

# Taumarunui | Manunui Spatial Plan

*A Plan for the Future of  
Taumarunui and Manunui*

(Approved by Council 3<sup>rd</sup> August 2022)





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## Executive Summary

- i.* Taumarunui|Manunui with a resident population of nearly 4900 in 2020, is **Ruapehu’s largest town and its major centre**. It is located in the north of the District, at the confluence of the Ongarue and Whanganui Rivers, both of which are sacred and living entities whose health and wellbeing must be promoted and protected. A community with over 50% of Maori residents. Local iwi include Ngāti Hāua (mana whenua), Tuwharetoa, Ngati Maniapoto and Te Ati Haunui -ā- Pāpārangi
- ii.* The community’s vision is for a healthy and thriving Taumarunui|Manunui - with an authentic, inclusive vibe that reflects and uplifts everyone, with economic opportunities and healthy, affordable homes and a thriving natural environment.
- iii.* Mana whenua, residents, and businesses have said that some of **the biggest challenges** facing Taumarunui|Manunui include:
  - **the “hidden” housing crisis** – where some residents are living in overcrowded and poor housing or may be rough sleeping, and not registered for social housing as the registration system is not “user friendly” or people feel there is little point in registering because there are not homes available. The Ministry of Social Development (MSD) also advises that there is minimal turnover within existing public housing in Taumarunui.
  - **the need for more employment and local job opportunities for local people**, noting that housing affordability is impacted by the relatively low income levels of residents in Taumarunui|Manunui; one initiative underway in Ruapehu to foster local jobs for local youth is the Mayor’s Taskforce for Jobs, and in mid-2021, in collaboration with the Ministry of Social Development, an agreement was signed with King Country REAP (Rural Education Activity Programme) to help 50 young people over the next 2 years into sustainable employment or training. MSD also runs a number of programmes to maximise local jobs for local people, including running industry partnership programmes with new businesses and operating “work ready” schemes to assist people into employment.
  - **a shortage of more diverse activities for residents of all age groups** to participate in, which will make them want to stay living in Taumarunui |Manunui and which will also entice visitors to stop, stay longer and enjoy the township and surrounds
  - **protecting the environment** which is highly valued by residents including for recreation, tourism, food production, hunting and fishing, access to nature and cultural connection
  - **access to public transport**. This Plan supports the return of domestic focussed passenger rail with the Train station becoming a Transport hub. Residents are also challenged when seeking public transport to the hospital in Hamilton.



- iv.** Our research and work has shown that the housing market in Taumarunui|Manunui is a difficult one for the private developer/house builder to operate in as they can't easily make a sufficient return on housing projects. Any private sector housing is likely to be a traditional single family home, with transportable homes being one workable option. This draft Plan responds to this market predicament with **a new development strategy and proposed District Plan changes. Partnerships** with local iwi/hapu, and with central government is also a pathway to enable more delivery of healthy homes.
- v.** This Plan recommends **rezoning commercial land behind Hakiaha Street for mixed use** to provide more flexibility for housing including at ground floor level as the current commercial zone requires it to be above a commercial premise. It is recommended that housing projects continue to be discussed with Kāinga Ora and local iwi/hapu, including the option to develop more social and affordable housing on Council owned land.
- vi.** Additionally, there is support for the development of papakāinga. There is a significant amount of whenua Māori (Māori land) on the edge of and just outside the existing urban boundary of Taumarunui. While this whenua Māori (Māori land) is zoned rural in the current Ruapehu District Plan, **the existing provisions of the District Plan do allow papakāinga development** to occur as identified in Table 1 below. This Plan supports such land being developed by the respective Māori landowners/Trusts in a way that will meet their needs.
- vii.** Our research and work has also shown that it is unlikely that the private sector will deliver new commercial (retail and office) or mixed use buildings given market prices and build costs. **Emphasis should therefore be on improving the Main street-Hakiaha with improved public amenity, painting of commercial buildings, planting and seating.** A further option is to explore the setting up of a Business Improvement District (BID) for part of the town centre or at least for the commercial property along Hakiaha Street. This would provide a forum and means to improve the most prominent retail street by potentially enabling a collective vision, targeted rate, coordination of marketing and physical improvements.
- viii.** As well, local residents have advised that there is a shortage of industrial land in Taumarunui. This Plan identifies options for potential industrial zoning. The Council is seeking feedback on these options. This includes Option 1 **in Manunui south of the rail track** that is currently zoned rural for **future light industrial**. Option 2 is land at the **Eastern end of Bell Road, Taumarunui**.
- ix.** There is the **potential**, for Taumarunui/North Ruapehu to develop working with community partners and iwi, a **multi-purpose centre/hub for youth/rural support/art, innovation, design, clinics and meetings, digital, banking, cultural, education and training-** Based on previous consultation that the Council has undertaken during the development of its Long Term Plan, the Taumarunui Manunui Spatial Plan identifies the potential for this to occur at 11 Miriama Street (Cosmopolitan Club). The Spatial Plan separately identifies the potential for a **Sports Function Hub** at the Domain Reserve. A **town centre activation**



hub is recommended to respond to the immediate needs and requests by the community for more events and activities including for music, arts and culture.

- X.** At some stage, as part of **environmental protection, water conservation and Government's 3 Waters reform, the option of water metering** is likely to be considered. This acts as a conservation measure, with good environmental outcomes, as well as extending the design life of the waste water treatment plant - thus **reducing costs of infrastructure**
- Xi.** The Council will also investigate the option of **papakāinga development** on general land as the plan change for Mixed Use Areas is undertaken

**Table 1: Activity Status for Māori Land**

Activity Status					
P = Permitted Activity C = Controlled Activity R = Restricted Discretionary Activity D = Discretionary Activity - = Not Applicable		Rural Zone	Residential and Urban Settlement Zone	Commercial Zone	Protected Areas and Active Reserve Zone
.1	Māori Cultural Activity	P	D	D	P
.2	Māori Cultural Education Activity	P	P	P	P
.3	Papakāinga Housing Activity:				
	(a) For up to 4 residential units	P	P	D	P
	(b) For 5 to 10 residential units	C	P	D	D
	(c) For more than 10 residential units	D	P	D	D
.4	Marae Activity	P	P	P	D
.5	Any Māori Cultural Activity, that is provided for as a Permitted Activity in this table, but is unable to comply with one or more of the relevant General Conditions outlined in Section ML3.3.	R	-	-	D
.6	Any Māori Cultural Education Activity that is provided for as a Permitted Activity in this table, but is unable to comply with one or more of the relevant General Conditions outlined in Section ML3.3.	R	R	R	D
.7	Any Marae Activity that is provided for as a Permitted Activity in this table, but is unable to comply with one or more of the relevant General Conditions outlined in Section ML3.3.	R	R	R	-
.8	Any Papakāinga Housing Activity that is provided for as either a Permitted or Controlled Activity in this table, but is unable to comply with one or more of the relevant General Conditions outlined in Section ML3.3 below	D	R	-	D



# 1 Introduction: Why a Plan for Taumarunui|Manunui

## 1.1. Promote long-term coordinated development

- The development of the Taumarunui|Manunui Spatial Plan, in part, has been a response to the severe housing and economic challenges in Taumarunui|Manunui, which are impacting on community wellbeing, and the aspiration for Taumarunui|Manunui to be a thriving major town in Ruapehu. (See separate document Taumarunui|Manunui Spatial Plan Foundation Document Evidence Base| Our People, Environment , Development Market and Infrastructure )

- The Spatial Plan provides the opportunity to promote a long-term coordinated approach to growth and infrastructure planning in Taumarunui|Manunui by:

- Outlining a vision and priorities for growth
- Establishing an overall spatial strategy for the area sustainable enough to meet future challenges, and
- Identifying broad locations for future growth and development including for critical infrastructure, services and other investment (See section 2)





## 1.2. A platform to proactively influence the future

- NZ is going through a period of major legislative and structural change which will have deep seated implications for rural communities and their way of life. And while Taumarunui|Manunui has needed to adapt and respond to change in the past the raft of current changes and trends are probably the most significant in over a generation.
- While change can be unsettling and presents challenges it also presents opportunities. What we do know is that how we respond to these challenges and opportunities will have a direct bearing on the quality-of-life Taumarunui|Manunui can offer in the future. The Spatial Plan will provide the platform for the township to proactively influence its future.

## 1.3. Maintaining a community voice and local influence

- One of the key outcomes of Government's review of the Resource Management Act (RMA) was the recommendation to establish a Strategic Planning Act (SPA). An important function of the Strategic Planning Act (SPA) is a mandatory requirement for regional strategic plans (regional spatial planning) with the aim of enabling more effective planning for urban growth and land use change.
- These outcomes are intended to be achieved through a raft of supporting legislation notably; the Natural and Built Environments Act (BNA), Local Government Act (LGA), Land Transport Management Act (LTMA) and Climate Change Response Act (CCRA).
- By outlining our (local) vision and priorities for growth and development the Taumarunui|Manunui Spatial Plan provides the critical link in maintaining local influence on regionally imposed strategic planning.
- Additionally, it will act as a key influence on the planning and investment decisions by government agencies such as Waka Kotahi New Zealand Transport Agency (NZTA), Kainga Ora (state housing), the Ministry of Education (MoE) and other agencies such as the new water entities created under the Three Waters Reform.
- The Taumarunui|Manunui Spatial Plan will 'lock-in' the local, independent voice from council at the Taumarunui|Manunui communities.



# STRATEGIC PLANNING ACT

Mandatory requirement for regional spatial planning

Enacted through supporting legislation



Direct the investment decisions of Government Ministries, Agencies and Entities



Provides local voice/influence into regionally driven planning and investment decisions



## TAUMARUNUI/MANUNUI SPATIAL PLAN



Implemented through partnerships with tangata whenua, central and regional government, business groups and the community

Spatial Plan also informs Council planning and strategy



### Council Vision and Mission



#### Vision

Drive and support the development of safe, prosperous rural communities that are able to thrive and capitalise on our agriculture, business and tourism sectors while sustaining our beautiful environment.



#### Mission

Improve the well-being and quality of life for our communities by focusing on:

- Creating and retaining jobs.
- Growing incomes and opportunities
- Increasing the ratepayer base
- Providing sustainable infrastructure
- Providing value for money in all we do
- Ensure the people who benefit from Council spending contribute their fair share of the costs
- Working with government and others to gain funding for key projects so as to reduce the burden on Ruapehu ratepayers
- Creating collaborative partnerships with tangata whenua



## 1.4 National and regional guidance

While Taumarunui|Manunui is not of metropolitan scale and hence not subject to meeting the requirements of the National Policy Statement-Urban Development (NPS-UD) 2020, this Plan has to the extent possible, had regard to principles within the NPS-UD 2020. These **principles** include:

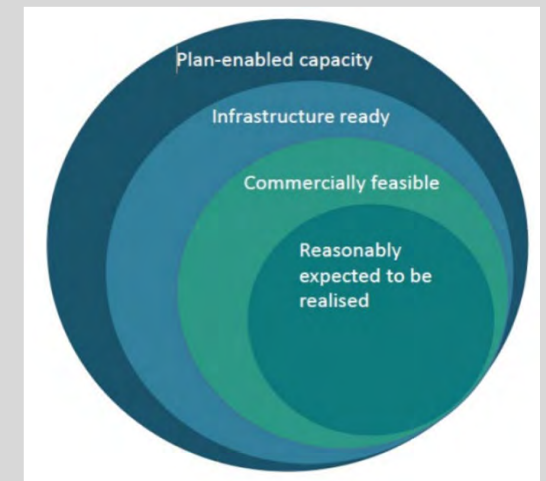
- Promotes a well-functioning urban environment including enabling more housing choice and improving housing supply and affordability and promoting accessibility for people between jobs, recreation, homes, natural spaces, and transport.
- Enabling ways in which Maori can express their cultural traditions and norms. The Council is developing a partnership agreement with Ngati Haua iwi Trust and it also is discussing undertaking a Community Wealth and Housing Strategy with Ngati Haua Iwi Trust.
- The process of developing the Plan has also provided opportunity for the wider local community to express their views and aspirations for the future of Taumarunui|Manunui, including the development sector.

Another national framework guiding urban development is the NZ Urban Design Protocol which identifies **7 essential design qualities that shape urban environments**. These include **context, choice, character, connections, creativity, custodianship and collaboration**. Regard has been had to these design qualities in developing this Plan.

Particular regard also has been had to the regional context and **working with the Horizons Regional Council to identify natural environmental constraints and hazards** that may impact on development opportunities. (See separate document Taumarunui|Manunui Spatial Plan Foundation Document).

Modelling has been undertaken to assess, based on market conditions, the feasibility of the private sector initiating commercial and residential development. The concept of **enabling sufficient development capacity for growth** has been taken into account (see diagram opposite) Reference has been made to NZ Statistics data and the population data prepared by the Council for its 2021-31 Long Term Plan.

The **ultimate goal** of this Plan is to have an **integrated plan for Taumarunui|Manunui with steps and projects identified to achieve the community's Vision for a healthy and thriving Taumarunui**. The Plan will help all parties who contribute to the well-being of the town and its peoples to work together to achieve shared goals.



## 1.5 Engagement Summary – what you told us

### Mana whenua, Ngāti Hāua through Ngāti Hāua Iwi Trust (NHIT) told us that:

- Current socio-economic disparities in Taumarunui | Manunui are partly due to the historical actions of the Crown and the former borough council. There is an expectation that Te Tiriti settlements with the Crown will help address historical actions. The Ruapehu District Council is also committed to partner with Ngāti Hāua to respond to these disparities and this process is separately underway.
- Ngati Hāua's core aspiration, is the return of whenua
- One of Ngāti Hāua's core aspirations is to address housing unaffordability for haukāinga. (The private market will not deliver affordable housing for Ngāti Hāua. Ngāti Hāua intend to do this by taking a needs-based approach, and matching housing options with the needs of whanau and hapu.)
- Another core aspiration is to improve socioeconomic, wellbeing outcomes for whānau in Taumarunui | Manunui through the implementation of a Community Wealth Building strategy that aims to provide improved employment opportunities by establishing community-owned enterprises to fulfil local government procurement contracts.
- Other iwi have told the Council they are supportive of the development of papakāinga development in Taumarunui | Manunui.

### The Kokiri Trust told us that they:

- Value whanau ora – looking after the family not just the individual – seek whanau resilience
- Need affordable homes, Te Puni Kokiri is partnering in housing needs - seek multiple lenses across community needs
- Have undertaken repairs on over 60 homes funded by TPK- when doing so it has conversations with the whanau in the home on wider wellbeing matters (i.e. the Whanau Ora approach undertaken)
- Concern about housing models that isolate kaumatua (e.g. Rangimarie flats where 90% are Kaumatua - seek more papakāinga/village developments)
- Seek research and development model that resonates with multiple lens; culturally responsive to Maori
- Have made an application to become a registered CHP (Community Housing Provider). The status of the application currently is not known
- Are a big employer in Taumarunui | Manunui- it considers that it is overlooked as a big employer contributing to the social and economic well - being of Taumarunui | Manunui
- Need a choice of homes, small, large, lifestyle, farming
- Need connection/access to places with Ruapehu and beyond
- Want to see a sense of safety
- Want more diverse activities
- That social wellbeing of Māori community not uplifted in past in a meaningful way

At our **public workshop** you told us that you:

- Value community feel, manaakitanga, friendliness
- Like the clean air, access to waterways, climate
- Need to create identity from history, local champions, tell the story of Taumarunui | Manunui, make sure there is a reason to stop
- Want to look after existing residents and attract new residents
- Seek choice of housing, family homes to communal homes with own bedroom and shared living and kitchen area, smaller units for young people and older persons, boarding houses for workers
- Need employment opportunities and activities that make people want to stay in Taumarunui | Manunui
- Value the environment (rivers, open space, clean air, sheltered place), outdoor adventure, sports and eco-tourism
- Think more businesses are needed
- Could have self-sustainable food growing, hunting and fishing, markets and community gardens – becoming the permaculture capital of New Zealand.
- Would like accommodation for tourists
- Seek more community events, music, arts culture including in One Way (Manuaute) Street

The **Taumarunui and Ohura Youth Ambassadors** told us that they value:

- Small town qualities, sense of community
- Nature in and around Taumarunui
- Diverse sporting and recreational activities.

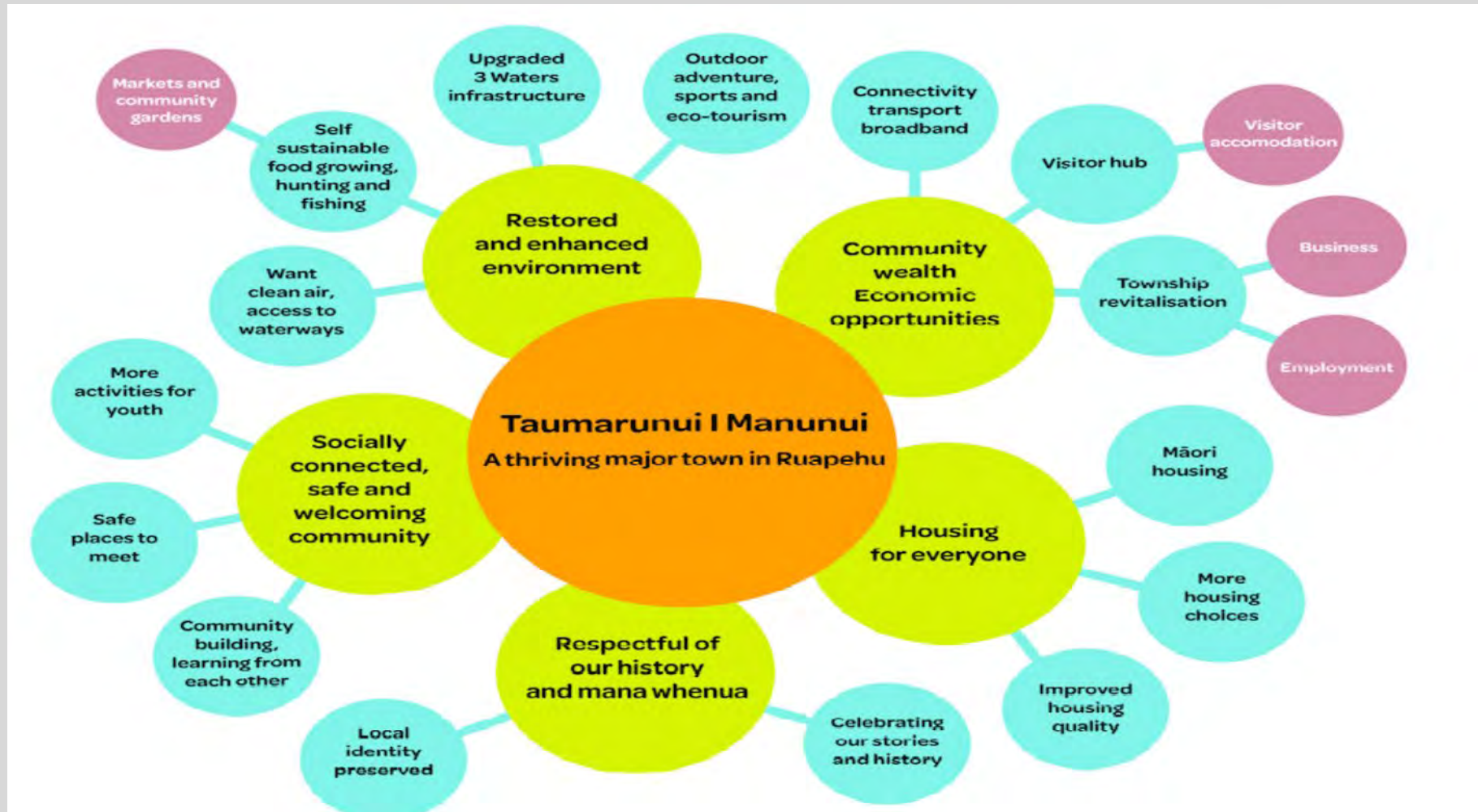
The **Taumarunui and Ohura Youth Ambassadors** told us that Taumarunui | Manunui needs:

- More lights on bush walks and in town to feel safer, also need a dog park
- New houses, and different types of housing and more places for visitors
- More information about activities in Taumarunui | Manunui
- A place/group for boys and girls to meet and talk, be safe, have activities, youth spaces
- To deal with bullying, graffiti, litter
- More jobs
- Upgraded water infrastructure

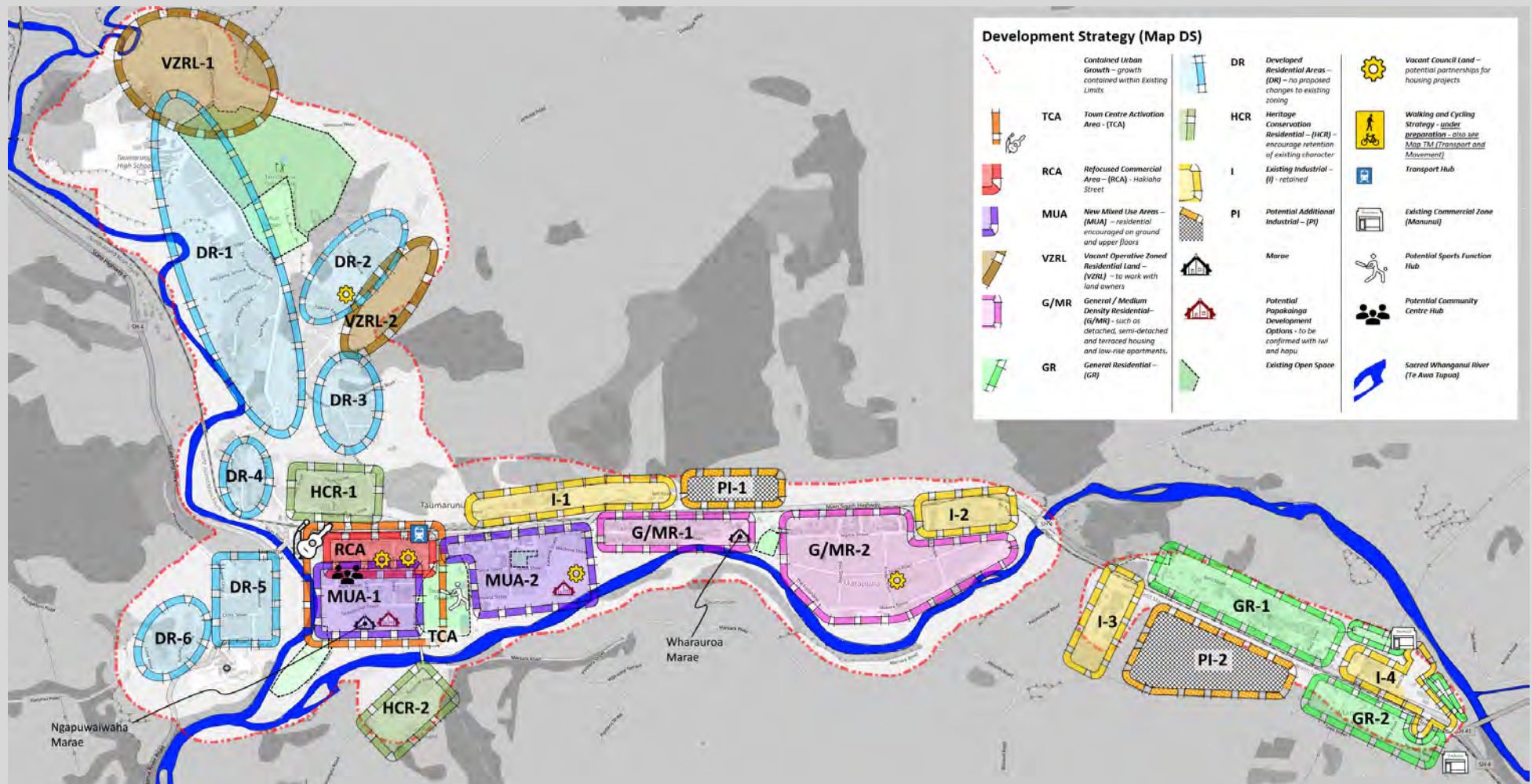
## 1.6 Our Vision

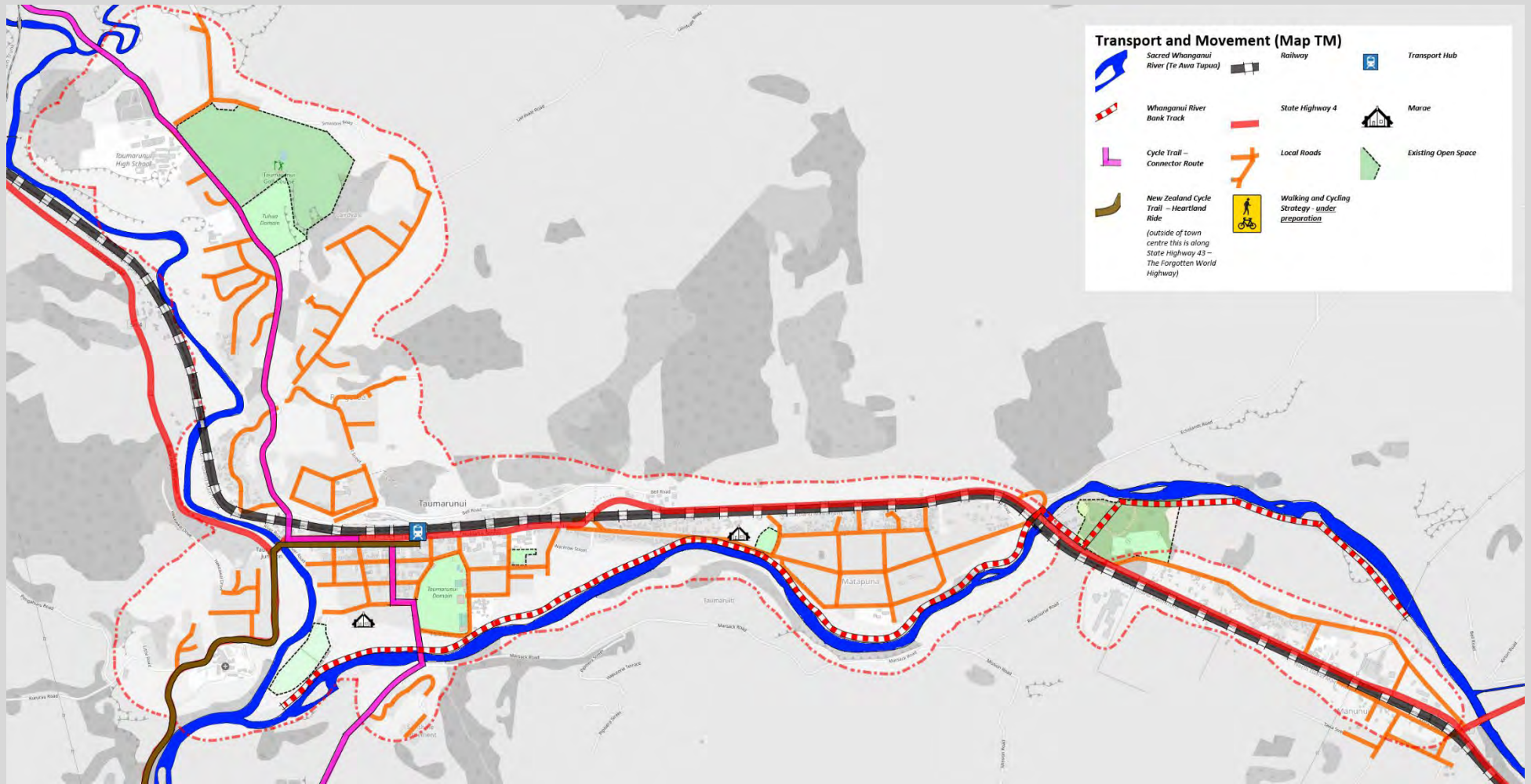
# Healthy and Thriving Taumarunui | Manunui

Taumarunui | Manunui is a place with an authentic, inclusive vibe that reflects and uplifts everyone, with economic opportunities and healthy, affordable homes and a thriving natural environment.



## 2 Our Spatial Strategy - A Plan for the Future







## Our Decade By Decade Proposed Priorities (Diagram DBD)

### First Decade 2022-2032

- Town Centre Activation Area
  - Instigate Refocused Commercial Area (RCA)
  - Rezone some commercial areas for mixed use including residential activities (MUA-1 and MUA-2)
  - Develop a programme of events
- Partner with mana whenua, central government and others to enable more social and affordable housing
- Continue to invest in the public realm to make Taumarunui/Manunui an attractive destination
- Work with Horizons Regional Council to further consider flooding issues
- Rezone General/Medium Density Residential – Taupo Road (G/MR1)
- Rezone land for Industrial (LI)
- District Plan Change for overlays HCR-1 and HCR-2
- Work with landowners in VZRL-1 and VZRI-2 to encourage residential development
- Monitor uptake of residential opportunities in MUA-1, MUA-2, and G/MR-1

### Second Decade 2032-2042

- Continue to monitor uptake of residential opportunities in MUA-1, MUA-2, and G/MR-1
- Rezone G/MR-2 once significant uptake is seen in Areas MUA-1, MUA-2 and G/MR-1,

### Third Decade 2042-2052

- Continue to monitor uptake of residential opportunities in all areas
- Reconsider whether it is appropriate to rezone Manunui Village Living to more intensive zoning (GR-1 and GR-2)

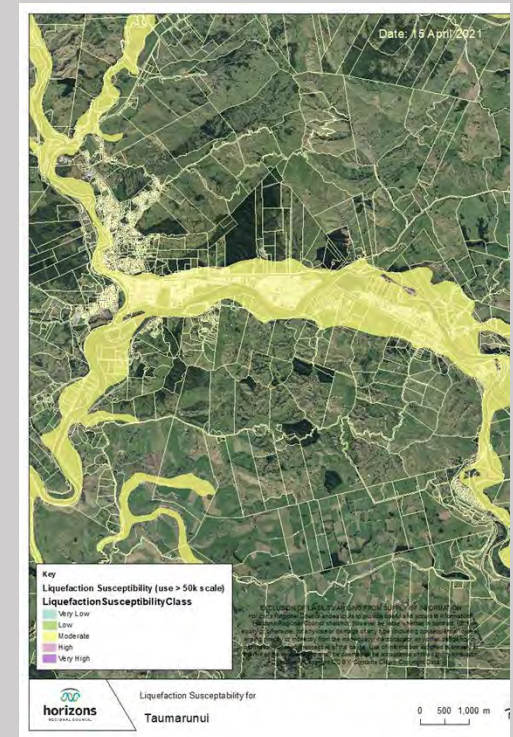
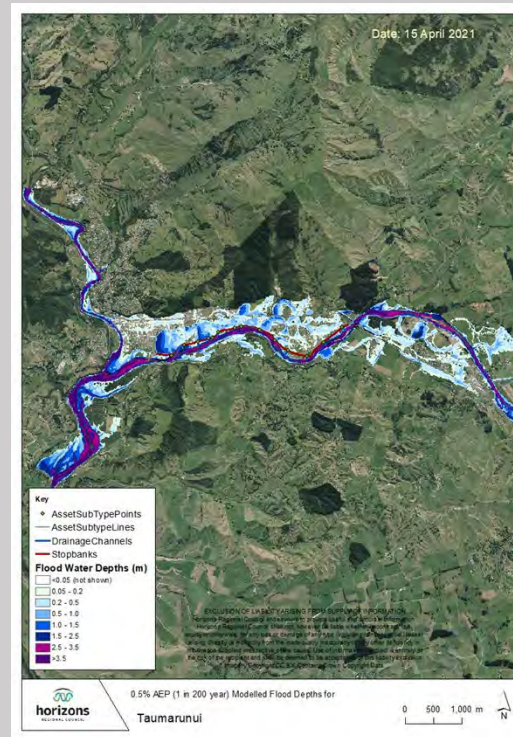
## 2.1 Our Development Strategy - Strategic Drivers | Key Features

- **Contained residential growth** within existing urban footprint
- **Acknowledgement of the interrelationships** between housing, health, environment and economic wellbeing- that quality attracts and retains investment; find solutions within the current market without creating new challenges and risking inadvertent consequences; provide more housing choices including smaller lots and smaller homes for younger and older persons, promote access to nature, open space and walking and cycling options.
- **Respecting the sacred Whanganui River** (Te Awa Tupua); reduce adverse impacts of development of Te Awa Tupua
- **Change the District Plan** to incentivise the private sector to provide more homes; and make regulations easy for all parties to develop a range of housing types and be a customer focused and “can-do” council
- **Partnering with iwi/hapu, central government and the private sector** to provide housing choice with a range of sizes and densities, enable opportunity for young people to rent/buy smaller unit as stepping stone and older members of the community to relocate to smaller homes within easy reach of the town centre.
- **Reduce the current commercial precinct** and allow more intensive residential at ground level and mixed use activity behind the main street (Hakiaha Street)
- **Identify new options for industrial activity**
- **Provide focal points or ‘hearts’ for neighbourhoods** by ensuring provision/retention of open space and other facilities.
- **Bring forward people friendly places**; activate with events
- **Promote domestic focused passenger transport**; protect Taumarunui rail yard as a central hub for train servicing
- **Include interconnected streets and provide safe and comfortable streets** for all users including walkers and cyclists -use urban design guidelines.
- **Take natural values into account.**



## 2.2 Climate Change, Flood and Liquefaction Risk

- The Council’s Climate Change Risk Assessment which has been undertaken with the Horizon’s Regional Council indicates that risks to Ruapehu’s population centres are primarily associated with flooding. “Current exposure of public spaces to extreme weather events is currently low, assessed as increasing to high by 2100 as extreme events become more frequent and severe (NiWa 2016).<sup>5</sup>
- Much of the existing urban area to the south of the railway is subject to potential flooding and could be prone to liquefaction in event of an earthquake.
- Finding ways to alleviate flooding issues can bring the opportunity to maximise the capacity of sites within the existing town to assist with meeting the housing needs, providing the engineering costs do not make this prohibitive.
- Discussions with Horizons Regional Council have suggested that there could be ways that the impact of flooding could be reduced. This will need to be the subject of detailed study and design beyond the scope of this project.
- Developing on land which is identified as being susceptible to liquefaction will bring the requirement for developers to consider this issue in greater detail and to design accordingly. This may result in increased build costs compared to a site which is not susceptible to liquefaction.

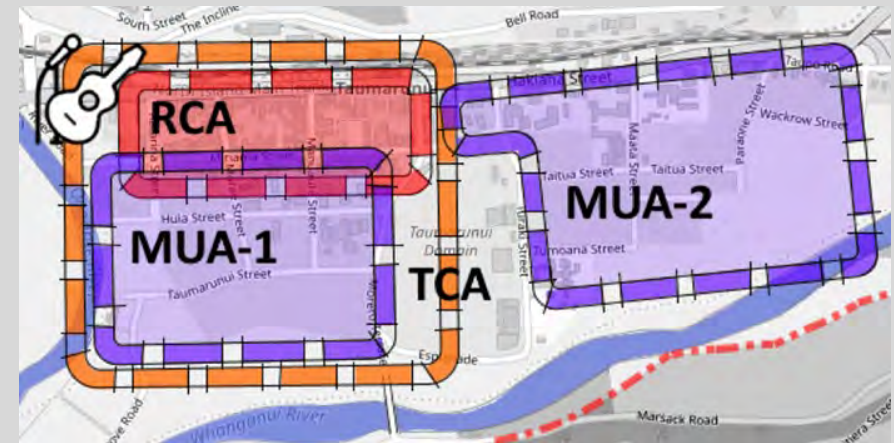


**Note:** : Some of the study area is not included in the flood modelled area and has not been modelled. The liquefaction hazard information is based on a regional scale map. This information regarding flooding and liquefaction is not suitable for use as a site-specific analysis and owners, developers and others should each carry out their own due diligence.

<sup>5</sup> RDC, Ruapehu District Climate Change Risks 2021, page 11

## 2.3 Town Centre Activation Area (TCA) Refocused Commercial Area (RCA) New Mixed Use Areas (MUA)

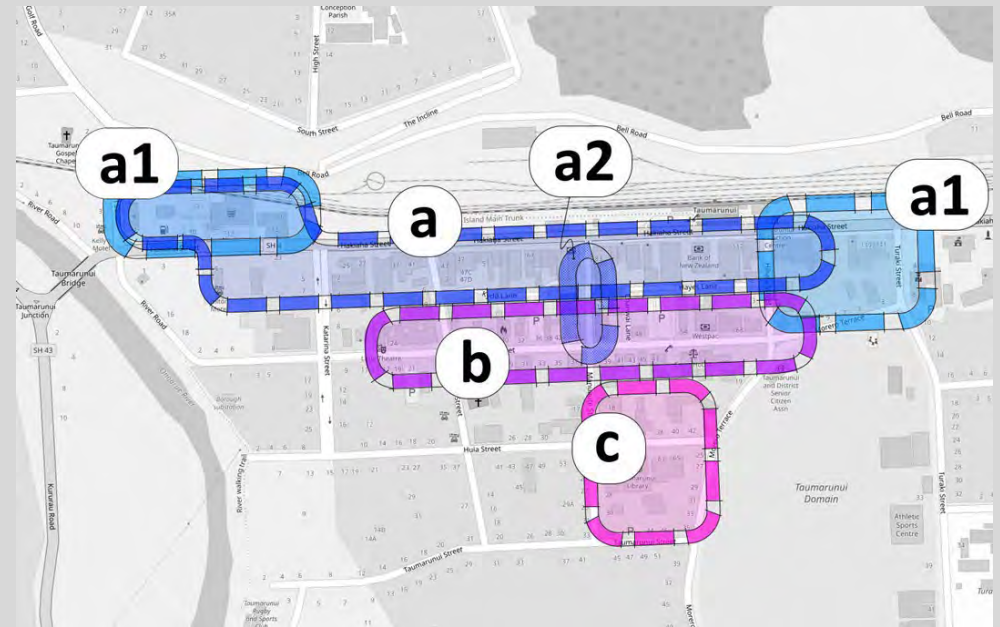
- The town centre and areas to the south include land which is currently underutilised.
- There is very easy access to the existing services within the town centre area.
- The residential zoned areas to the south of the town centre area provide an opportunity to provide a range of smaller, more intensive housing typologies on smaller lots, with a focus on accommodation for older and younger members of the community; there is also the opportunity for smaller lots to be allowed (<450m<sup>2</sup>) to accommodate more single family homes.
- In the commercial zoned area between Miriama Steet and Hakiaha Street discussions could take place with owners to find ways to encourage re-establishing residential uses on upper floors of existing and new buildings.
- Additionally, it is being recommended that **a plan change be investigated to change some of the existing commercial zoning to a mixed use (residential and commercial) zone to allow for more diverse housing types at this location.**
- Iwi Housing Strategies (MAIHI Ka Ora)
  - If required support MAIHI funding for building capability and development feasibility
  - Explore and identify a range of suitable housing tenure models, to deliver needs-based housing options.
  - Look at ways to work with Ngāti Hāua to make better use of Council owned vacant land



## Town Centre Activation Area in detail:

### *(Sub Area - a) Refocused Commercial Area (RCA)*

- Based around Hakiha Street/State Highway 4 this area has a high concentration of heritage building/buildings of character. It is currently the most vibrant street in the town centre. Existing environmental improvements have mostly screened the railway yard area from view.
- Working with owners to repaint shop fronts, lighting of under veranda areas, shop front and signage improvements, lighting of shop fronts, street buildouts, new planting (including in above ground movable planters) and paving to slow traffic movement in the street will all help to improve the appearance of the shops and street to passing traffic and will encourage passers-by to stop to shop and eat & drink.
- Efforts should be made to encourage any new shops, cafes/restaurants and public buildings to locate in this area rather than in Miriama Street or the area to the south, to encourage greater footfall to locate in this area.
- Residential uses should be encouraged at first floor.



### *(Sub Area - a1) Larger Footprint Retail Precinct*

- In order to maintain the existing vibrancy brought by small scale shops to the central Hakiha Street, larger footprint stores such as supermarkets, electrical retailer etc which tend to have proportionally less window display area should be encouraged remain located at the eastern and western end of Hakiha Street.

### *(Sub Area -a2) Manuauite Street*

- Slow speed street environment which can be closed to provide a venue for events
- There is currently significant underutilised floorspace in the street. The location of the street 'offline' from State Highway 4 provides the opportunity to consider it as a future location for food and drink premises, which would benefit from outdoor seating, potential shared space designs, over street shade structures etc.

- The wide street lends itself to be closed for outdoor events; this is already happening but further events could be encouraged though implementing already designed improvements for the street and when there is greater occupancy of ground floor areas.
- Residential uses should be encouraged at first floor.

***(Sub Area - b) Miriama Street - Mixed Use, Shops, Offices and Tourist Accommodation and Residential***

- After Hakiha Street becomes busier and there is less free space available, efforts should be taken to encouraging further use of the buildings in Manuauete Street. Located within easy access of Hakiha Street, with easy access via the interlinking streets, including Manuauete Street and via the Arcade, there are already a number of offices and tourist accommodation premises along this street.
- Offices and tourist accommodation premises often do not provide large active frontage to the street. Locating these uses on Hakiha Street could have a negative impact on the vibrancy of the Hakiha Street. However, these uses are critical to a fully functioning town centre. Encouraging new offices and tourist accommodation to locate within this precinct will ensure that these services are easily accessible from the 'main street' and convenient for locals and visitors to access.
- Residential uses should be encouraged at first floor, and efforts should be made to establish this area as a pedestrian friendly precinct.
- Upgrade of the Taumarunui Railway Station, including Museum i-Site: Progress establishment of the museum at the train station showcasing Ngāti Hāua culture and detailing our history both pre and post European arrival.



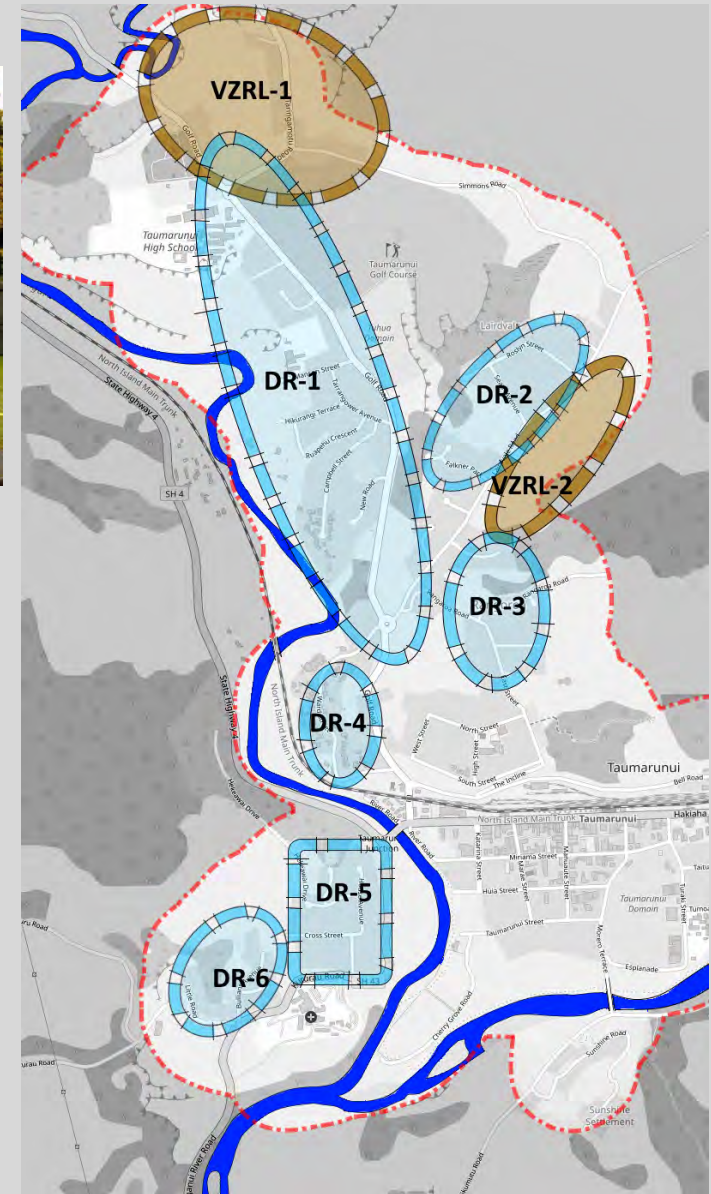
***(Sub Area - c) Public Uses and Residential***

- Existing public uses such as the Council Offices and Library should be retained, any new developments should be for residential, recognising the efforts to focus commercial uses on Hakiha Street and Miriama Street and realising the potential of this land to contribute to the mix of housing close to Taumarunui town centre. Efforts should be made to establish this area as a pedestrian friendly precinct.
- Expression of local cultural narratives: Collate research about historical and cultural narrative, by Ngāti Hāua. Co-develop a strategy for erecting of Pou Whenua and presenting historical and cultural narrative signage in Taumarunui | Manunui.

## 2.4 Developed Residential Areas (DRA)

*DR1, DR2, DR3 and DR4 – Golf Road Spacious Family Living/Stand-alone housing\**

- The Golf Road, Rangaroa Road and Ward Street areas provide good quality family stand-alone housing on generous lots, with easy access to the High School.
- Whilst there is only one crossing over the railway to reach the town centre and some of the area is beyond what is considered to be an easy walk to a town centre, we have heard that people are happy to walk to the town from here.
- However due to the distance to the town centre these are areas where more intensive development should not be encouraged.
- **It is recommended that the status quo be retained for this area.**



\* NOTE: in this plan “family living/stand alone housing” refers to homes on larger lots (that is lower density housing around 450m<sup>2</sup>-800m<sup>2</sup>) such as in areas DR1 (Golf Road) and DR5 (Cross Street). Other areas MUA-1 (Taumarunui Central) and G/MR-1 (Taupo Road) and G/MR-2 (Matapuna) may have family homes but it is suggested that some smaller lots (around 250m<sup>2</sup>) for family homes also be considered in these areas. There are also suggested heritage areas HCR-1 (Rangaroa Heritage Conservation Area) and HCR-2 (Sunshine Settlement Heritage Conservation Area) where current patterns of development are recommended to be retained. Kainga Ora use the term “stand-alone” to be a single unit with a separate vehicle access from the street (i.e. the size of the lot is not referred to- see Kainga Ora Housing Standard: Design (M-255) October 2019.

### *DR-5 and Dr-6 - Cross Street and Kururau Road Family/Stand-alone Housing*

- The Cross Street area provides good quality family/stand-alone housing, with many lots having views over the town centre; access this area is challenging due to the topography. This makes the area feel remote from the town centre.
- - The areas off Kururau Road and Bullians Avenue provide family/stand-alone housing on generous lots, but feel remote from the town centre, due to their location on lower ground off SH43, and the availability of only one route to the town centre.
- Due to topography and distance to the town centre these are areas where more intensive development should not be encouraged.
- It is recommended that **the status quo be retained for this area.**



## 2.5 Vacant Operative Zoned Residential Land (VZRL)

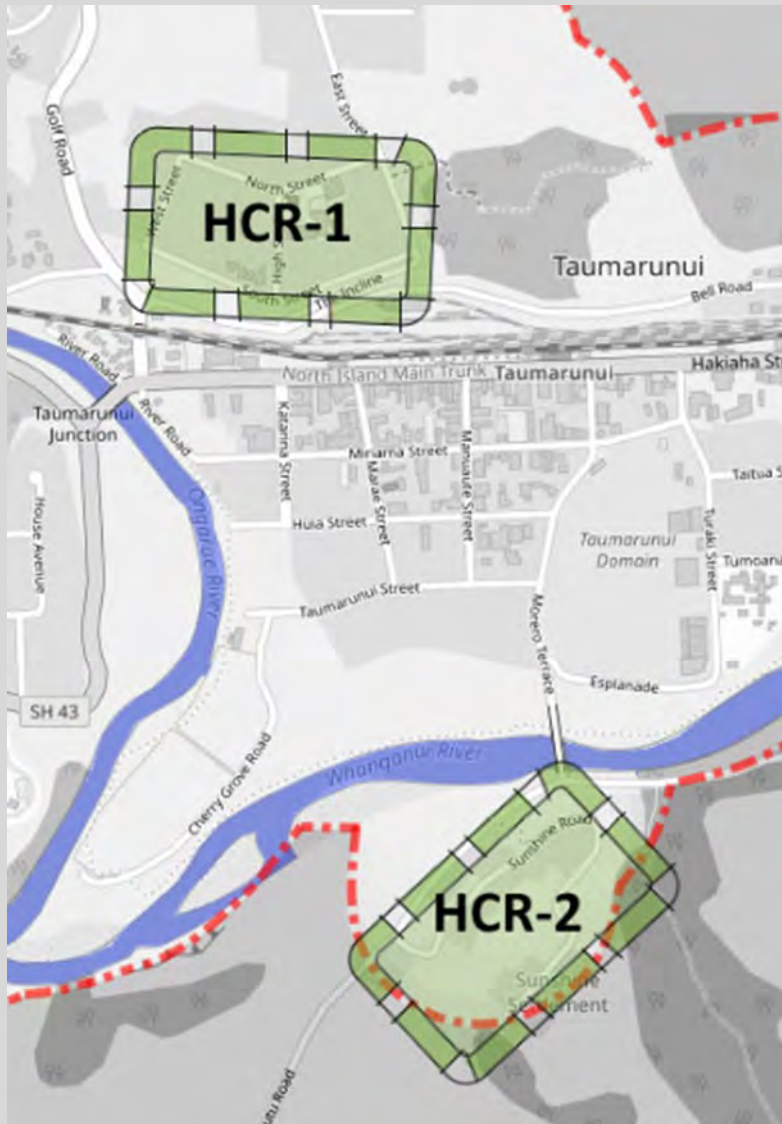
### *VZRL-1 and VZRL-2*

- There are already large areas of greenfield land zoned for residential development. These can help to provide for new family housing on traditional size lots (in line with the existing standards in the District Plan).
- There is the opportunity for the Council to work with landowners to see how this zoned land can more easily be brought forward for development.





## 2.6 Heritage Conservation Residential



### *HCR-1 – Rangaroa*

- The area between North and South Street has limited access to the town centre being located on high ground accessed by a steep road and only one crossing over the railway.
- The area contains a range of good quality villas and other houses which, along with the streetscapes, provide it with a heritage character.
- Given the difficult access from the town centre and heritage character steps should be taken to **consider ways that the existing character of the area can be maintained and not view it as an area where redevelopment and more intensive forms of housing are encouraged.** This could be a identifying it as a Heritage Conservation Area in the District Plan, and rules put in place to maintain the heritage conservation values of the area.

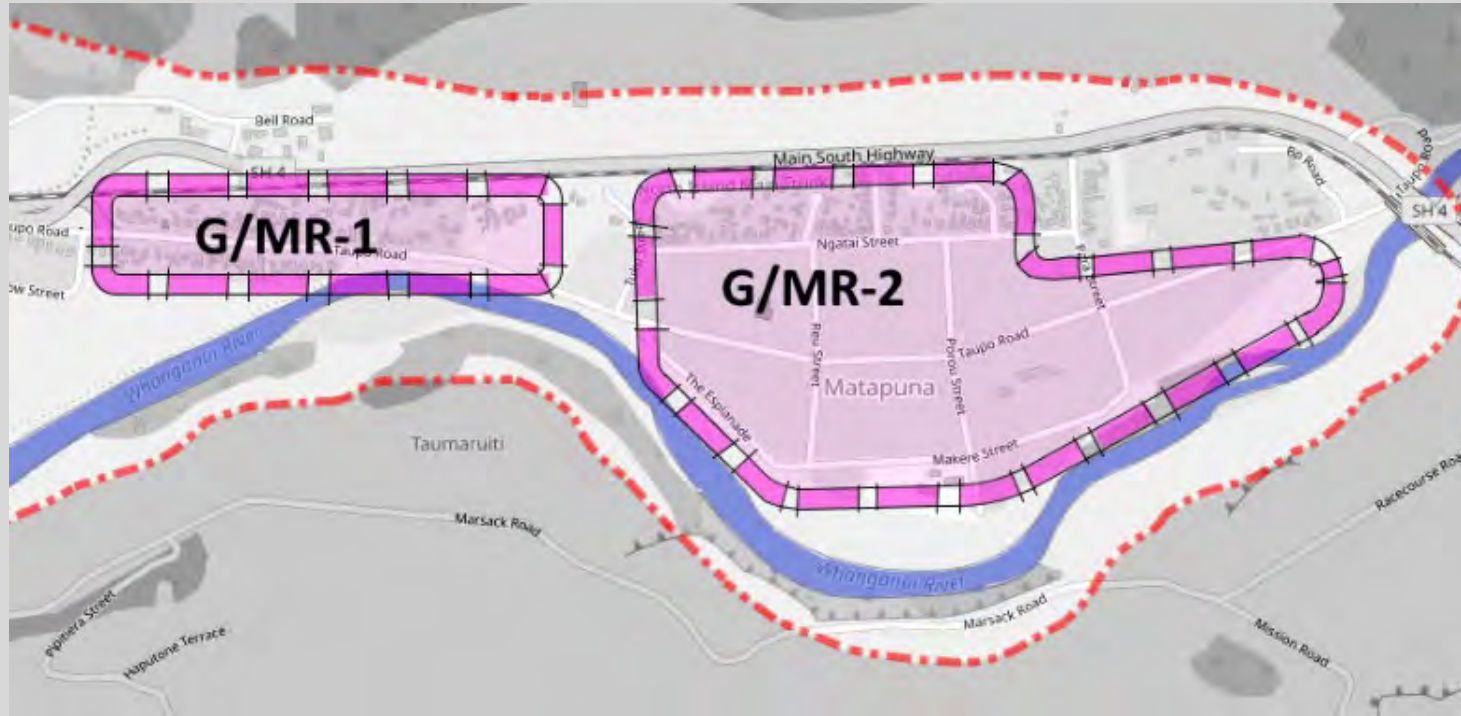


### *HCR -2 – Sunshine Settlement*

- The Sunshine Settlement area has challenging topography, has limited access to the town centre area and consists of a range of Railway Cottages, which are of heritage interest.
- Whilst Sunshine Settlement is already identified as a Heritage Conservation Area in the Operative District Plan there are no relevant rules associated with this. Rules are required to maintain the heritage conservation values of the area.
- Given the difficult access from the town centre, the challenging topography and heritage character the area it could be best to consider ways that the existing character of the area can be maintained and not view it as an area where redevelopment and more intensive forms of housing are encouraged. Rules are required in the District Plan to maintain the heritage conservation values of the area.



## 2.7 General/Medium Density Residential



### *G/MR-1 – STAGE 1 -Taupo Road Varied Family Housing*

- The first section of Taupo Road has good access to the town centre and the facilities located within it.
- It provides a range of family housing on good sized lots.
- The area provides good opportunity to look at ways to encourage more intensive family housing with good access to all of the facilities in the town centre on smaller lots than have previously been accepted. Efforts should also be made to make this area more pedestrian friendly and to reduce the dominance of roads/traffic.
- A District Plan Change should be pursued to allow lots sizes down to 250m<sup>2</sup> to 350m<sup>2</sup>

### *G/MR-2 – STAGE 2- Matapuna Varied Family Housing*

- The Matapuna area consists of grid street network, but the large existing blocks limits connectivity and movement through the area.
- The area provides family housing on large lots.
- The large blocks have also led to significant areas of rear development. Some of these outcomes are not considered desirable under current urban design thinking.
- Looking at the opportunity for more intensive housing types could bring the opportunity to introduce new roads and connections, improving the overall connectivity and legibility of the area.
- However, it is recommended that the most intensive developments be encouraged within/close to the town centre (Areas E and G) with Area H provided with the opportunity for increased densities after these other developments which support the vibrancy and vitality of the town centre.
- **A District Plan Change should be pursued to allow to allow lots sizes down to 250m<sup>2</sup> to 350m<sup>2</sup> once significant uptake is seen in Areas MUA-1, MUA-2 and G/MR-1.**



## 2.8 General Residential

### *GR-1 and GR-2 - Manunui Village Living*

- The Manunui area provides for family housing, with close by employment within Racecourse Road and off Miro Street.
- It is separated from Taumarunui by the Whanganui River.
- It is a settlement in its own right.
- If Manunui is to maintain its own identity it is important that it remains separate from Taumarunui, and that the existing rural and reserve land between it and the river remains; this land is Class 2 soils and for that reason should remain free from development.
- Whilst in the long term there could be the opportunity to consider more intensive forms of residential development, it is considered that the existing limited services and distance to the Taumarunui town centre mean that it is best that existing rules are not altered.



## 2.9 Industrial Land

*I-1, I-2, I3 and I4 Industrial*

*PI-1 and PI-2 Potential Additional Industrial*



- Local residents have advised that there is a shortage of industrial land in Taumarunui.
- This Plan recognises the existing zoned land at Bell Road, Racecourse Road and at the east end of Manunui and also identifies locations for potential additional land to be zoned industrial.
- The potential additional land at Bell Road may include some Class 2 soils (where identified in section 7 of the Taumarunui|Manunui Spatial Plan - Foundation Document). Further investigation would be required to confirm the final boundary of this area. The PI-2 area is identified as Class 3 and 6 soils
- It is noted that there could also be potential to provide alternative access to the I-3 PI-2 land from the south, along Racecourse Road.
- **The Council is seeking feedback on these options:**
  - Option 1 at the Eastern end of Bell Road, Taumarunui (PI-1, around 7ha [70,000m<sup>2</sup>]), and/or
  - Option 1 in Manunui south of the rail track that is currently zoned rural (PI-2, around 40ha [400,000m<sup>2</sup>]).

*Note: the areas shown as I-1 to I4, PI-1 and PI-2 are intended to be schematic and do not represent the actual boundaries of these areas. In particular it should be noted that area I-4 comprises three areas separated by Miro Street and Rimu Street. Whilst the Commercial Zoned land to the north of Miro Street is not specifically identified it is not intended that the zoning of this commercial land be altered in any way.*

### 3 Guidance on Good Residential Development

High level principles for development and redevelopment within existing residential areas - including the Developed Residential Areas (DR), General/Medium Density Residential (G/MR) and General Residential (GR) areas

- a) In order to maintain the existing spacious character of these areas, the site layout in terms of buildings and spaces should appear from the street to reflect historic layouts, consistent with those currently found within the area:
- b) If the existing building is of a character and appearance such that it contributes to the amenity of the area consideration should be given to its retention on site and upgrade, rather than removal from the site.
- c) What is the average setback of buildings from the street frontage in the local area (the existing building and the three neighbouring buildings on each side)? Ideally any building moved on the site (to create space for a further building/s on the site) or new building at the front of the site should be located no closer to the street frontage of the site than 70% of the average setback in the local area, in order to maintain the existing character of the area (within the Mixed Use Area reducing setbacks from the street frontage will assist with creating street frontages which are more urban).
- d) How is parking typically provided on sites in the local area? Ideally, unless this is not the common layout in the local area, parking areas and garages should be located to the side of buildings, rather than in front yard areas to achieve good amenity in the street. Garages should ideally be setback a minimum of 1m from the front face of the main building, so that they do not become a dominant feature in views.
- e) To maintain the existing character of areas it is preferable to subdivide existing lots to provide a new dwelling to the rear of the existing dwelling, rather than subdivide the lot lengthwise to create uncharacteristically narrow lots (within the Mixed Use Area creating narrow lots will be preferable, and assist with creating street frontages which are more urban).
- f) Generally aligning new buildings parallel to the street frontage will provide an efficient use of the site, and maximise usable outdoor space. Placing a building at an angle (assuming that a lot is a regular shape) will often create awkward to use outdoor spaces.
- g) Buildings with a street frontage should generally have a front door and windows facing the street. This will contribute to the amenity of the street and also provide the opportunity for residents to overlook the street, increasing safety and security for people using the street.





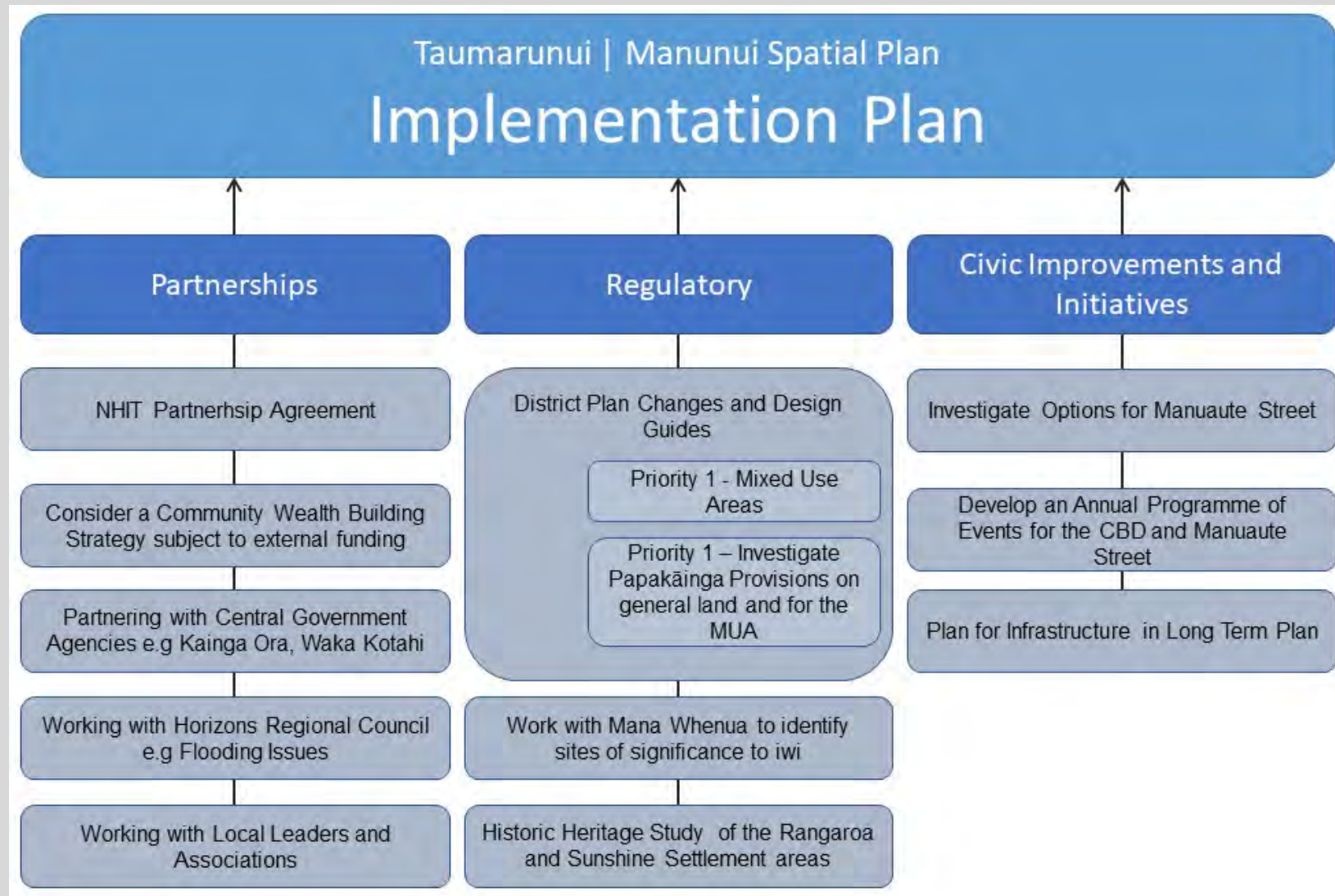
*Figure 1: Creating new lots to the rear of existing dwellings helps to maintain the existing character of the street. (lots shown are approximately 250m<sup>2</sup> net)*

- h) Where possible property boundaries should be defined with traditional type hedges, low fences and low walls, consistent with older boundaries in the area. These will help to reduce the visual and amenity effects of more intensive layouts. These can also provide privacy for front yard areas without the need for tall fences which have a negative effect on the amenity of the street.
- i) Carefully consider the extent to which any infringement to the density and bulk and location requirements will compromise the spacious character of the area.

It is often best to see whether adjacent sites can be amalgamated. This usually allows a more efficient layout, bringing a greater number of units and improved amenity for new residents. The greatest benefits from amalgamation will be seen in areas where there are large blocks with large rear sites, such as between Taupo Road and Ngatai Street. Amalgamating sites, creating new streets which reduce the size of blocks will deliver the best outcomes.”



## 4 Implementation Plan



**Ruapehu District Council**

59 - 61 Huia Street,  
Taumarunui 3920

Taumarunui | Manunui Spatial Plan

