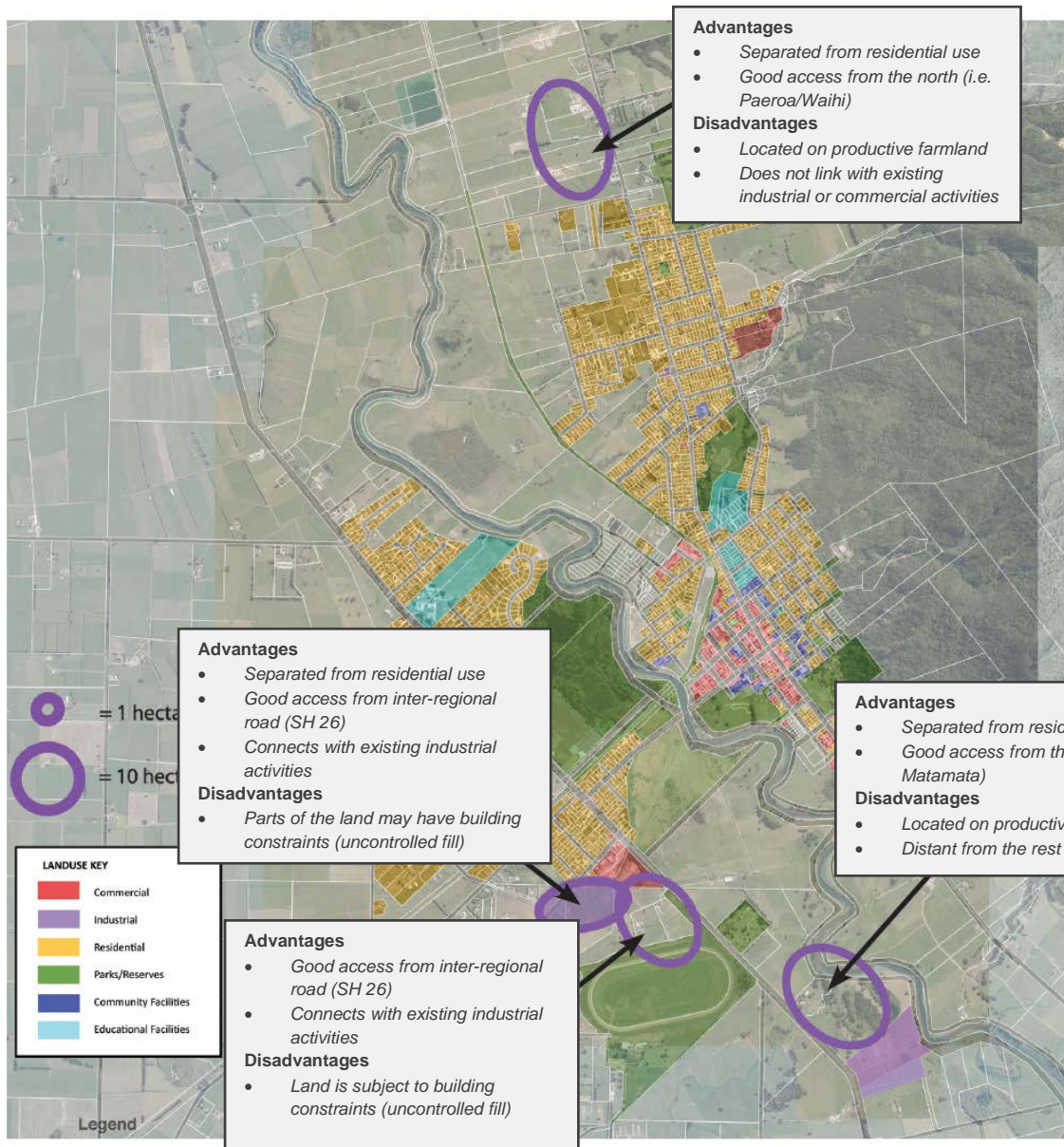
Te Aroha's Business Zone comprises three areas:

- A 1 km "strip" of land straddling Whitaker St between Ema St in the north-west, and Wild St in the south-east;
- The triangular land portion between the former railway line, Whitaker/Kenrick St, and the river; and:
- The Mills/Hubbard St node, west of the Ema/Whitaker St intersection.

The historic town centre (still the main retail area) is along the part of Whitaker St immediately adjacent to the Kenrick St intersection. The remainder of the zone, surrounding the town centre, comprises a mix of offices, commercial activities, service industry, and rural supply stores.

The red circles on the map in the side-bar indicate the different options for the expansion of business uses that were investigated. The two preferred options (shown in solid red) are:

- The land at the southern end of the town centre, opposite the Domain, which is currently Business zoned but largely vacant or in residential use. This area will be suitable for the development of tourist-related retail and will link the town centre with the adjacent office block to the south-east.
- The Mills/Hubbard St node which is also currently Business zoned with large parts still in residential use. This area has good road connections with State Highway 26, but does not have direct highway access that could affect the function of the inter-regional through-route. The area is well suited for expansion of commercial uses.



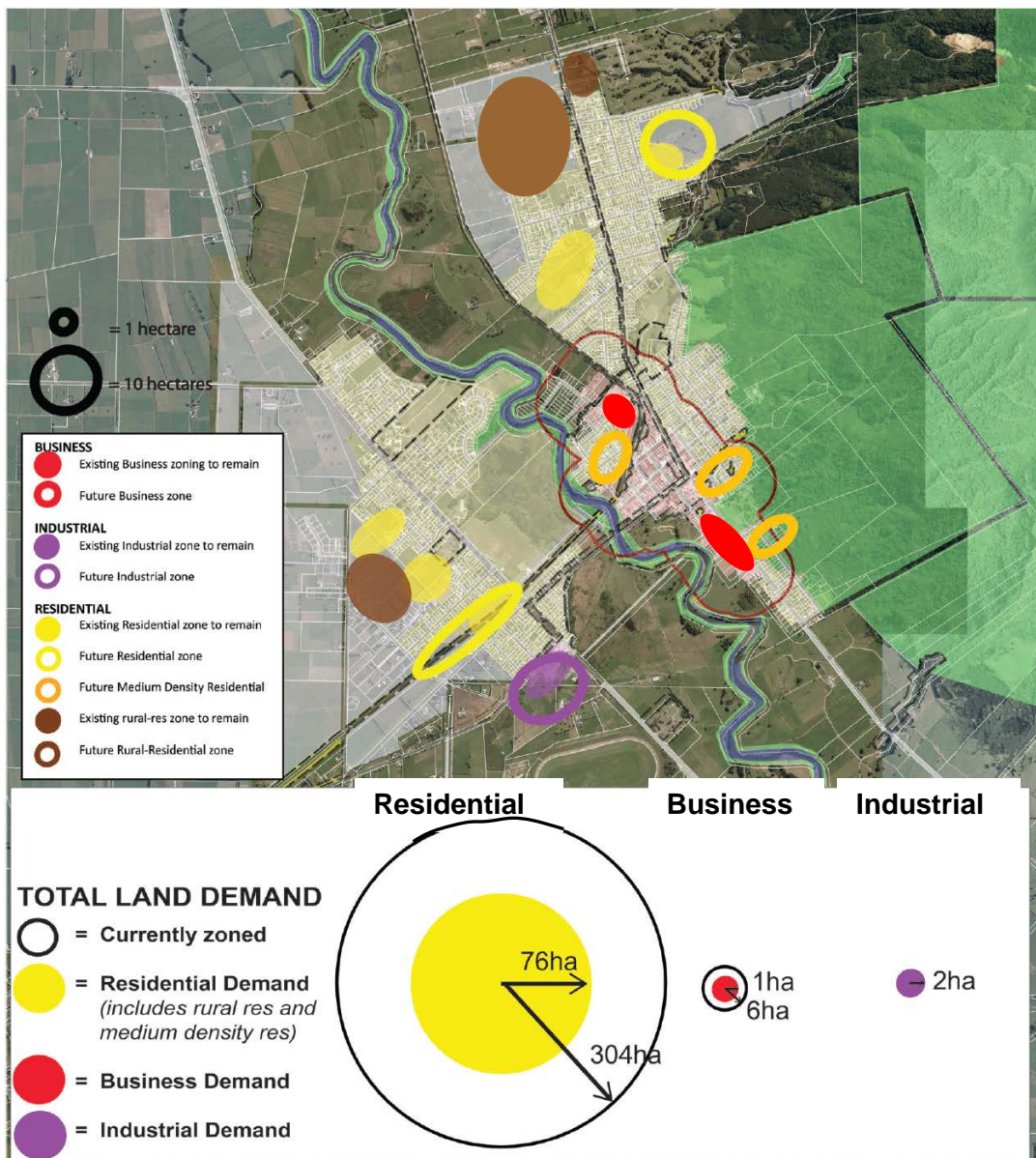
Industrial

Many of the land uses located in the Business Zone are more industrial than commercial in nature. Some of these uses (such as the engineering works in the Mills/Hubbard St node) are a legacy of the historic development of Te Aroha. More recently, new service industries have also established on the town centre periphery, under the Operative District Plan provisions that permit light industry in both the Business and Industrial Zones.

The town's dedicated Industrial Zone is located on the southern periphery of town, at the Stanley Rd South/State Highway 26 intersection. The area currently accommodates a bus/transport depot, engineering works, rural processing facility, and a demolition/second-hand building supply store. The meat works, further south-east of town is also zoned Industrial, but all of the zoned land is already occupied by the processing facility.

Four options for industrial expansion were considered, as shown on the map in the side-bar (purple circles).

The preferred option (shown solid purple) is the area adjacent (south) of the existing Industrial Zone. This area is contiguous with existing industrial development, separated from residential development, with good connection to State Highway 26 via internal access from Stanley Road South. The area concerned is currently partly zoned Residential, and partly Rural.



9 Preferred Options

The map in the side-bar shows the current urban zones that make up the town of Te Aroha (background colours), overlaid with the preferred development options as previously described. The circular scale at the bottom of the map shows the amount of land that is currently zoned and still vacant (black circles) compared to the projected demand for each land use (filled circle). The preferred options are:

Residential

Low-density residential development is proposed on vacant residentially zoned land (shown solid yellow); and vacant rural-residentially zoned land (yellow circles). Medium-density residential (orange circles) is proposed north-west of the town centre and adjacent to the Domain, on land currently zoned Business and Residential. It is noted that medium density housing development will need to be subject to development guidelines so as not to detract from the historic character of the town. Rural-residential development is proposed on land already zoned Rural-Residential, on the northern periphery of town (solid brown). Lifestyle living areas (also shown solid brown) are proposed adjacent to the golf course (currently zoned Rural), and north-east of Bosson Rd (currently zoned Rural-Residential).

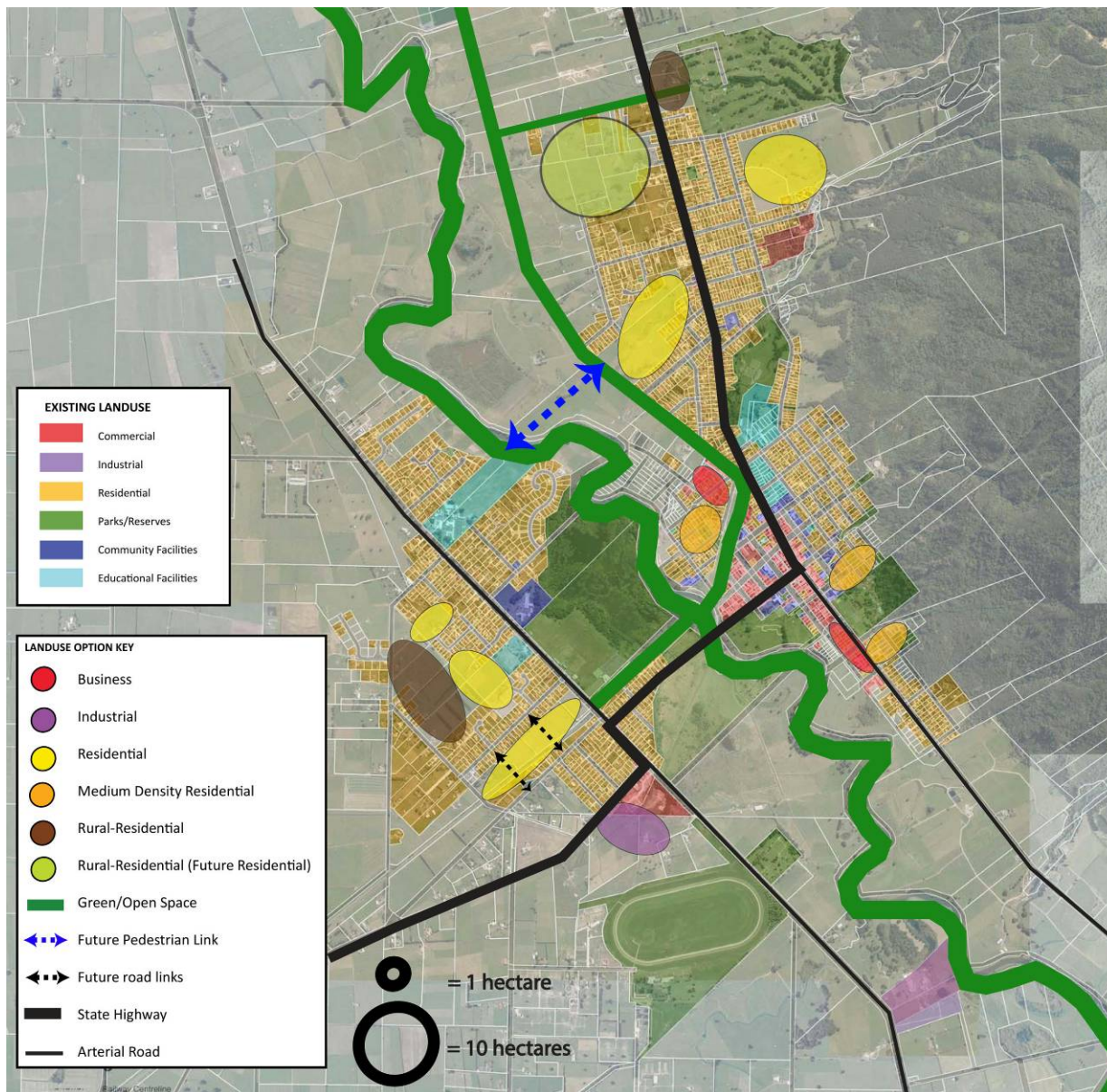
Business

The two solid red circles denote the areas to be set aside for business use. Both areas comprise land already zoned Business.

Industrial

The purple circle denotes the area proposed to be set aside for industrial use. The northern part of the circle is zoned Industrial and is partly occupied. The remainder of the circle is located on existing Residential and Rural zoned land.

The area of land shaded grey, to the west of town, is zoned Rural-Residential but is not required during the term of the town



10 Town strategy

The town strategy for Te Aroha, based on the preferred development options described previously, is shown on the map in the side-bar.

The map indicates how the existing and proposed land-uses are to be integrated with the town's transport network and infrastructure. From an integrated development perspective, the key elements of the strategy are:

- A compact urban form that preserves as much land as possible for productive use;
- Continuous pedestrian links and cycleways (incorporating the rail trail) that connect the town centre, schools, and open spaces, and create buffers between adjacent sensitive uses;
- Provision for a pedestrian route/cycleway across the river, to link the eastern and western sides of Te Aroha. One possible means of implementing the proposed river crossing is to extend Shakespeare St as a pedestrian walkway to connect with the existing pipe bridge, and to convert the pipe bridge for pedestrian use;
- A well-connected local road network that links all parts of town, minimising travel distances, enabling local traffic to use local roads, and supporting walking and cycling as alternative modes of transport by ensuring route continuity; and:
- Integrating land-use with infrastructure by ensuring that new development takes place in areas where there is capacity in the infrastructure networks or where capacity can be created cost effectively.