

EXECUTIVE SUMMARY

The Waikato District Council commissioned the development of a Blueprint for the district. The Blueprint was developed and delivered through a series of intensive consultation and Inquiry-By-Design workshops between July and November 2018.

The aim of the Blueprint is to provide a high-level 'spatial picture' of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context.

The Blueprint will provide the Waikato District Council with an effective and legible tool to move from vision to strategy, and from strategy to action by setting out specific, prioritised initiatives at the district and local level.

District Blueprint 2019 Vision

The Waikato District Blueprint works to achieve the overall vision established by the Council for the district:

"Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi".

District Blueprint 2019 themes

To achieve the vision and respond to the opportunities identified through the process, nine district-wide themes were developed. Each theme has a series of associated initiatives. The nine themes are as follows:

1. **Identity:** create a world class Waikato River

corridor identity and strengthen Raglan's local character.

2. **Nature:** protect the natural environment with revegetated biodiversity links and clean waterways.
3. **Iwi:** build on the Joint Management Agreements and other agreements, celebrate Maaori culture, and promote the use of Te Reo.
4. **Communities:** strengthen, enable and connect local communities and citizens, and support those most in need.
5. **Growth:** direct cohesive growth outcomes which support all community needs.
6. **Economy:** support the rural and urban economy, and attract more visitors, entrepreneurs, and employment uses.
7. **Transport:** leverage value off accessibility, help those disadvantaged by a lack of transport options, prepare for future passenger rail.
8. **Infrastructure:** develop and maintain efficient infrastructure that is environmentally clean and will serve the community well into the future.
9. **Governance:** devolve some decision making, and engage more effectively at community and Hapuu level.

Local Area Blueprints 2019

In addition to the nine district-wide themes and related initiatives, 15 Local Area Blueprints have been developed. These focus on initiatives, also arranged under the nine themes, that address the specific needs of each settlement within the district.

The comprehensive list of initiatives for each place is included in **Section 4** of this report. The following are examples of initiatives for each local area:

- **Tuakau:** town centre improvements and review of industrial land provision.
- **Pookeno:** town centre strategy that covers retail,

community and employment needs.

- **Mercer:** village centre development and community facilities.
- **Meremere:** social and employment initiatives.
- **Te Kauwhata** and **Rangiriri:** town centre development, school move and integrated growth approach.
- **Ohinewai:** lifestyle character protection, support the school, and integrated approach, should industrial uses occur.
- **Huntly:** employment and youth initiatives, with town centre improvements after revocation of SH1.
- **Taupiri:** village centre improvements, and new industrial and commercial land provision.
- **Ngaaruawaahia:** community and employment initiatives, town centre and wider amenity enhancements
- **Horotiu:** town centre development, and new industrial and commercial land provision.
- **Te Kowhai:** village centre connections, and walking and biodiversity link with the Waipa River.
- **Whatawhata:** resolve the SH roundabout, additional commercial land and community facilities.
- **Raglan:** town centre and wider amenity enhancements, social and employment initiatives.
- **Tamahere:** walking, cycling, and biodiversity links, and zero waste initiatives.
- **Matangi:** village centre improvements and commercial land provision.

Port Waikato and Gordonton Local Area Blueprint 2022

The Port Waikato and Gordonton Local Area Blueprints are an addition to the Waikato District Blueprint completed in 2019, which has been endorsed by the Council and is being implemented.

Port Waikato and Gordonton Local Area Blueprint process

In 2021 the Council identified the need to expand the Blueprint by adding two more Local Area Blueprints, one for Port Waikato and one for Gordonton. The process to develop the Local Area Blueprints has consisted of the following stages:

- Input gathering in December 2021 - May 2022
- Prioritisation in May 2022 - June 2022
- Decision making and documentation in July 2022 - August 2022.

Port Waikato and Gordonton Local Area Blueprint outcomes

The vision and key initiatives for each of these local areas are outlined below. Initiatives marked as 'Continuation initiatives' are those that are already planned or currently being undertaken and funded, and are identified by the community as strategically important.

Port Waikato

A place with a rich history and natural beauty where the community is provided for and visitors are welcomed

Continuation initiatives for Port Waikato:

- Continue the erosion / resilience planning project, including regular clean-ups of debris,

and provide ongoing clarity on what is being done.

- Continue the planned construction and / or upgrades of playgrounds at Cobourne Reserve, Maraetai Bay, and Cordyline Road / Phillips Reserve.
- Continue to maintain the entry road into Port Waikato in light of erosion and subsidence.
- Continue the public toilet upgrade and relocation at Sunset Beach.

Top initiatives for Port Waikato:

- Undertake a public realm upgrade at the wharf area to make a gateway statement and address the lack of gathering space.
- Erect signage to mark and explain the history and cultural significance of areas and features to mana whenua.
- Improve road safety in response to speeding and antisocial behaviour on roads, the beach, and in the dunes.
- Improve stormwater management and especially address drainage issues along Maunsell and Centreway Roads.

Gordonton

A compact satellite village with its own unique identity where a close-knit community welcomes visitors

Continuation initiatives for Gordonton:

- Continue to redevelop Hukanui Park with a playground, seating and possible other recreation facilities, while ensuring the history of the heritage buildings in and around the park is celebrated, as well as iwi cultural aspects, considering local reserve status, infrastructure

limitations, and Building Code requirements.

- Continue with plans to improve the amenity of Gordonton Road as part of the revocation, including:
 - Lower speed limit, possibly extending from the Peach Road intersection to Hukanui Marae.
 - Improved visibility for traffic exiting Woodlands Road.
 - More and safer crossings and connections for pedestrians and cyclists.
 - Possibly a shared path from the Piako Road intersection to Hukanui Marae.
 - Improved safety conditions at the island at the north-western village entrance.
 - Visual quality improvements.
 - Beautification of both entrances to the village and improve welcoming signage.
- Continue with the upgrade of College Drive with footpaths and lighting, and provide a timeframe for these works.

Top initiatives for Gordonton:

- Facilitate the re-establishment of the markets, including the facilitation of organisational arrangements and the provision of infrastructure to accommodate traffic and parking.
- Identify if, how much, and where, possible additional residential and commercial land beyond the existing zoning could be located and what this means for infrastructure and the role and design of Gordonton Road.

SECTION 1 - INTRODUCTION

1.1 PROJECT BACKGROUND

The Waikato District Council commissioned Urbanismplus to develop a Blueprint for the Waikato District. This was delivered through a series of intensive consultation and Inquiry-By-Design workshops.

Waikato District Context

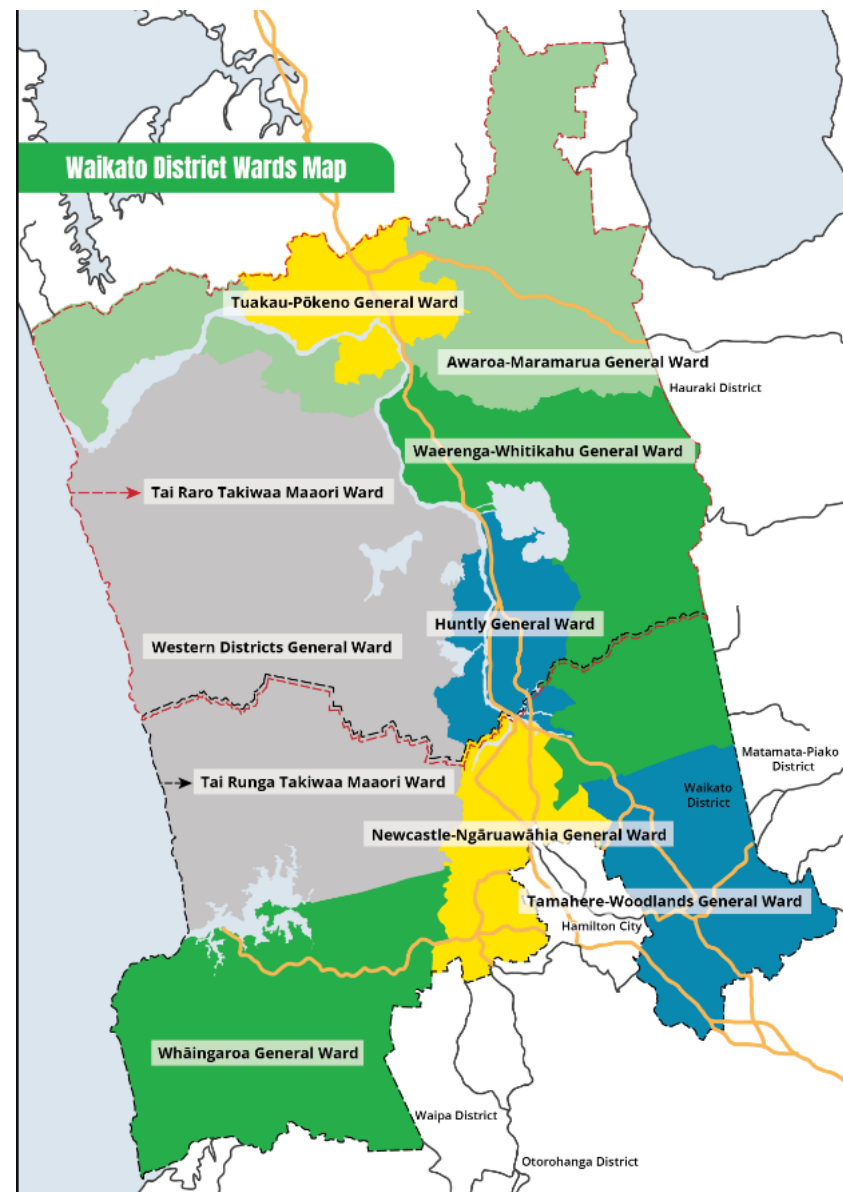
The Waikato District is made up of mainly small settlements surrounded by rural land which is used for a variety of productive and conservation purposes. The wider district has been divided into 10 wards for local governance purposes, refer to **Figure 1-1**.

With Auckland to the north and Hamilton and Tauranga to the south and east, the district plays an increasingly significant role nationally as well as locally. Settlements are generally located in a linear sequence, following State Highway 1 which connects the wider sub region.

The significant Waikato and Waipa Rivers are significant rivers which form a strong part of the district's character. Further contributing to this are the unique western coastline and strong tangata whenua presence.

1.2 PROJECT PURPOSE

The aim of the Blueprint project is to provide a high-level 'spatial picture' of how the district could progress over the next 30 years, address the community's social, economic and environmental needs, and respond to its regional context. The work includes addressing local conditions and more immediate needs.



RIGHT FIG. 1-1: Waikato District

1.3 PROJECT OUTPUTS: DISTRICT BLUEPRINT

The project output is a Blueprint for the Waikato District. The Blueprint provides the Council with an effective and legible tool to move from vision to strategy, and from strategy to action.

The Blueprint is a conduit between Council strategies, policies and plans, and places them in an integrated, spatial context.

In addition, the Blueprint aims to provide:

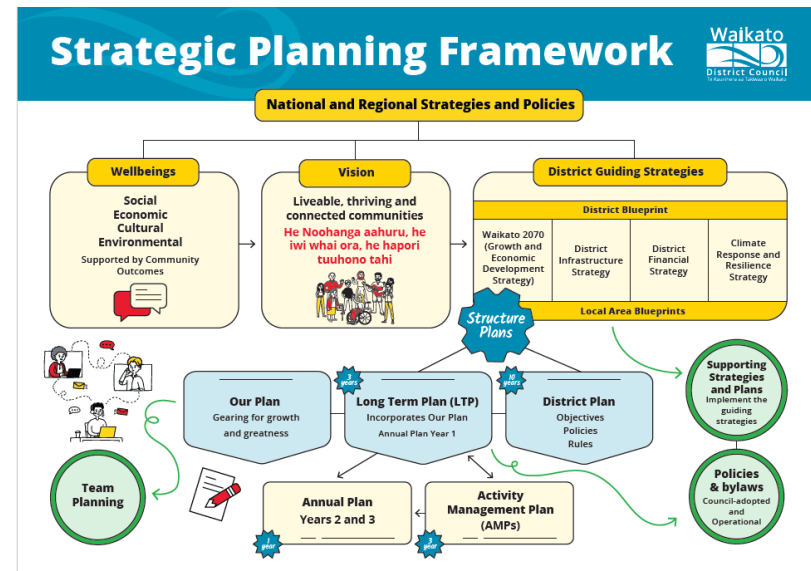
- Clarity: of direction and certainty for the Council, the community, and the private sector.
- Integration: of different disciplines (e.g. transport, environmental, community services, urban design, etc.) to achieve enhanced gains.
- Alignment: between policy and planning directions, and infrastructure investment priorities.

1.4 STATUS OF THE BLUEPRINT

The District Blueprint is one of the district’s guiding strategies. It contains proposals for the implementation of the Council’s Vision: “Liveable, Thriving and Connected Communities / He noohanga aahuru, he iwi whai ora, he hapori tuuhono tahi”.

The status of the Blueprint within the strategic planning framework is diagrammatically depicted in **Figure 1-2**. It informs the district’s four key strategies, including its Development / Growth Strategy, Economic Development Strategy, Infrastructure Strategy, and Financial Strategy. These strategies contain more specific information on their respective topic.

The Local Area Blueprints provide place-specific proposals that form part of the District Blueprint. Together with the other guiding strategies indicated, the Blueprint will inform the Long Term Plan, Annual Plan, and District Plan. Most of the proposals in the Blueprint are dependent on the funding decisions in the next Long Term Plan (LTP) or LTP amendment as well as changes to the District Plan.



ABOVE FIG. 1-2: Status of the Blueprint within the strategic planning framework

Councillor commitment

The Blueprint production is a Council-led process. The outcome will be adopted by the Council and therefore recognised as a legitimate planning document, and part of the Strategic Planning Framework. Funding for the process and towards achievement of its outcomes will be allocated through the Long Term Plan.

Commitment to ongoing community engagement and input

Waikato District Council (WDC) has philosophically committed to meaningful engagement with the community, evidenced by the fact that it is one of first councils to prepare an Engagement Strategy. A dedicated team, committed to engagement, ensures the process of working with the community is ‘business as usual’.

The engagement strategy will be included as a key work stream in the Council’s Project Management Framework. It will form an integrated part of the way the Council will plan for, and manage, projects going forward.

SECTION 2 - PROJECT PROCESS

2.1 WAIKATO BLUEPRINT 2019 WORKSHOPS

The Waikato Blueprint process commenced in July 2018 with councillor and staff sessions to set the scope for and direction of the project. Local Area Blueprint (LAB) workshops were held in August and October, and the district-wide workshop in November 2018.

Local area workshops

The LAB workshops were held first, in order to inform the district-wide workshop. The LABs investigated specific local needs and constraints including land use, transport, environmental and open space, and other infrastructure. A number of towns and villages were covered over ten workshop sessions, attended by approximately 400 members of the public, with each entailing the following activities:

- Visiting the location.
- Meeting the community board and / or community committees.
- Facilitating an evening public workshop.
- A four-hour design session with Council staff, usually on the morning following the public workshop.

The schedule for the LAB workshops was as follows:

- **Tuakau:** 15 August 2018 at Tuakau Town Hall, with approximately 40 attendees.

- **Pokeno and Mercer:** 9 August 2018 at Pokeno Town Hall, with approximately 45 attendees.
- **Meremere:** 8 August 2018 at Meremere Community Centre, with approximately 15 attendees.
- **Te Kauwhata and Rangiriri:** 6 August 2018 at Te Kauwhata Rugby Football Club, with approximately 60 attendees.
- **Ohinewai:** 24 October 2018 at Ohinewai Hall, with approximately 26 attendees.
- **Huntly:** 7 August 2018 at Huntly Civic Centre, with approximately 50 attendees.
- **Taupiri, Ngaruawahia, and Horotiu:** 11 October 2018 at Ngaruawahia War Memorial Hall, with approximately 40 attendees.
- **Te Kowhai and Whatawhata:** 10 October 2018 at Te Kowhai Hall, with approximately 26 attendees.
- **Raglan:** 9 October 2018 at Raglan Town Hall, with approximately 66 attendees.
- **Tamahere and Matangi:** 8 October 2018 at Tamahere Model Country School, with approximately 25 attendees representing Tamahere, Matangi, and Newstead.

The public workshops were effective in gaining ideas, setting the tone for the strategy, and gaining support for the process from the public.

For a brief summary of the consultation feedback, refer to **Section 2.2** and to each of the Local Area Blueprints in **Section 4**. A comprehensive overview of the outputs of the public workshops can be found in **Appendix A**.

Following each public workshop, Council staff and the consultant team reviewed the public workshop outcomes and undertook a design exercise, including highlighting areas of commonality and contradiction, and determining possible initiatives.



This work also included analysis of technical constraints and opportunities, and an evaluation of local social wellbeing (summarised in **Appendix B**), which served as a starting point for gaining a better collective understanding of local strengths and weaknesses, opportunities and constraints. The proposed initiatives for each of the LABs are documented in **Section 4** of this report.

District-wide workshop

The district-wide workshop was held on 5 - 9 November 2018 at Waikato-Tainui Endowed College in Hopuhopu. Various consultation sessions, including several with iwi representatives, were held in the period July - November 2018.

The workshop involved developing 'place based' concepts and strategies in response to the identified local area opportunities across the district. It explored the bigger-picture context as well as local urban planning responses. The investigation involved all key discipline areas; cultural, infrastructure, transport, growth / zoning, employment, community / social, environmental, communications, GIS, and governance.

Parts of the workshop were attended by the following stakeholders:

- Waikato District Council staff (including the leadership teams);
- Waikato District Councillors;
- Iwi representatives; and
- New Zealand Transport Agency, Ministry of Business, Innovation and Employment, Ministry of Social Development, District Health Board, Department of Internal Affairs representatives.

The district-wide Blueprint is summarised in **Section 3** of this report, presenting the core district-wide strategic priorities.

2.2 CONSULTATION FEEDBACK

As explained, public workshops were held in locations across the district. While feedback was place-specific, there were a number of more or less universal responses across the different local areas. When asked, 'what is holding your area back?', the following issues were identified (in no particular order):

- Not enough jobs and skills;
- Little ability to make more decisions locally;
- Waste water service and quality;
- Not enough growth or, conversely, too much growth;
- Not benefitting from tourists travelling through;
- Poor public transport; and
- Lack of affordable housing.

When asked, 'what is your vision for the area?', the following ideas were brought up (in no particular order):

- Vibrant and bustling towns and villages that form a network and are complementary;
- New businesses and employment for youth;
- Be a tourism destination;
- A healthy environment with recreation and cycling opportunities;
- More education and training options; and
- Improved public transport.

As explained, local area-specific feedback is documented in **Section 4**. A comprehensive overview of the outputs of the public workshops can be found in **Appendix A**.

2.3 POSSIBLE NEXT STEP: STRATEGIC PLANNING FOR CENTRES

It is expected that, following the District and Local Area Blueprint, there will be a need to undertake strategic planning for several centres within the district. District Development Strategy should be revised and provide a framework for this.

These planning exercises would likely include but not be limited to:

- Location and extents of retail, employment uses and town centre housing;
- Public space design including streets;
- Walkability, parking, vehicle circulation and servicing;
- Town centre management, events and activation; and
- Biodiversity and water quality initiatives.

2.4 PORT WAIKATO & GORDONTON LOCAL AREA BLUEPRINTS 2022

The process to develop the Port Waikato & Gordonton Local Area Blueprints took place between December 2021 and August 2022 and consisted of the following stages:

- Input gathering.
- Prioritisation.
- Decision making and documentation.

Input Gathering

This stage consisted of the steps described below.

Public consultation questionnaires

The initial public consultation process took place via online and hard-copy questionnaires made available in the period December 2021 to February 2022. In-person sessions were not held due to Covid-19 restrictions.

Through these questionnaires the Port Waikato and Gordonton communities were invited to indicate the issues that needed addressing and the opportunities to be pursued in the Blueprint process.

Site visits

The WDC project team and consultants visited Port Waikato and Gordonton in February 2022 to investigate place-based issues identified through initial public consultation.

Technical workshops

Technical workshops were held in March 2022. A wide variety of WDC staff representing all relevant technical disciplines met with the consultant team to discuss and clarify the findings from the previous information gathering stages and provide further input on issues to be addressed and ideas to be pursued.

Public consultation sessions

Two public consultation sessions were held in May 2022. On 3 May approximately 50 members of the Port Waikato community and on 5 May approximately 35 members of the Gordonton community attended public workshops, held locally.

During working sessions in groups as well as plenary presentations and discussions the following questions were addressed and tasks carried out:

- **List challenges:** What is holding back your town? How can this be fixed?
- **List opportunities:** What are the biggest opportunities? How can these be realised?
- **Map related initiatives:** considering uses, open spaces, the environment, all modes of traffic, cultural ideas, events, management, and other.

Prioritisation

This stage consisted of the steps described below.

Technical workshops

Following the stage of input gathering, all ideas and suggestions were consolidated and categorised by the consultant team. The WDC and consultant team then met again in May 2022 for technical workshops. During these sessions all ideas were verified, discussed and prioritised. In this process all suggested initiatives were checked for their ability to positively transform the local area as well as their deliverability. Those initiatives that scored high on both criteria, or that were considered as catalysts or necessary actions to build on, were given a higher priority.

Steering Group discussions

In June 2022 the proposed initiatives and priorities were discussed with the Blueprint Steering Group. Adjustments were made in response to feedback.

Public drop-in sessions

Public drop-in sessions took place on 20 June 2022



in Gordonton and on 21 June 2022 in Port Waikato. Members of the public were invited to indicate their preferred priorities for the initiatives identified.

After this, and based on community feedback received, the project team finalised the draft LABs for Port Waikato and Gordonton.

Decision making and documentation

This stage consisted of the steps described below.

Councillor workshop

The draft LABs were presented to the full Council during a workshop on 18 July 2022. A discussion was held and adjustments agreed.

Documentation

After adjustments, the outcomes of the project were documented and this report produced.

2.5 2023 REVIEW

In 2023, a survey was made available to Local Community Boards/Committees and others to inform Waikato District Council which of the Local Area Blueprint initiatives should be considered in Council's 2024-2034 Long Term Plan, which should not be considered in the Long Term Plan, any amendments required, and suggested additional initiatives or commentary. The feedback received was assessed by Waikato District Council staff and appropriate amendments were approved by Council's Sustainability and Wellbeing Committee. The revised initiatives are now contained in the tables in these Local Area Blueprints.

Tamahere Local Area Blueprint

The Tamahere Community Committee responded to the survey released in 2023 with a in-depth and independent review of their Local Area Blueprint. This resulted in Tamahere Community Committee developing their own additional Local Area Blueprint initiatives. Council considered and adopted the Local Area Blueprint initiatives as an addendum. Waikato District Council staff and Urbanismplus were not involved in the development of the additional Local Area Blueprint initiatives developed by the Tamahere Community Committee.

Tauwhare Local Area Blueprint

Prior to the 2023 review, the Tauwhare community did not have a Local Area Blueprint. Regardless of not having an existing Local Area Blueprint, the Tauwhare Community Committee submitted an independent table of Local Area Blueprint initiatives. The Tauwhare Community Committee noted that they brainstormed and prioritised issues for including in their Local Area Blueprint in February 2023. A community consultation meeting with the wider community was held in May 2023. Council considered and adopted the Local Area Blueprint initiatives developed solely by the Tauwhare Community Committee. Waikato District Council staff and Urbanismplus were not involved in the development of the Tauwhare Local Area Blueprint.



ABOVE FIG. 1-1: The Community Hub at Sunset Beach where the Port Waikato public sessions were held.



ABOVE FIG. 1-2: The Gordonton Hall where the Gordonton public sessions were held.

4.16 TAMAHERE

Snapshot

Population: 3,668 (2023 estimate), with it expected to be approximately 3,600 by 2060.

Location: Tamahere is located on, and severed by, SH1 south of Hamilton. Tamahere is positioned amongst a network of gullies which are tributaries to the Waikato River.

Consultation feedback

During consultation sessions the following key issues and ideas for Tamahere were put forward:

- Tamahere's natural assets make the place attractive.
- The restoration of the gully system and the development with public walkways is driven by the local community and should be supported.
- There is a desire to grow the zero-waste initiative.
- Southern Links south of Tamahere may provide an opportunity to zone more land for residential development.
- Growth may be needed for viability of services and can be accommodated through slightly smaller properties, but the character of the settlement should be maintained.
- The development of The Hub currently underway will result in an appropriately sized centre for Tamahere.
- There are several economic opportunities, such as home-based businesses (based on lifestyle choice), elderly care, recreation, tourism leveraged off the Te Awa river ride, the proximity of the Airport, Mystery Creek etc.

- The markets are very successful. Consideration should be given to increasing the frequency and an additional venue.
- State Highway 21 provides a barrier between the regional cycle route and Matangi's services and facilities. Crossing the state highway should be made easier and safer.
- There is a desire to improve public transport accessibility.
- Southern Links is needed to reduce through-traffic and improve safety.

Refer to **Appendix A** for a comprehensive documentation of the consultation feedback.

Top priority initiatives

The top priority initiatives for Tamahere include:

- Building a strong identity for the town.
- Supporting Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream.
- Advocating with NZTA to provide a pedestrian and cycle bridge across SH21.
- Supporting the community with the extension of shared paths (walking / cycling) through natural areas.

Refer to the table overleaf for more detail.



Proposed initiatives for Tamahere

| Theme | NO. | Action | Priority |
|-------------|-------|---|----------|
| Identity | TM1.1 | Build a strong identity based on the river corridor, and the unique qualities of the local area (refer to DW1.1 to 1.4). For Tamahere, consider the gully network, Wiremu Tamihana (celebrating heritage), and the markets. | Top |
| Nature | TM2.1 | Support Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream (1) (also refer to TM7.3). | Top |
| Communities | TM4.1 | Support the Zero Waste initiative at the Hub as a start of possible wider local initiative. | Medium |
| Growth | TM5.1 | Investigate whether the land bounded by SH21, Tamahere Drive and the proposed southern links route should be rezoned from rural to Village (2). | Medium |
| Economy | TM6.1 | Support activation of the Hub development (3). | High |
| | TM6.2 | Support local employment initiatives. Consider the quarry (needs commercial rights), elderly housing, leveraging off cycle route, retail in the new commercial hub, Southern Fresh Foods, home-based employment | Medium |
| | TM6.3 | Facilitate a plan to rotate the location of the local markets between the current location at the church and the reserve in Matangi in order to increase frequency (4). | High |
| | TM6.4 | Identify if, how much, and where, possible additional employment land for office development is needed beyond the zoning in the Proposed District Plan. | Low |

continued overleaf



Proposed initiatives for Tamahere

| Theme | NO. | Action | Priority |
|-----------|-------|---|----------|
| | TM6.5 | Identify if, how much, and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan. | Low |
| Transport | TM7.1 | Advocate with NZTA to provide a pedestrian and cycle bridge across SH21 (5). | Top |
| | TM7.2 | Work with public transport provider to ensure the Hamilton / Cambridge bus will loop past the new retirement village (6) and commercial hub. | Medium |
| | TM7.3 | Support the community with the extension of shared paths (walking / cycling) through natural areas. | Top |

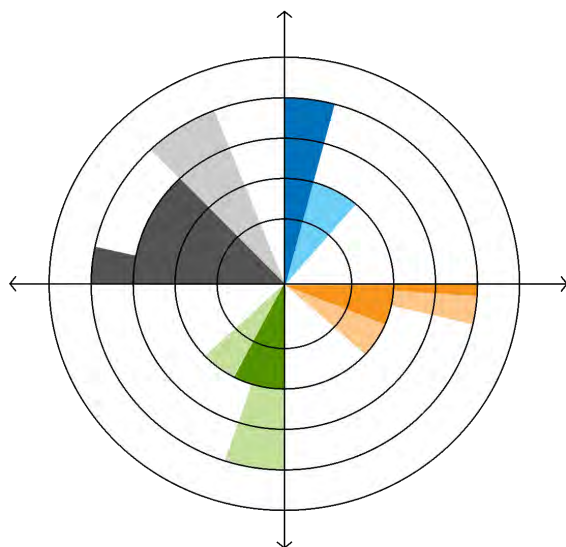


Refer to the proposed District-wide actions related to public transport and waste water and water infrastructure upgrades for Tamahere.

A14 TAMAHERE

| TRANSPORT | GROWTH | COMMUNITY/ SOCIAL | TOWN CENTRE | EMPLOYMENT | ENVIRONMENT | CULTURAL |
|--|---|--|---|---|-----------------------------------|---------------------------------|
| Connect communities, lack of transport facilities, public transport | Sustainable land use, high density areas - need to be smart about using the land. Not huge development, but some spaces | No places to get together - form more of a community. School - but if you don't have small children, hard to get to know people in the community | Restaurants art galleries, markets (in St Stephens grounds) and festivals | Restaurants art galleries, markets | Pest eradication | Historical sites - pa sites |
| User-friendly cycleways - healthy lifestyles as a goals - tie in walking cycling to transport, footpaths underpass bridges, safety, connect walks, walkway/cycleway to Hamilton and to schools - safe way to commute | Arable land not being used - blocks too big. Restricted by zoning for subdivisions and growth | Recreational opportunities - parks, tracks through gullies, playgrounds, there are some, but some need their own. Woodcocks Rd doesn't have a playground | Limited space | Boat cruises | Gully restoration project | Good iwi connections maintained |
| Southern links urgently needed | Adequate infrastructure, sewerage system, water inadequate | Sport, multisport facilities | The right size, don't need a supermarket | Close to mystery creek | Zero-waste | |
| Congestion at Hillcrest | Get rid of power poles | Arts centre, library | | Airport close by | Protect significant natural areas | |
| Lots of traffic through village | Why do we have to grow? Not the right area - people here want the large sections | Range of council services needed locally, better alignment between HCC and WDC facilities | | Tourism - historical sites, BnBs | Tree planting policies | |
| Train to Auckland | Hamilton is encroaching on Tamahere - keep a separate area | Lack of school space - middle school needed | | Need an i-site on the internet - book accommodation, activities, access maps, cycleways | | |
| Traffic safety around school | Intensification needs to be quality | Severance from SH1 | | Retail provision | | |
| More footpaths | Levels of service don't reflect rates | Plan for green belts | | | | |
| Limited access into areas of the community | Retain productive farmland | Great security needed | | | | |
| Severance - don't want Tamahere cut in half, east - west severance | Retain character and high amenity | Retirement village accessibility | | | | |
| Park and ride at bus stops | Tainui owns a lot of land but hasn't decided on use | | | | | |

B14 TAMAHERE



| | Existing | Ready potential |
|-------------------------------|---|--|
| Health and wellbeing | <ul style="list-style-type: none"> Education - High decile primary school, Montessori school, several daycare centres Eventide retirement village (with dementia care) Home-based employment common, and close proximity to Hamilton for other employment St Stephens Anglican Little housing diversity - majority large lot (countryside living). Some 6-bed rental houses | <ul style="list-style-type: none"> Fosters Hub under construction - includes several health and wellbeing services New extension to Eventide retirement village (hospital wing) Further employment opportunities coming with Fosters Hub and retirement village extension New Sanderson Retirement Village |
| Leisure and recreation | <ul style="list-style-type: none"> Primary school pool with community access Lacrosse and junior soccer Monthly market in the church grounds Community Hall (half owned by the school, half by WDC) Some walkways / cycleways (piecemeal) | <ul style="list-style-type: none"> Playground and skate park Further walkways and cycleways planned, including the Te Awa cycleway |
| Accessibility | <ul style="list-style-type: none"> SH1 creates severance through Tamahere Bus access is limited and not useful for the general public. Vehicles are usually required for transport. School buses are available Social connection provided through markets, school, hall, and café. Noted school is the greatest opportunity for connection, so it can be difficult for those without children Residents are generally affluent, with disposable income, so affordability of accessibility is not typically an issue Residents are considered well educated and engaged | <ul style="list-style-type: none"> Planned walkways and cycleways will increase accessibility East-west link will decrease the impact of the severance created by SH1 |
| Sense of community | <ul style="list-style-type: none"> Countryside living environment creates an identity, as people choose to live in Tamahere for this lifestyle Can be a challenge to meet people other than neighbours - insular, large lot environment Working professionals Street party, market Culture of helping neighbours or when spotting someone who needs assistance Community groups with high level of engagement and action - Council supported Tamahere Community Committee, and other committees for purposes such as hall, gully Heritage and cultural recognition - homogenous 'white' community trying to embrace history. Only ward without a marae, although come under Tauwhare Pa (Ngati Haua). Good relationship with iwi | <ul style="list-style-type: none"> Concerned about being engulfed by Hamilton Gully restoration including Titoki Pa and other historical recognition. Make Mahingarangi-Turongo Tamahere stories more visible Construction of the hub will increase the sense of community |

Blueprint 2023 – 2033 for Tamahere

Snapshot

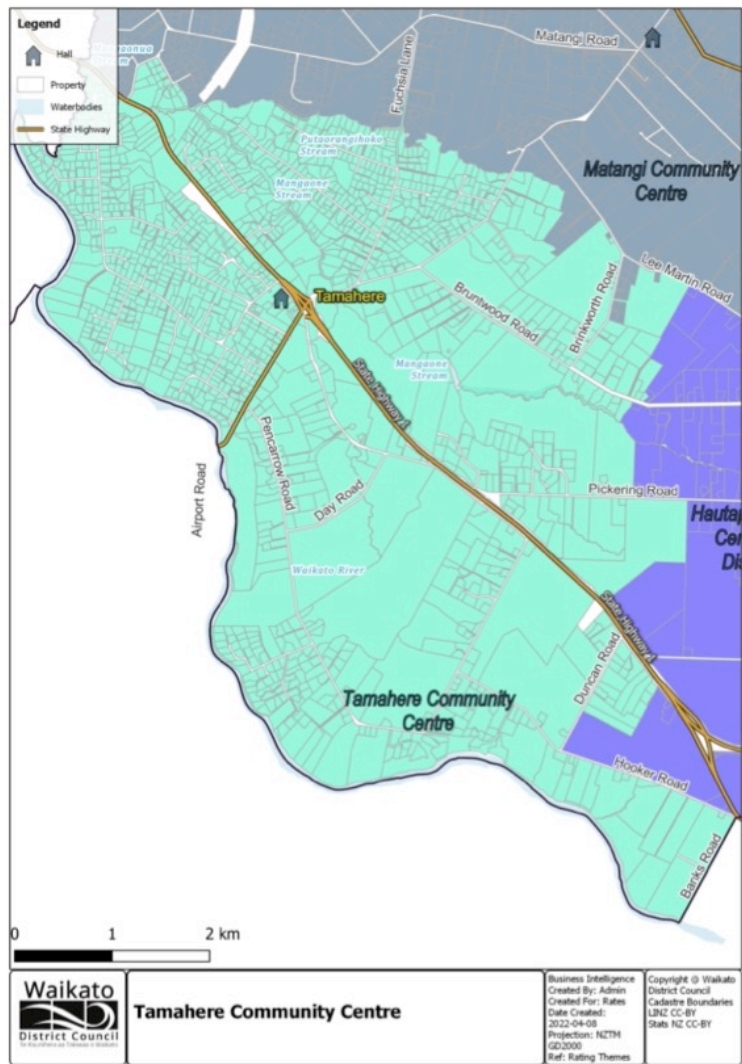
Location: Tamahere is located on the southern boundary of Hamilton City, with direct access to the SH1 Waikato Expressway passing through its centre. Tamahere is positioned amongst a network of gullies and streams which are tributaries to the Waikato River.

Population: 7,450 (2023 estimate), with growth projected to reach approx. 10,000 by 2045.

Established in 1884 the Tamahere Model Country School (decile 10) has provision for a roll of up to 600 students (year 0 – 6).

Village and Piazza: The Tamahere Community lead projects to establish the Community Centre (completed 2006) and the Village hub with a Piazza, skate park and play area for children (completed 2022) including recreation/sports grounds adjacent to the School, Playcentre and Community Centre, with off-street parking.

The Waikato District Council has partnered with Tamahere Community Committee and others for these growth projects and the community welcomes a vision which enhances the future liveability and wellbeing of its residents and farmers in a rural environment.



The Tamahere Community Committee supports long term planning and initiatives for the future together with monitoring of outcomes and revision to meet the needs of the community wanting to live outside of the City in a country living zone or rural lifestyle zone.

Priority initiatives for 2023 – 2033 (and beyond)

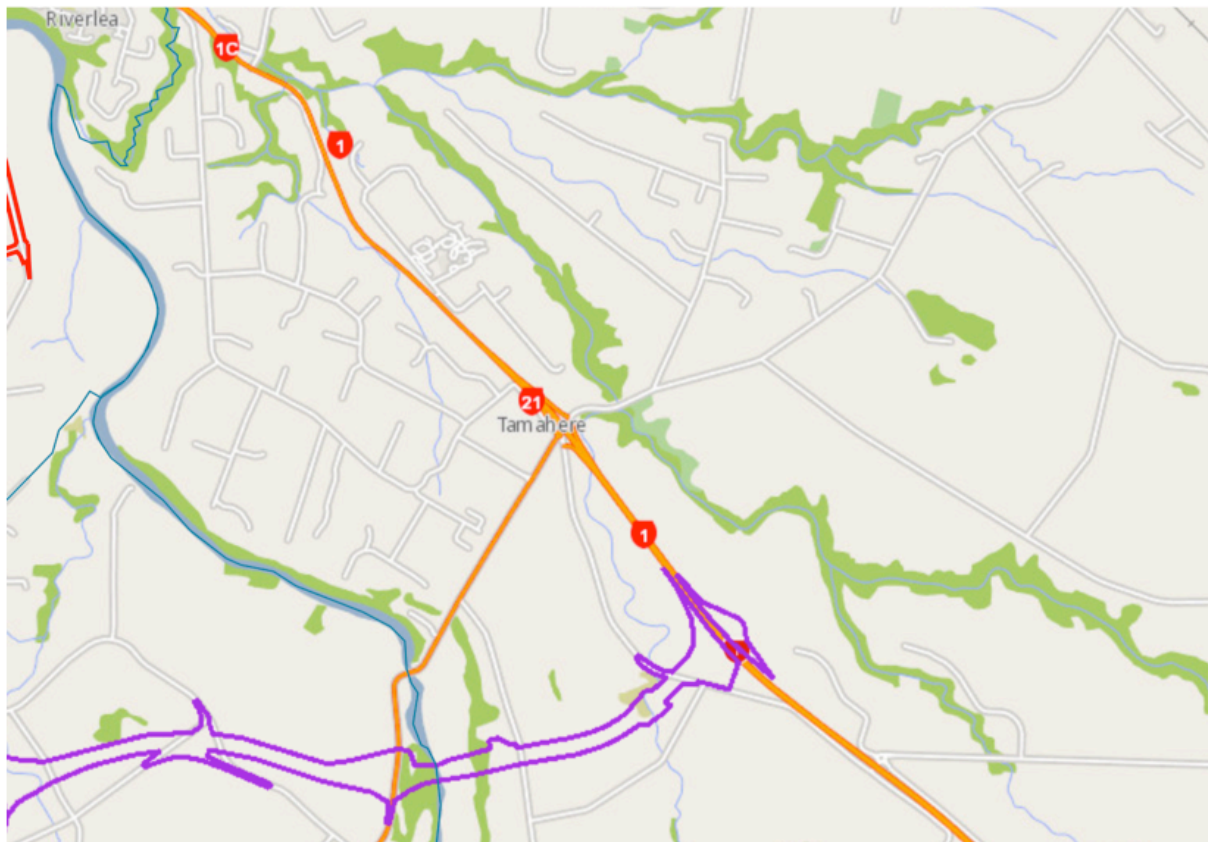
- 1 = Top priority (as soon as it can be done)
- 2 = High priority
- 3 = Medium priority
- 4 = Moderate priority
- 5 = Low priority, at present

| Theme | No. | Action | Priority |
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| Identity | TM1.1 | Promoting Tamahere Village & Piazza, Community Centre and school as the centre of the community, the place for meeting up and events | 1 |
| | TM1.2 | Erection of “heritage story boards” at Tamahere Village and other locations of historical importance | 1 |
| | TM1.3 | The local community markets and promoting a regular farmers market with standard T&Cs for such events (no consent for each) | 2 |
| | TM1.4 | Recognising and promoting our place on the Waikato River corridor, the unique qualities of the local area – particularly the gully network, its walking tracks, trees and water ways | 1 |
| | TM1.5 | Promoting a “Wiremu Tamihana Memorial Day” (celebrating history and heritage) | 3 |
| Nature | TM2.1 | Support restoration, revegetation and construction of walking tracks along the gullies in Tamahere and the Mangaone Stream (mostly Council reserve land plus the rear of private properties, in consultation with and agreement of private property owners). | 1 |
| | TM2.2 | Urge Council to complete the MOU with the Tamahere Mangaone Restoration Trust to expedite restoration of overgrown and weed infested land along our gullies and waterways, arranging and providing access tracks, boardwalks and bridging plus the planting of native and specimen trees (on land owned by Council, DoC and privately) | 1 |
| | TM2.3 | Tree planting and development in the recreation areas of Tamahere Village & Piazza, grounds and Community Centre including shade for the play grounds | 2 |
| | TM2.4 | Promoting the “Pest Free Tamahere” program | 2 |
| Community | TM4.1 | Support the ongoing use of the Council office and Community space at Tamahere Village. | 1 |
| | TM4.2 | Establish an “Events Co-ordinator and Promotor” for the Piazza, Community Centre and sports grounds and a proactive “sports and facilities booking system” | 1 |
| | TM4.4 | Summer shade for the play grounds at Tamahere Village | 1 |
| | TM4.5 | CCTV for the Tamahere Village & Piazza, playground and skate park | 1 |
| | TM4.6 | Additional Toilet facilities for the Tamahere Village & Piazza | 2 |
| | TM4.7 | Support a media for communications to and from the community (including the ability to email information of importance to | 1 |

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| | | Tamahere property owners and residents). tamahereforum.co.nz has historically filled this roll but urgently needs a new operator/owner – something the Tamahere Community Committee would consider (funding) | |
| | TM4.3 | Establishing a dog park (for off-leash exercise, socialisation) and training facility | 2 |
| | TM4.8 | Promote the ongoing Council requirement for each home in Tamahere to have water storage of not less than 25,000 litres and urge Council to vary the terms of its agreement with the Hamilton City Council to defer the requirement for water storage and pumping station in Tamahere until the Council acquires additional land for the Tamahere Village centre which can accommodate water storage and a pumping station (in close proximity to SH21) | 2 |
| Growth | TM5.1 | Future proof the Tamahere Village as the community centre by securing more land for future growth (parking/park and ride/bus stops/dog park/sports and recreation/business facilities) to prevent sprawl in locations which are not connected to the Village and Piazza, school and Community Centre. Include possible additional employment land for office development is needed | 1 |
| | TM5.2 | Zone change to “Country Living Zone”, for the land corridors: <ul style="list-style-type: none"> • SH21, Tamahere Drive and the proposed southern links route (excluding the Tamahere Country Club village zone) • between the Waikato River and Pencarrow Road/Hooker Road | 1 |
| | TM5.3 | Support the Council removing reverse sensitivity restrictions on Tamahere properties affected by the Waikato Regional Airport (as a result of changes since those restrictions were introduced) | 1 |
| | TM5.4 | Provision of additional toilets at the Village and Piazza to cater for public events and regular sporting fixtures, including upgrade of sewage system as required | 1 |
| | TM5.5 | Widen Wiremu Tamihana Drive to cater for 4 lanes to ease congestion as a result of increased SH21 traffic, the Te Awa Cycleway and the success of the Tamahere Village development. | 2 |
| | TM6.1 | Promote the use of the Piazza and Village facilities with regular events (day and evenings including a “Farmers Market”) | 1 |
| Economy | TM6.2 | Support local Village businesses, other employment initiatives associated with existing businesses and facilities (the quarry, elderly housing, leveraging off the Te Awa Cycle route, Southern Fresh Foods, home-based employment, horticulture) | 2 |
| | TM6.3 | Support the Tamahere Community Centre as a Civil Emergency Centre with self-sufficiency in a crisis/emergency, including solar panels, battery/generator, satellite communications, potable water, medical triage centre, “marae” style overnight sleeping and food distribution centre. | 1 |
| | TM6.4 | Identify if, how much and where, possible additional employment land for retail development is needed beyond the zoning in the Proposed District Plan. | 5 |
| | TM7.1 | Advocate with NZTA to construct a two lane roundabout at the intersection of SH21 and Wiremu Tamihana Drive. | 1 |
| Transport and Connectivity | TM7.2 | Support the completion of the Southern Links four lane roading link between SH3 and SH1 Waikato Expressway to relieve traffic congestion in Tamahere – particularly on SH21. | 1 |
| | TM7.3 | Urge Council to complete arrangements for EV chargers (3+) in the public parking area in the Tamahere Village. | 1 |

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| Transport and Connectivity | TM7.4 | Support speed reduction on SH21 from the Expressway to the Narrows Bridge (currently 80kph) | 2 |
| | TM7.5 | Support the community with the extension of shared paths (walking/cycling) through natural areas and the ongoing development of walking tracks along our waterways and gullies. | 1 |
| | TM7.6 | Promote the provision of secure bike stands at the Tamahere Village | 1 |
| | TM7.7 | Support the Regional Council/NZTA/Council with the bus trial for public transport providing services into and out of Tamahere Village. | 2 |
| | TM7.8 | Urge Council to upgrade Birchwood Lane to a primary commuter road (renaming it as Birchwood Road) | 1 |
| | TM7.9 | Urge Council to secure more land for parking, including a “park and ride” adjacent to bus services into Hamilton City, etc, at Tamahere Village | 1 |
| | TM7.10 | Support the addition of road signage in and around the Tamahere Village and Waikato Expressway to make it easier to identify the appropriate direction of travel and avoid confusion – NZTA and Council | 1 |
| | TM7.11 | Support the Council completing footpaths on Woodcock Road and Devine Road | 1 |

Southern Links designation – Tamahere



Consultation feedback and priority initiatives – 2018 - 2020

| During Council consultation sessions in 2018-2019 the following key issues and ideas for Tamahere were put forward: | Outcome June 2023 | Tamahere Community Committee review June 2023 |
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| Tamahere’s natural assets make the place attractive. | Ongoing | Keeping a country living and rural focus is a priority |
| The restoration of the gully system and the development with public walkways is driven by the local community and should be supported. | Ongoing | Support the extensive work of the Tamahere Mangaone Restoration Trust (targeted rate) supported by Council work |
| There is a desire to grow the zero-waste initiative. | Review | Do not want removal of rubbish bins in Tamahere |
| Southern Links south of Tamahere may provide an opportunity to zone more land for residential development. | Ongoing | Extend the country living zone to the land between: <ul style="list-style-type: none"> • Airport Rd and Southern Links route, and • Waikato River and Pencarrow Rd/Hooker Rd |
| Growth may be needed for viability of services and can be accommodated through slightly smaller properties, but the character of the settlement should be maintained. | Ongoing | Country Living Zone requires minimum of 5,000m ² land for each dwelling/title and this should not be reduced |
| The development of The Hub currently underway will result in an appropriately sized centre for Tamahere. | Ongoing | The Tamahere Village requires more land for future development of supporting services, more parking (park and ride) and bus stops |
| There are several economic opportunities, such as home-based businesses (based on lifestyle choice), elderly care, recreation, tourism leveraged off the Te Awa river ride, the proximity of the Airport, Mystery Creek etc. | Ongoing | Tamahere Country Club, Tamahere Eventide Home and Atawhai Assisi Home and Hospital are now established with expansion ongoing. Te Awa cycle way is complete. Village businesses are developing. Home based businesses have limited appeal to the rural/residential character of the area. Industrial and Commercial development, outside of the Village is not appropriate. |
| The markets are very successful. Consideration should be given to increasing the frequency and an additional venue. | Ongoing | Consolidating the success of the markets at Tamahere is supported, perhaps with a weekly Farmers market at the Village Piazza |
| State Highway 21 provides a barrier between the regional cycle route and Matangi’s services and facilities. Crossing the state highway should be made easier and safer. | Remedy completed | Underpass provides a safe crossing of SH21 for cyclists and pedestrians. |
| There is a desire to improve public transport accessibility. | Ongoing | Trials for 2023-2025 are being developed and will focus on solutions that are effective. |
| Southern Links is needed to reduce through-traffic and improve safety. | Ongoing | SH21 has a greater volume of traffic than projected and now necessitates |

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| | | the need for construction of the Southern Links route connecting SH3 to the SH1 Waikato Expressway |
| In September 2020 Council determined that the top priority initiatives for Tamahere include: | Outcome June 2023 | Tamahere Community Committee review June 2023 |
| Building a strong identity for the town. | Ongoing | Tamahere Village and Piazza is a focal point for the Community to embrace and develop |
| Supporting Mangaone Stream revegetation efforts and the construction of a walking and cycleway along this stream. | Ongoing | Support the extensive work of the Tamahere Mangaone Restoration Trust (targeted rate) supported by Council work |
| Advocating with NZTA to provide a pedestrian and cycle bridge across SH21. | Underpass built | Maintain strong communication links with NZTA as traffic movements mature with the Waikato Expressway and the proposed development of the Southern Links |
| Supporting the community with the extension of shared paths (walking/cycling) through natural areas. | Te Awa cycleway is complete | Promote walking and cycling through the extensive network of roads, streams and gullies in Tamahere |

Prepared by the Tamahere Community Committee

1 June 2023