

FUTURE OHAKUNE PROJECT

THE JOURNEY SO FAR.....

In early 2020 Council funded consultants Boffa Miskell to work with the community on developing a strategic revitalisation plan for Ohakune.

This resulted in the development of the Future Ohakune Reference Group (made up of representatives from the community, Ngāti Rangī, big and small local businesses, farming and market gardeners) to establish some initial ideas and propose some potential objectives, initiatives and projects for the future of Ohakune.

The community was asked for their feedback on this initial work over a series of open days in October 2020. This event successfully identified the things that are of the greatest importance to the Ohakune community including a large number of ideas and development opportunities.

PROCESS



THESE IDEAS AND OPPORTUNITIES HAVE NOW BEEN ORGANISED INTO FOUR PARALLEL WORKSTREAMS BEING:



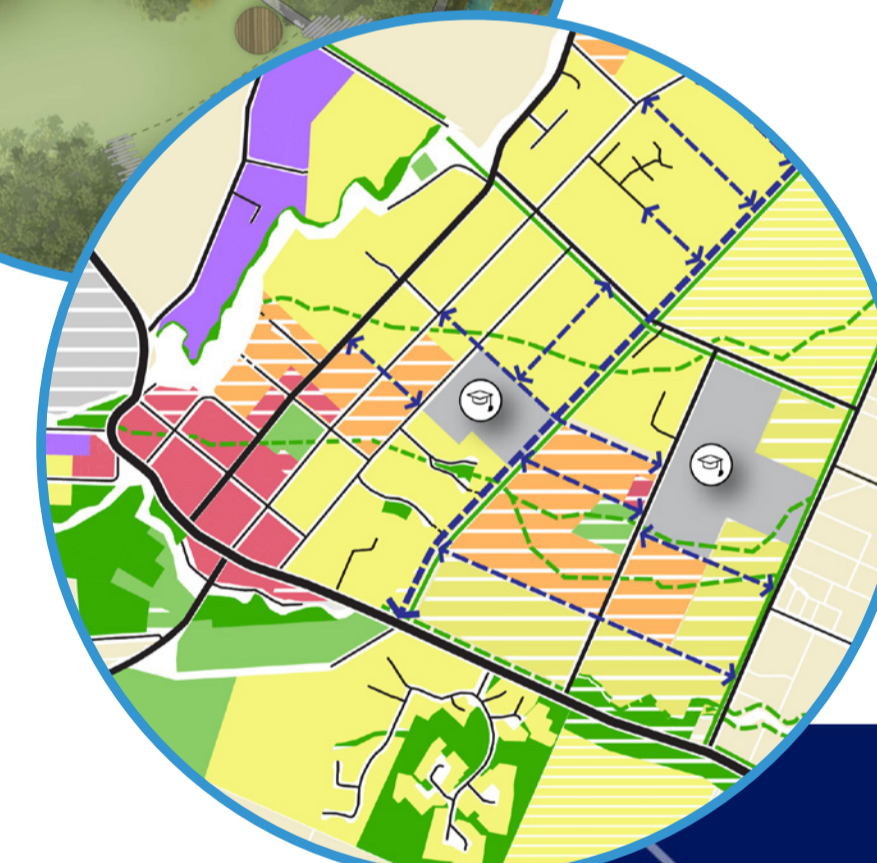
1 - QUICK WIN PROJECTS

which includes maintaining and upgrading existing street furniture, planters and pavements.



2 - OHAKUNE TOWN CENTRE REVITALISATION AND PRIORITY PROJECTS

including Christie Park and the Junction.



3 - SPATIAL PLAN AND TRANSPORT PLAN

Ohakune Spatial Plan to inform the future direction for Ohakune's growth, supported by the transport plan.



4 - WAYFINDING AND SIGNAGE PROJECT

The wayfinding and signage project to improve the arrival and visitor experience.

WE INVITE THE COMMUNITY TO REVIEW THE PROGRESS MADE AND GIVE FEEDBACK ON KEY AREAS!

01 - QUICK WIN PROJECTS

STREET FURNITURE

APPROACH 1 - REFURBISH EXISTING

Approach 1 would see the existing seats, light poles, bollards and bins refurbished and reinstalled.

Any new furniture would be designed to match this existing style.

Some of the original seats and furniture are poorly positioned. All approaches (1-3) provide the opportunity to review and rationalise street furniture, ensuring that the number and location of each furniture type is meeting the needs of the community.



PROS AND CONS

- Supports the continuation of an already established and familiar aesthetic.
- It is expensive to refurbish existing furniture (more expensive than buying new proprietary furniture).
- If new furniture is required (in places like the Junction and Christie Park) it is expensive to have new furniture made to match the existing.

APPROACH 2 - REPLACE WITH NEW

Approach 2 looks to propose an entirely new suite of furniture for Ohakune and the Junction.

Approach 2 uses proprietary or 'off the shelf' street furniture selected from leading New Zealand street furniture providers.

The new suite of furniture will look to tie in with the wayfinding and signage project contributing to a stronger overall aesthetic.

A mixture of large format timber and corten (self oxidising) steel tie in with the colours of the surrounding landscape, historical and geological features.

Laser cut steelwork provides an opportunity to achieve a level of customisable designs ensuring key features remain unique to Ohakune. Digitising these designs ensures that they can be easily repeated in the future.



PROS AND CONS

- Street furniture will have a manufacturers warranty - typically 5 years
- It is cheaper and easier to replace damaged furniture in the long term.
- It is cheaper and easier to procure new furniture when needed.
- Possible to achieve continuity with the wayfinding and signage project
- Helps ensure that there will be consistency between the existing furniture and new future projects.
- Perforated or laser cut steel provides for a level of customisation

APPROACH 3 - MIXED APPROACH

Approach 3 looks to keep and refurbish the existing furniture within the existing Ohakune Town Centre. Proposing an entirely new suite of furniture for new future projects within Ohakune and the Junction.



PROS AND CONS

- Lack of consistency between old and new parts of Ohakune
- Higher cost associated with refurbishing original furniture
- It may be possible to paint the steelwork of new furniture to match the original 'Ohakune blue' colour

02A- CHRISTIE PARK

PRELIMINARY CONCEPT AND EARLY IDEAS

DEVELOP CHRISTIE PARK AS THE 'VILLAGE GREEN'

- Christie Park to better support town centre activity
- Develop a range of activities to better activate Christie park
- Enhance the stream corridor through new planting, boardwalks and seating areas
- Create spaces for small community events and activities. Outdoor movie nights, small local show or live music, markets, car swap meets
- Provide activities for people of all ages and abilities
- Provide 'quiet zones' for people to stop and rest

SCOOTER PUMP TRACK



COLOURFUL CONTEMPORARY PLAY SURFACE WITH A RANGE OF SPORTING OPPORTUNITIES



KOWHAI GROVE WITH SEATING



3M SHARED PATHWAY



PICNIC TABLES ON LOWER TERRACE - UNDER TREES



ENTRANCE WALL/SIGN



CORNER SCREEN AND SIGNAGE



PLAY MOUND AND SPECTATOR SEATING



PARENT WAITING AREA WITH SHADE SAILS, SEATING, DRINKING FOUNDATION AND BIKE STAND / PUMP FACILITIES

CONWAY STREET

Existing public toilet

UPPER TERRACE

UPPER TERRACE

MIDDLE TERRACE

LOWER TERRACE

STEPS LEADING FROM MIDDLE TERRACE DOWN TO LOWER TERRACE / STREAM CORRIDOR

SENIOR PLAYGROUND ON SOFTFALL SURFACE

POTENTIAL STAGE PERFORMANCE AREA

PICNIC TABLE AND SHADE

BRIDGE WITH DECKING / PLATFORM AND STEPS TO LOWER TERRACE



ENTRANCE FEATURE



DECKING / PLATFORM IN RE-VEGETATED STREAM CORRIDOR



MIRO STREET

GOLDFINCH STREET

02B- THE JUNCTION

FOUNDATIONAL CONCEPTS

A LARGE NUMBER OF IDEAS HAVE BEEN PUT FORWARD FOR THE JUNCTION. IN THE SHORT TERM 6-18 MONTHS WHAT SHOULD BE PRIORITISED?

LIST YOUR TOP 10 PRIORITIES

STATION PRECINCT

1. Incorporate and celebrate heritage features
2. Develop a better arrival and drop off area
3. Develop the arrival and departure experience
4. Develop the visitor experience – Consider future services (Shuttles, drop off, public toilets, bike parking and charging – End of trip facilities)
5. Upgrade fence on train station platform. Add seating.
6. Consider the role and future enhancement of the museum

STREET HIERARCHY AND FUNCTION

7. Explore the creation of a one way system on Thames Street to improve intersection safety
8. Junction area to include Tyne Street entrance - needs both sides of Tyne Street entrance looking the same (cobble stones, etc)
9. Maintain same amount of parking by using angle parking
10. Increase parking past the railway station, angle parking – park and ride option
11. Create access and a walkway along the river behind Turoa Lodge
12. Cafe seating into the street outside business at the Junction
13. Better connect the Junction and Ohakune Town
14. Identify Park and Ride Space

SAFETY

15. Improve the access and visibility of the existing pedestrian/cycling over bridge. Making this a route safer and more accessible.
16. The Junction from Old Station Road into Mangawhero Terrace is dangerous, vehicles are unable to turn into old station road from Mangawhero Terrace or Thames Street if there are any cars on the bridge
17. Entrance into Thames Street needs to be able to slow down traffic, road paintings along Thames Street are a possibility to control traffic in Thames Street. Speed is an issue on the street
18. Security – better lighting and cameras
19. Explore need for roundabout by the bridge by the Powder Keg as well as pedestrian crossing. Currently very dangerous.
20. Pedestrian crossing at the start of Mangawhero Walkway.
21. Add street lighting by Kings on Rimu loop. Currently dark/dangerous
22. Enhance the bridge at the start of the of Old Coach Rd and add a clip on for pedestrians and bikes. Again, currently very dangerous

CHARACTER, AMENITY AND HERITAGE

23. Enhance the positive elements that give The Junction its unique character and identity
24. Landscape/plant along the river by new footpath beside Hot Lava.
25. Planting in the beds by the Train Station signal box

26. Planting by Hot Lava opposite Kings

TOURISM DEVELOPMENT

27. Design to support image as an adventure hub
28. Opportunities for future walks and trails to create rich walking and cycling experience at the base of the mountain
29. Pinpoint and highlight access to trails
30. Recognise the role of future passenger rail connections
31. Develop the masterplan to align with future Ngati Rangī plans and vision
32. Develop outdoor performance spaces to support a range of outdoor events

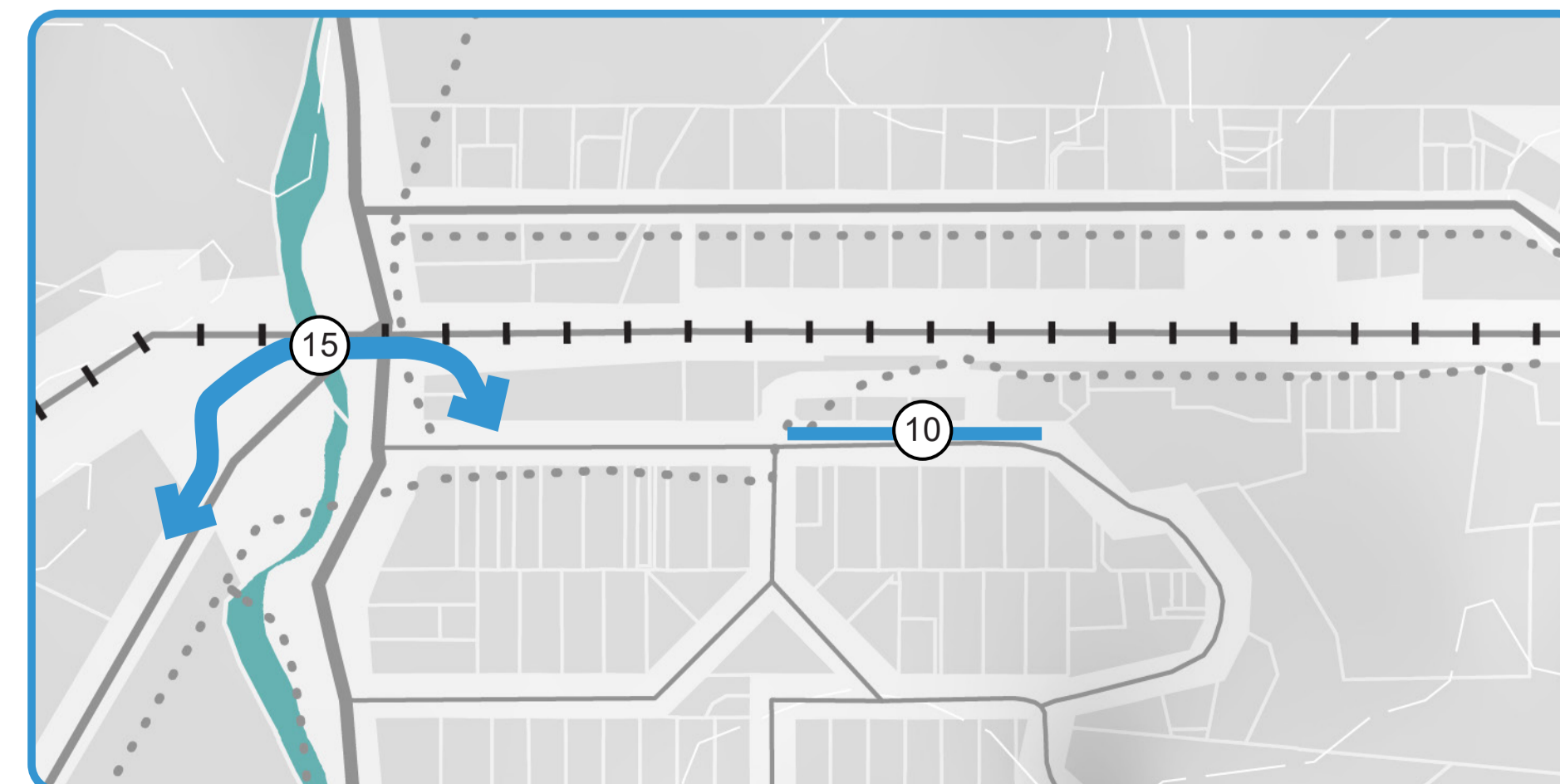
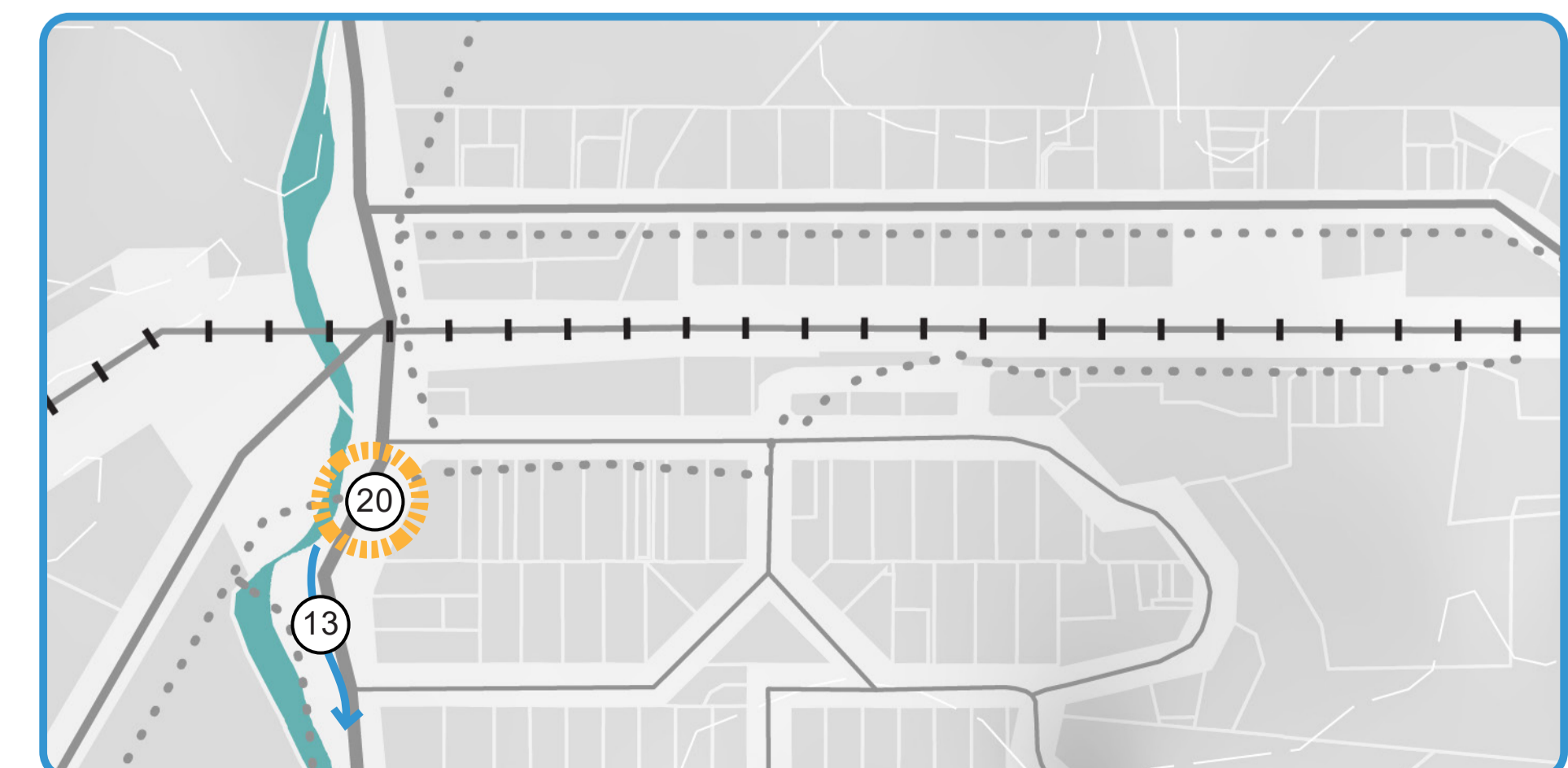
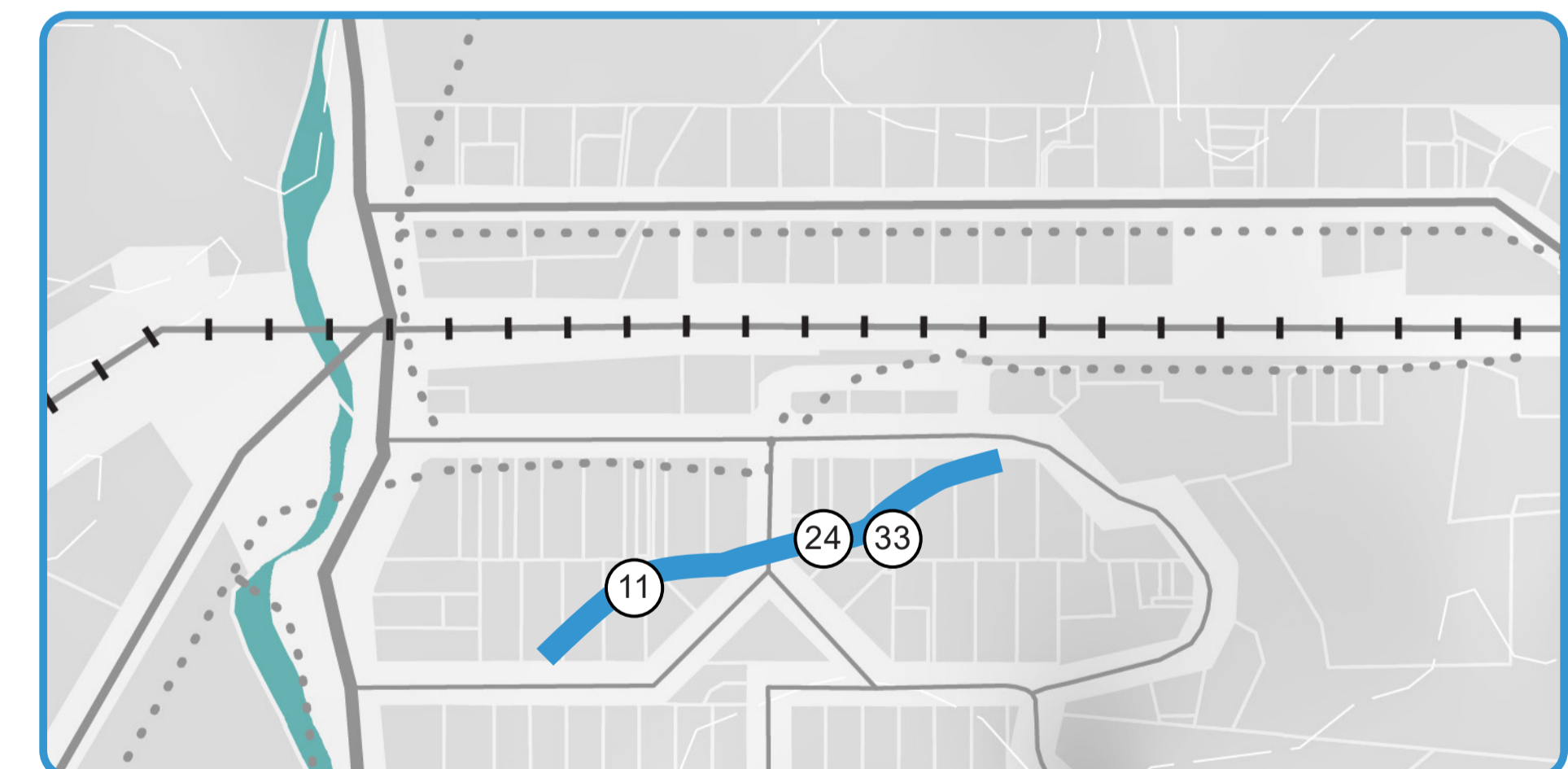
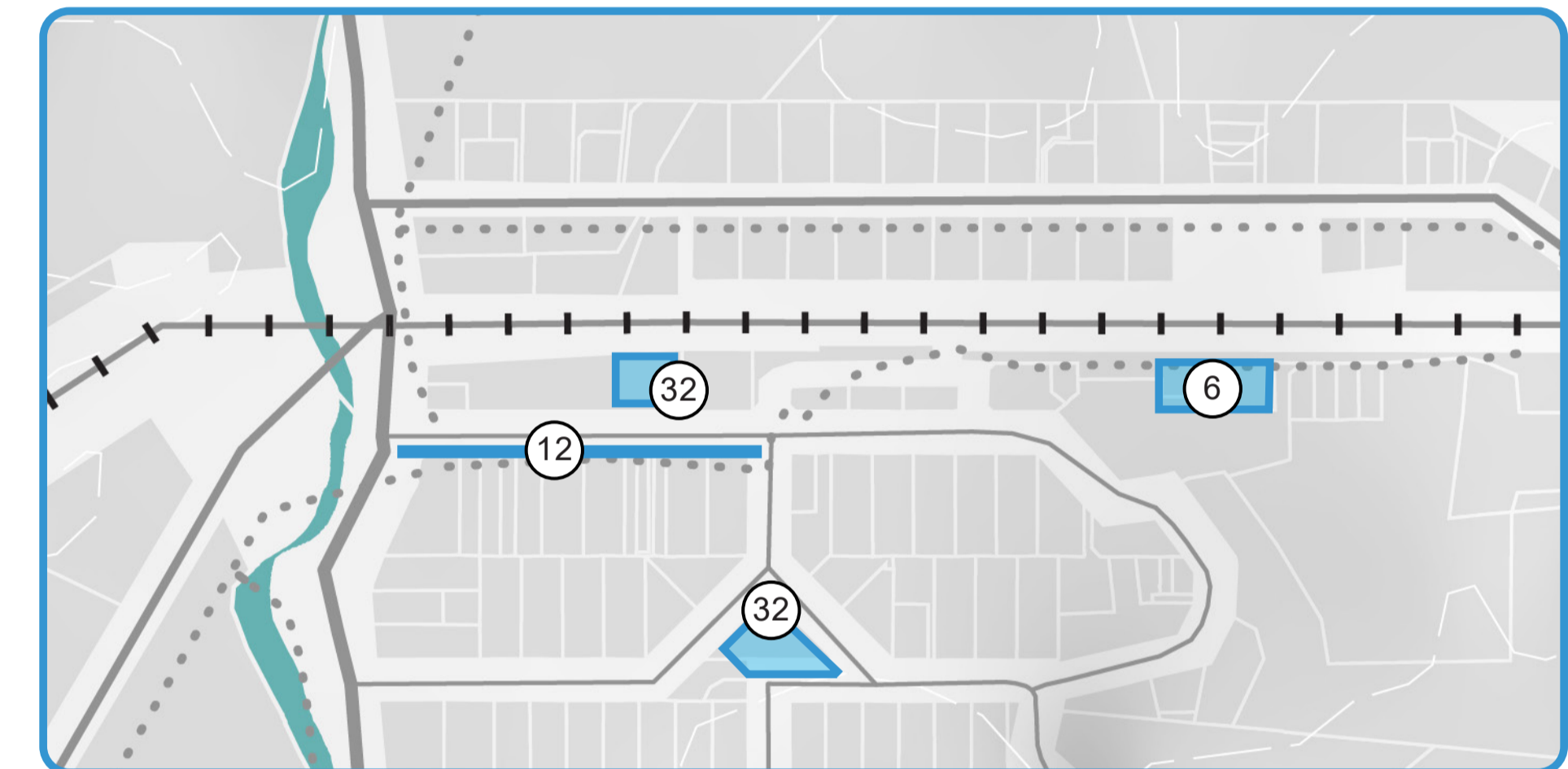
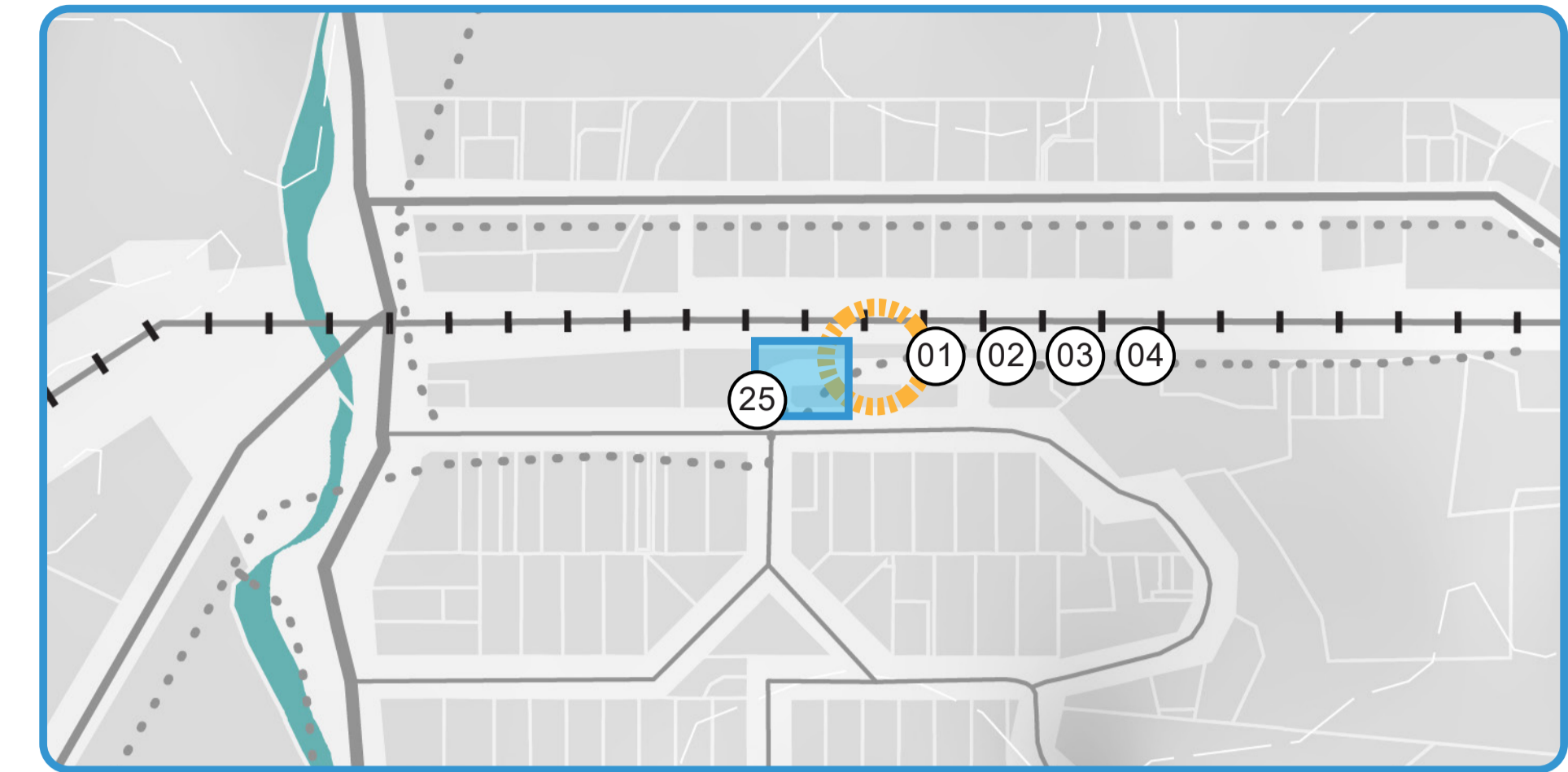
NATURAL ENVIRONMENT

33. Daylighting and enhancing waterways, improving water quality and biodiversity. Waterways to be given greater priority as key features of the junction.
34. Native planting to soften expansive hard areas and contribute the character and amenity of public spaces within The Junction
35. Incorporate other natural and geological features such as the volcanic vents

PARTNERSHIP WITH OTHERS

36. Better integrate the land to the east of the railway lines - Working with Ngati Rangī, DOC and Kiwi Rail to ensure the masterplan includes key aspiration of each major partner or stakeholder
37. Work with existing landholders to realise the full development potential in alignment with the vision for the Junction
38. Incentivising new Investment

WHAT ARE THE PRIORITIES FOR INVESTMENT?



03A - DRAFT SPATIAL PLAN

APPROACH

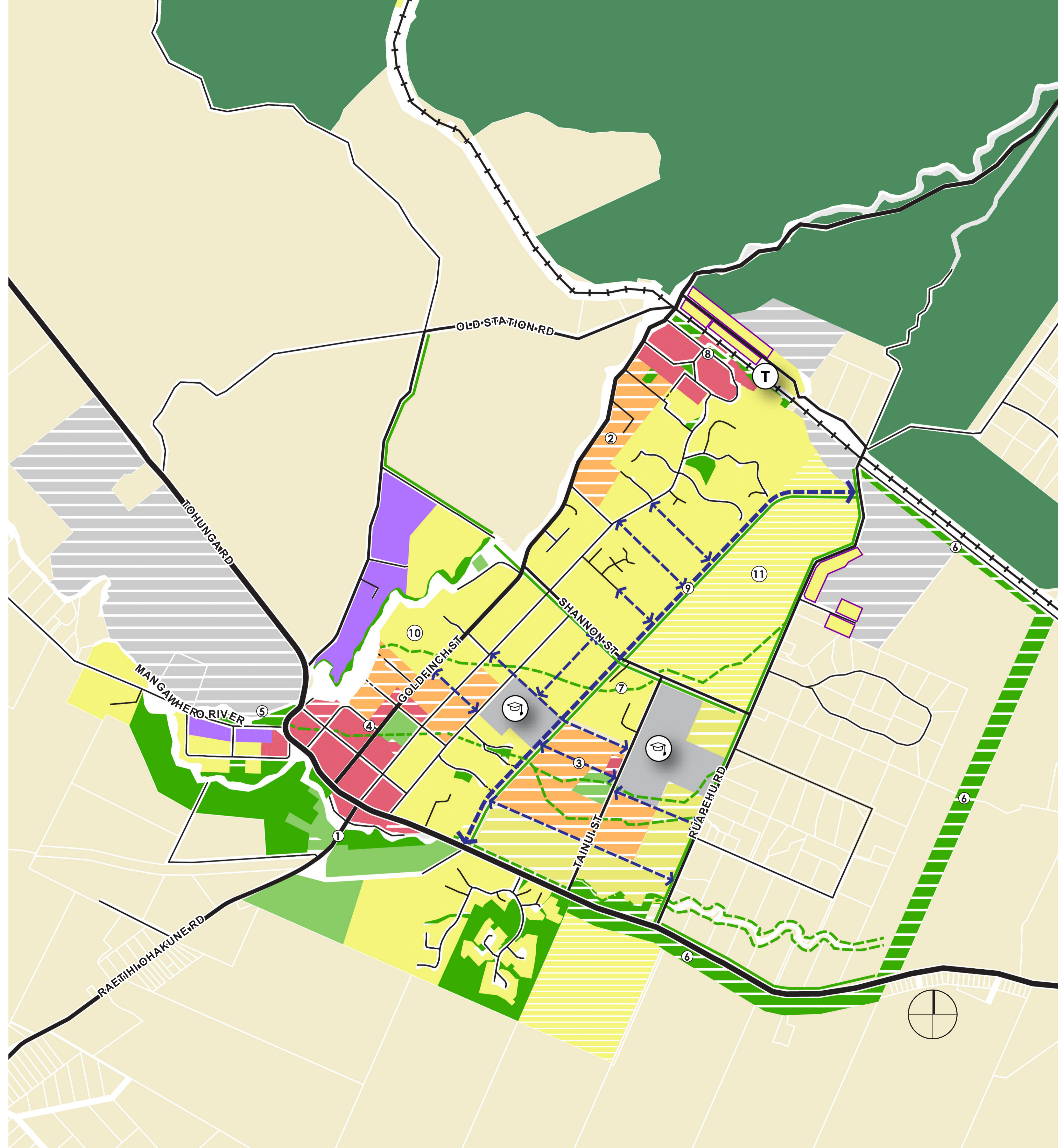
The draft spatial plan is a hybrid of the three options presented to RDC and the Project Governance Group. It presents an optimistic but balanced approach to Growth - and while the growth assumptions require further testing -- it endeavours to ensure Ohakune can continue to pursue ways to provide housing options that meet the needs of the local community. The draft spatial plan encourages Ohakune to develop around the existing centres and existing community services (particularly schools), rather than spread out on the periphery.

KEY MOVES

- ① SAFETY IMPROVEMENTS TO THE INTERSECTION OF RAETIHI OHAKUNE ROAD. IMPROVE THE CONNECTION BETWEEN THE CARROT PARK AND CENTRE
- ② MEDIUM DENSITY HOUSING CLOSE TO THE MANGAWHERO RIVER CORRIDOR AND THE AMENITIES OF THE JUNCTION
- ③ MEDIUM DENSITY HOUSING IS LOCATED BETWEEN THE TWO SCHOOLS. AS THIS IS GREENFIELD LAND, MORE COMPREHENSIVE MEDIUM DENSITY RESIDENTIAL IS EXPECTED.
- ④ MEDIUM DENSITY - PROVIDE FOR GREATER HOUSING CHOICE NEAR THE TOWN CENTRE AND SURROUNDING CHRISTIE PARK
- ⑤ INDUSTRIAL LAND IS REZONED TO OPEN SPACE ALONG THE MANGAWHERO RIVER.
- ⑥ A NEW GREEN BELT HELPS CREATE A CONTINUOUS RECREATION AND GREEN LOOP AROUND OAHAKUNE - INVESTIGATION IS NEEDED TO DETERMINE THE WIDTH AND LOCATION AS WELL AS THE FINAL PLANNING MECHANISM OR EASEMENT/AGREEMENT USED
- ⑦ NEW GREEN 'BIODIVERSITY' AND RECREATION LINKS ALONG RIVER CORRIDORS. LOOK TO CREATE A BUFFER THAT RESTRICTS DEVELOPMENT WITHIN A SPECIFIED DISTANCE FROM STREAM EDGE. PROMOTE FUTURE ACCESS
- ⑧ DEVELOPMENT OF A FLEXIBLE MULTI USE PUBLIC OPEN SPACE AND EVENTS AREA
- ⑨ NEW COLLECTOR - A NEW NETWORK OF LOCAL ROADS IS PROPOSED, CO-LOCATED WITH GREEN LINKS. THE EXACT LOCATION OF THESE ROADS IS STILL TO BE DETERMINED
- ⑩ DETAILED NATURAL HAZARD AND FLOOD MAPPING - MORE INFORMATION IS REQUIRED TO UNDERSTAND THE DEVELOPMENT RISK AND ZONING IMPLICATION
- ⑪ LONG TERM RESIDENTIAL GROWTH IS ALREADY PROVIDED FOR IF NEEDED. A DETAILED HOUSING AND STAGING ANALYSIS WILL NEED TO BE UNDERTAKEN.

LEGEND

	EXISTING COMMERCIAL
	PROPOSED COMMERCIAL
	PROPOSED MEDIUM DENSITY RESIDENTIAL
	EXISTING RESIDENTIAL - LOW DENSITY
	PROPOSED RESIDENTIAL - LOW DENSITY
	FUTURE RESIDENTIAL - LOW DENSITY
	PROPOSED MĀORI PURPOSE ZONE
	EXISTING RURAL
	EXISTING INDUSTRIAL
	PROPOSED LARGE FORMAT RETAIL
	EXISTING ACTIVE RESERVE
	PROPOSED ACTIVE RESERVE
	EXISTING PROTECTED AREA - RESERVE
	PROPOSED PROTECTED AREA - RESERVE
	EXISTING PROTECTED AREA - CONSERVATION
	PROPOSED GREEN LINK RIVER
	HERITAGE CONSERVATION AREA
	SCHOOL
	STATE HIGHWAY
	ARTERIAL ROAD
	COLLECTOR ROAD
	LOCAL ROAD
	POTENTIAL FUTURE ROAD CONNECTION
	TRAIN STATION
	TRAIN LINE



03B-OHAKUNE TRANSPORT PLAN

ISSUES AND CONSTRAINTS

KEY OBSERVATIONS

1. SH49 corridor/alternate to SH1 – high traffic volume including heavy vehicles, barrier to pedestrian access, safety issues for walking and cycling, Miro Street key intersection and town access point.
 2. Goldfinch Street/Mangawhero Tce/Mangawhero River corridor – traffic link between town centre and the Junction, highest volume traffic route, high speeds, lack of consistent connection to river corridor.
 3. Connection to Old Coach Road recreational trails – high demand recreational trail (40K annual users), needs improved connection to the Junction and town cycling network.
 4. Local walking and cycling connectivity – lack of consistent and connected walking and cycling infrastructure for local trips, encouraging short car trips and creating town centre congestion and safety conflicts.
 5. Connection to proposed new development areas – need to provide sustainable transport options and infrastructure to connect proposed new developments to existing network and destinations.
 6. River corridor connection – lack of consistent and connected green/blue network to maximise recreational access to river corridors.
 7. Car parking supply and occupancy – high level of car parking to cater for peak winter demand which creates vacant space and disconnection throughout town centre.
 8. Disconnection between Town Centre and the Junction – no public transport link or local taxi/shuttle services.
- Goldfinch Street – high demand to fulfill multiple roles - town centre, main vehicle access from SH49 to mountain and the Junction, on-street carparking, highest pedestrian activity, freight access.
 - Ohakune Railway Station – public transport gateway to Ohakune, poor connectivity to town centre and mountain.
 - Intersection Mangawhero Tce/Old Station Road/Mountain Road/Thames Street – high volume intersection, key gateway to the Junction, access restrictions of one-lane bridge, safety concerns for people walking and cycling.
 - Point of arrival, town gateways – no clear gateway to Ohakune from north, creating sense of arrival and awareness of changed traffic conditions.
 - Connection to mountain/national park – need for better sustainable transport links to recreational attractions.
 - Regional walking and cycling connectivity – lack of connection between a local cycling network and regional recreational trails and links.
 - Rail corridor bridge connection – cannot accommodate heavy vehicles, issues for emergency vehicle access and safety.



LEGEND

- PROPOSED DEVELOPMENTS
- TRAIN LINE









03C-OHAKUNE TRANSPORT PLAN OPPORTUNITIES

KEY MOVES

1. Extend commercial area and activity from Goldfinch Street to Ayr Street between Rata and Miro Streets.
 2. SH 49 'bridge to bridge' should be reclassified as an Activity Street under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.
 3. Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion and demand on Goldfinch Street.
 4. Improved connection to river corridors – new Mangawhero boulevard, improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks.
 5. The Junction masterplan study area.
 6. Consolidate town centre parking supply, reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating.
 7. Improve linkages between the Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway.
-  Town gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function. Include rail station as a town gateway.
 Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.
 New park and ride facilities to support sustainable transport access and uptake for short trips.

LEGEND

-  PRIMARY VEHICLE MOVEMENT
-  EXISTING SHARED USER PATHS
-  PROPOSED SHARED USER PATHS
-  TRAIN LINE
-  TRAFFIC ROUTE
-  POTENTIAL PUBLIC TRANSPORT ROUTE

