

KATIKATI TOWN CENTRE PLAN

10 YEAR TOWN PLAN

2022 - 2032



distant ranges
indigo spills
under the bright sky

morning clouds
reclaiming the hills
from early light

KATIKATI DOCUMENT QUALITY ASSURANCE

BIBLIOGRAPHIC REFERENCE FOR CITATION:

Boffa Miskell, 2022. *KATIKATI TOWN CENTRE PLAN*. Report by Boffa Miskell Limited for KATIKATI COMMUNITY BOARD.

PREPARED BY:

Matt Peacocke
Registered Landscape Architect | Principal
Boffa Miskell Ltd



Anna Li
Landscape Architect | Graduate
Boffa Miskell Ltd



REVIEWED BY:

Morné Hugo
Associate Partner Landscape Architect | Urban
Designer
Boffa Miskell Ltd



STATUS: [FINAL]

Revision / version: 4

Issue date: 29 June 2022

File ref: BM20046A_Katikati_Town_Centre_Plan_20220628

Cover photograph: Supplied by Katikati Community Board



RĀRANGI UPOKO

CONTENTS

SECTION ONE - INTRODUCTION AND REVIEW

SUMMARY AND INPUTS	5
INTRODUCTION	5
PURPOSE	5
BACKGROUND AND INFLUENCING DOCUMENTS	5
A REFLECTION OF THE 2010 TOWN PLAN	6
PROGRAMME AND PROCESS	7

SECTION TWO - CONTEXT AND ENGAGEMENT

REGIONAL CONTEXT	9
LOCAL CONTEXT	10
KATIKATI IDENTITY	12
CULTURAL IDENTITY	12
HISTORIC IDENTITY	12
NATURAL IDENTITY	12
COMMUNITY PLAN: COMMUNITY ASPIRATIONS	13

SECTION THREE - ANALYSIS

ANALYSIS: LAND USE	15
ANALYSIS: GREEN SPACES AND RESERVE NETWORKS	16
ANALYSIS: CIRCULATION	17
ANALYSIS: FLOOD ZONES	18
ANALYSIS: PLANNING ZONES	19

SECTION FOUR - FORWARD PLANNING

DESIGN PRINCIPALS	21
TOWN CENTRE DEVELOPMENT PLAN KEY MOVES	22
DESTINATIONS	22
LINKAGES	23
KEY FUTURE ACTIONS	24-29

ROAD TYPES / STREET FAMILIES	31
CONCEPT: TRAFFIC MOVEMENT STUDY	32
CONCEPT: BEACH ROAD INTERSECTION OPTIONS	33
CONCEPT: MAIN ROAD PLAN	34-35
CONCEPT: PATHWAY TO PERMANENCE	36
CONCEPT: CENTRAL CROSSING POINT	38
CONCEPT: CENTRAL CROSSING POINT: PATHWAY TO PERMANENCE	39

SECTION SIX - APPENDICES

COMMUNITY PLAN: COMMUNITY ASPIRATIONS	41-43
--	--------------

WĀHANGA TUATAHI : NGĀ TIROHANGA WHĀNUI
SECTION ONE: INTRODUCTION & REVIEW

MUSEUM

1955
FIRE

STATION

KATIKATI

HE WHAKARĀPOPOTO

SUMMARY & INPUTS

INTRODUCTION

Katikati Community Board (KKCB), Boffa Miskell Limited (BML) and the Western Bay of Plenty District Council (WBOPDC) were tasked with assembling and developing a new Town Centre Plan to provide guidance and structure for development over the next 10 years.

Alongside the Town Centre Plan, the Katikati Community Plan (2022) was also developed, which focuses on the wider aspiration and community direction of Katikati as a whole and encompasses the next 20 years.

Within the scope of both of these projects, a process of engagement relayed the desires from the people of Katikati, these have been included within the list of influences, providing a backbone for both documents.

PURPOSE

The focus of the Town Centre Plan is to achieve a high functioning Town Centre; a strong community focus; a thriving visitor experience; and good options for local employment and quality of life. This provides a documented plan for what the community wants to achieve, with key actions associated.

This document aims to provide a starting point for directing the development of Katikati Town Centre over the next 10 years.

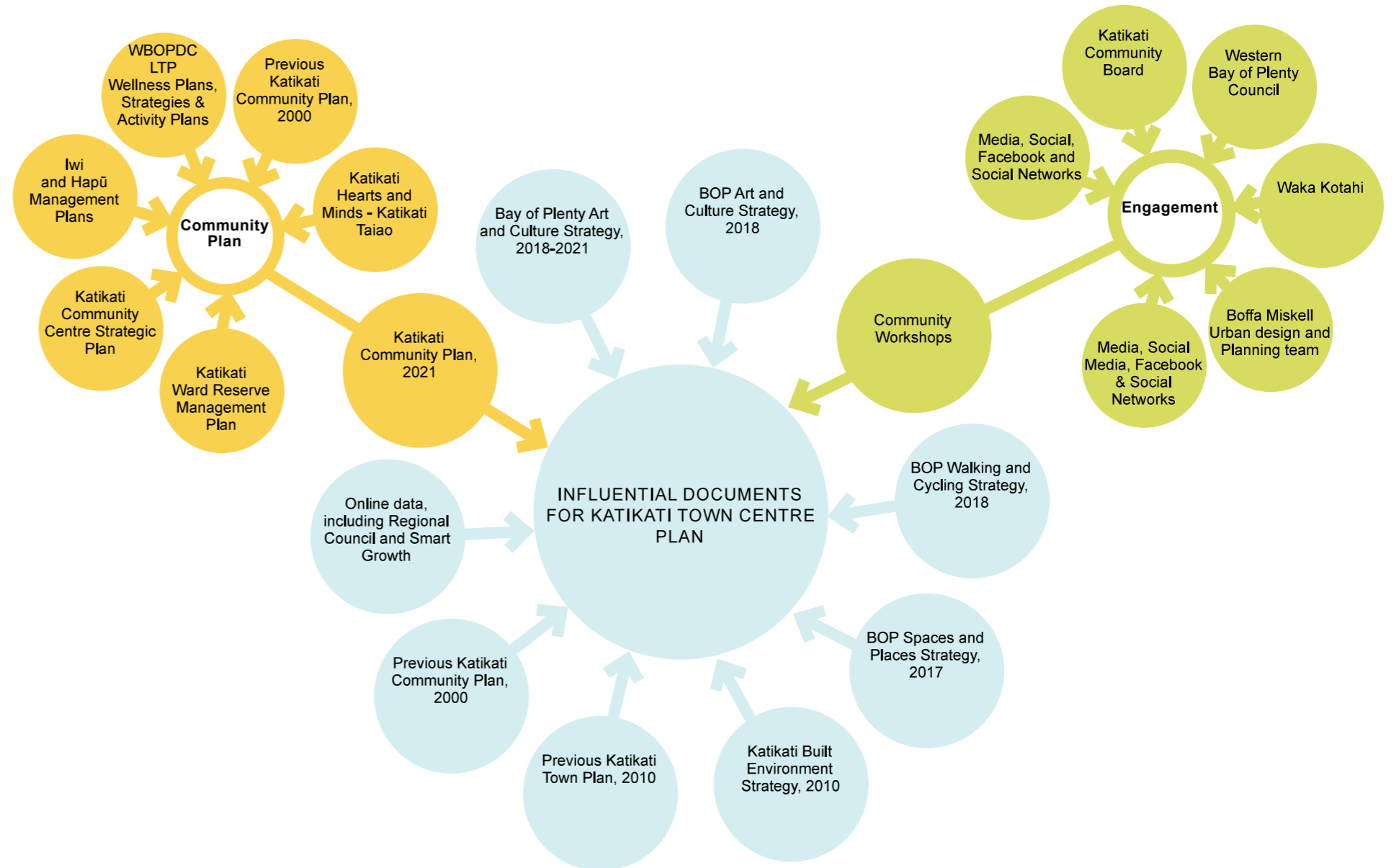
The extent of study is highlighted within the red line of the map below.

BACKGROUND & INFLUENCING DOCUMENTS

As indicated in the diagram below, a high level of engagement was sourced for the Town Plan, but also through the Community Plan undertaken at the same time by the same team over a 2 year process.

Engagement was undertaken with a lead from the Katikati Community board, with assistance from Boffa Miskell and Western Bay of Plenty Council.

As the engagement and documentation progressed, Waka Kotahi became involved in additional workshops to highlight traffic, safety, movement, and sense of place within and around the Main Road of Katikati. These findings are presented in section five of this Town Centre Plan.



NGĀ ĀHUATANGA O MUA

A REFLECTION OF THE 2010 TOWN PLAN

ACTION	NO LONGER APPLICABLE	NOT ACHIEVED	PARTIALLY ACHIEVED	ACHIEVED
TALISMAN DRIVE - NEW PUBLIC PARKING AREA		Development of 100+ carpark between Talisman Drive and Main Road at the back of the Talisman Hotel		
TALISMAN DRIVE - PEDESTRIAN BOULEVARD		Pedestrian boulevard to link parking area and proposed parking buildings		
TALISMAN DRIVE - SHELTERED PEDESTRIAN LINKS			Library connection achieved	
TALISMAN DRIVE - VEHICLE LINK TO JOCELYN STREET		Not formalised		
TALISMAN DRIVE - REDEVELOPMENT OF CARPARKING AREA		Not formalised		
RELOCATION OF LIBRARY AND COUNCIL OFFICES				New Library built circa 2018
BYPASS		Bypass is still in discussions		
INCREASE THE WIDTH OF THE FOOTPATH TO IMPROVE PEDESTRIAN EXPERIENCE		Not carried through yet		
IMPROVE APPEARANCE OF TOWN CENTRE STREETScape ALONG MAIN ROAD			Some pockets have been improved (Cherry Court)	
LANDSCAPING IMPROVEMENTS SURROUNDING THE KATIKATI WAR MEMORIAL HALL				Memorial square civic landscape upgrade completed circa 2012
ON SITE PARKING REQUIREMENTS PER UNIT IN THE DISTRICT PLAN	No longer applicable as there are no longer requirements for parking in the district plan			
URETARA STREAM - DEVELOPMENT OF PEDESTRIAN LINKS TO WESTERN URETARA STREAM			Marginally improved pedestrian link by firestation and carpark formed providing stronger purpose for link	
URETARA STREAM - UPGRADE SERVICE LANE			Marginally improved pedestrian link by firestation	
MEDIUM DENSITY HOUSING BETWEEN SERVICE LAND AND URETARA			Land acquisition by Council, but private development not yet been achieved	
REZONE PROPERTIES ALONG CARISBROOKE STREET AND JOCELYN STREET FROM "COMMERCIAL" TO "COMMERCIAL TRANSITION"				Achieved
REZONE PROPERTIES ALONG CARISBROOKE STREET, JOCELYN STREET AND HERON CRESCENT "RESIDENTIAL" TO "MEDIUM DENSITY RESIDENTIAL"				Achieved
IMPROVING THE SOUTHERN ENTRANCE TO THE TOWN CENTRE (FROM JOCELYN STREET TO DONEGAL PLACE)		Not achieved		

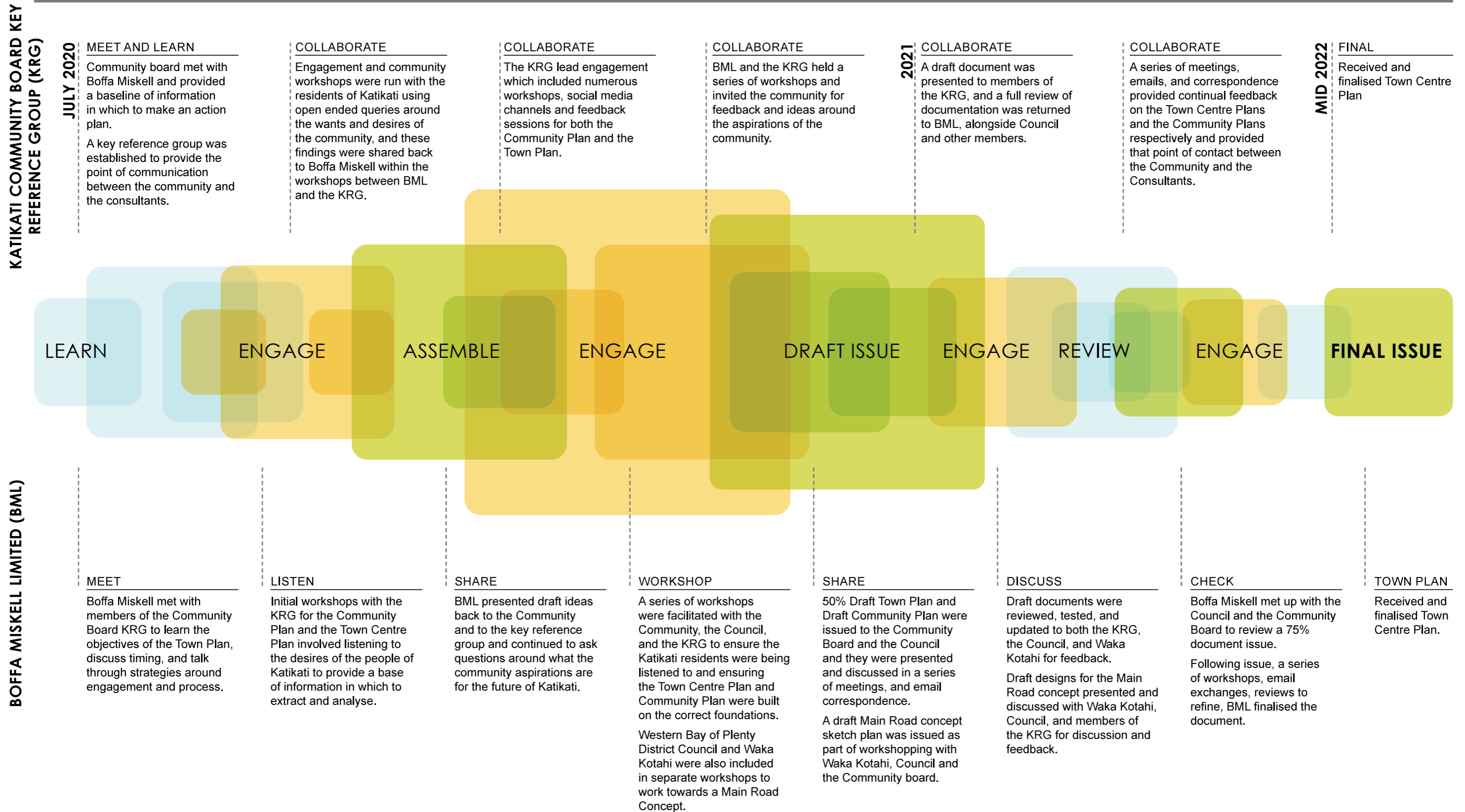
 **AREA OF INTEREST: ACTIONS STILL APPLICABLE.**

NGĀ WHAKAMĀRAMA

PROGRAMME & PROCESS

At the start of the Town Centre Plan and Community Plan delivery, a highly interactive process was outlined providing for a series of fundamental review stages and checkpoints within the consultants, the Council, and the Katikati Community Board Key Reference Group (KRG), as representatives for the Community. The KRG further worked and engaged directly with the Community and brought those findings back to the main workshops.

This timeline is based on the Town Centre Plan, but the Community Plan was used extensively, in particular regard to engagement and community desires.



WĀHANGA TUARUA : NGĀ HONONGATANGA

SECTION TWO: CONTEXT & ENGAGEMENT



HOROPAKI A ROHE

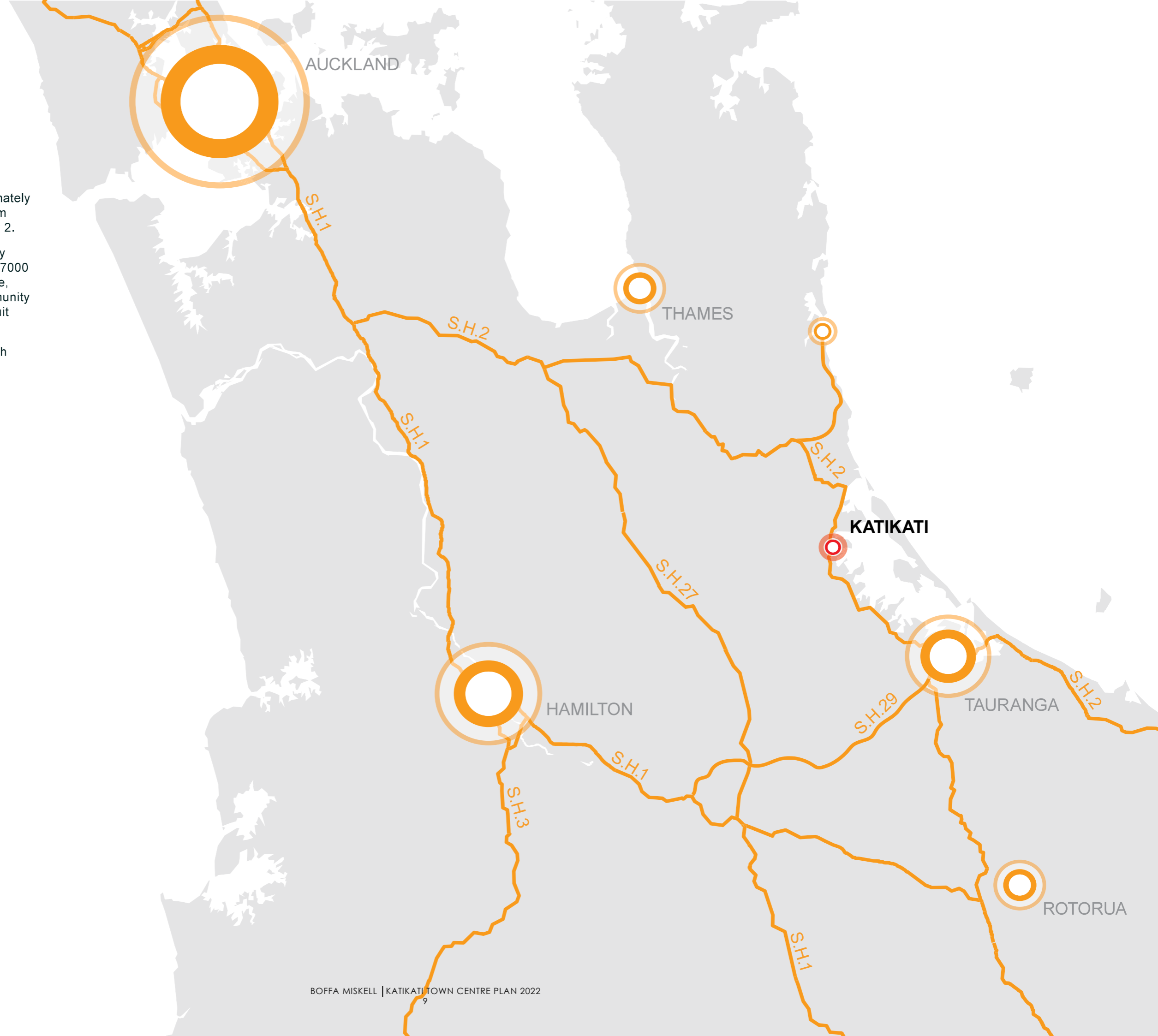
REGIONAL CONTEXT

INTRODUCTION

Katikati is a medium sized town approximately 35 km north west of Tauranga and 165 km south east of Auckland on State Highway 2.

Katikati has a population of approximately 5500 residents and is projected to reach 7000 by 2040. It consists of a mix of agriculture, farming, tourism, and lifestyle. The community also includes a transient population of fruit pickers and seasonal workers.

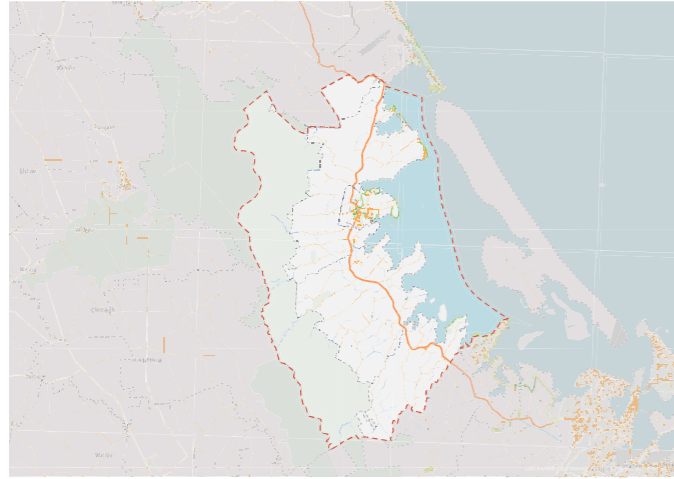
Katikati has a strong, vibrant heritage with good amenities in the town.



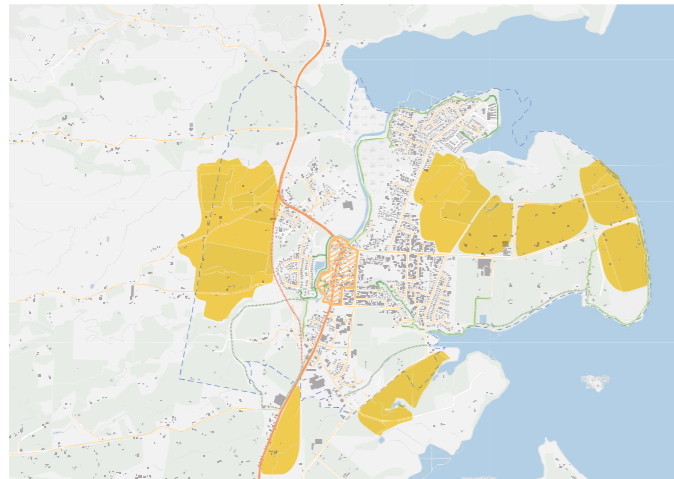
TE HOROPAKI O KATIKATI WHĀNUI

CONTEXT: LOCAL CONTEXT

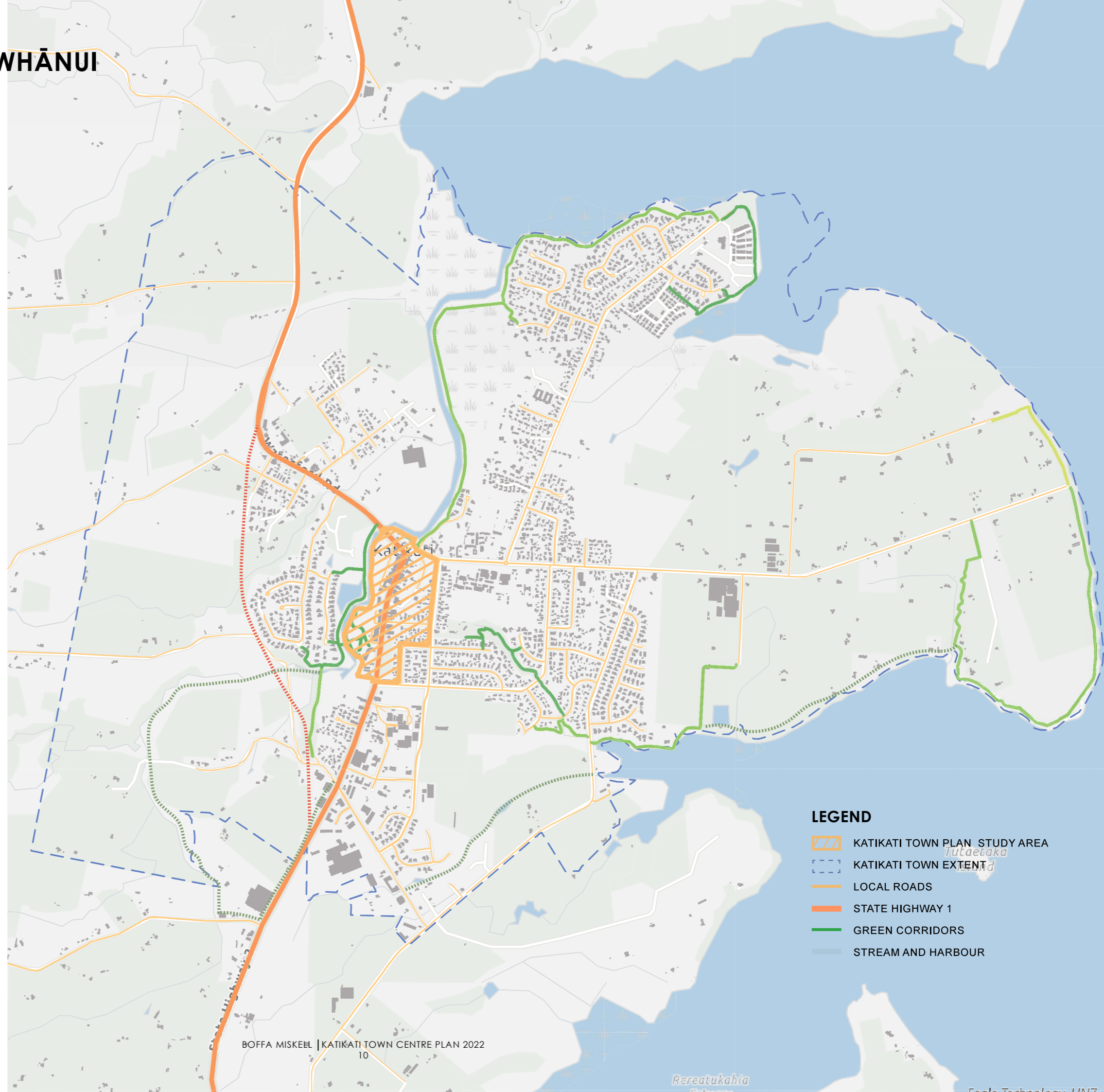
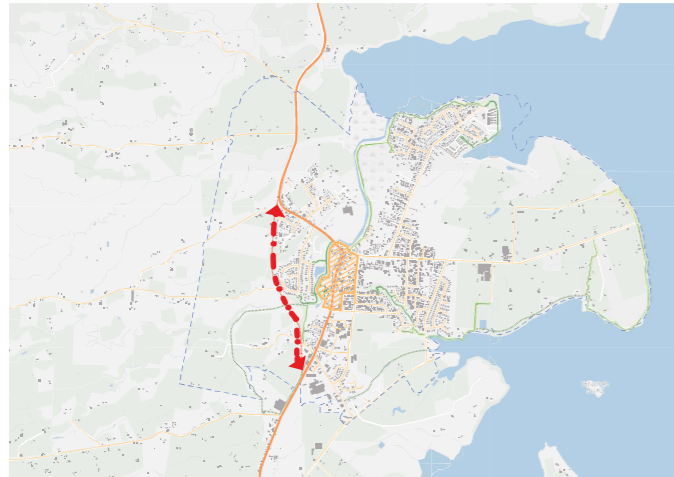
KATIKATI WARD









RESIDENTIAL GROWTH AREAS*



FUTURE BYPASS



LEGEND

-  KATIKATI TOWN PLAN STUDY AREA
-  KATIKATI TOWN EXTENT
-  LOCAL ROADS
-  STATE HIGHWAY 1
-  GREEN CORRIDORS
-  STREAM AND HARBOUR

*Western Bay of Plenty District Council Preferred Urban growth areas



NGĀ KORERO Ā-IWI

CONTEXT: KATIKATI IDENTITY

CULTURAL IDENTITY

Katikati and the Bay of Plenty region has a strong Iwi presence.

The local Marae are Te Rereatukahia and Tuapiro.

Traditionally the Main Road of Katikati has focused on European settlement and agriculture but there is a strong desire to highlight the multi cultural background within the region.

HISTORIC IDENTITY

Katikati European settlement started in the 1870's by Northern Irish settlers, and after some initial financial struggles, developed into a relatively prosperous town based on farming and agriculture.

Māori have occupied the land and region for centuries.

During the 1990's Katikati rose to fame as the mural capital of New Zealand, providing interest for tourism given it's proximity to the State Highway. In the late 1990's Katikati was awarded the 'Most Beautiful Small Town' in New Zealand.

Katikati has a rich cultural and historic history based on connecting with the land through industry, agriculture and working with the natural environment.

NATURAL IDENTITY

Katikati is surrounded by a series of parks that connect to a variety of natural environments. It sits balanced between the Kaimai Mamaku Conservation Park and the Tauranga Moana harbour.

The Town was built adjacent to Uretara Stream, which feeds into the Uretara estuary and the Tauranga Moana harbour.



NGĀ MĀTĀPONO O TE HĀPORI WHĀNUI

COMMUNITY PLAN: COMMUNITY ASPIRATIONS*

*As extracted from the Katikati Community Plan 2022

PAPORI / SOCIAL

"A community that actively cares for all of its people"

TAIAO / ENVIRONMENTAL

"An environmentally healthy town and a community that actively works to improve our environment"

OHAOHA / ECONOMIC

"An environment where there are opportunities to live, train and work, embracing technology and connected communities"

AHUREA ME TE TUKU IHOTANGA / CULTURE

"Recognising the richness of our bicultural heritage and multicultural future. A welcoming community for all"

No	Action	Social	Environmental	Economic	Cultural
1	Develop a town centre marketplace	✓		✓	
2	Create river and coastal walkways and cycleways	✓	✓	✓	
3	Cover Dave Hume Pool	✓		✓	
4	Build Waitekohekohe trails	✓	✓	✓	
5	Build a Community, Sport, Recreation and Wellness Centre	✓			✓
6	Develop the Avocado Capital theme	✓		✓	
7	Enhance Highfields Lake	✓	✓		
8	Create wetland bird hides		✓	✓	
9	Establish Electric Vehicle charging points		✓	✓	
10	Continuous improvement of the local environment		✓		
11	Development of Kotahi Lane area	✓	✓	✓	
12	Strengthen the creative arts	✓			✓
13	Advocated for and support innovative horticulture			✓	
14	Enhancing the aesthetic appeal of the town	✓	✓	✓	✓
15	Build the Katikati Bypass	✓	✓	✓	
16	Enhance town entranceways and signage			✓	✓
17	Development of Western Bay Museum storage / multipurpose building	✓		✓	✓
18	Support cultural groups to participate in the community	✓			✓
19	Celebrate the diversity of cultures	✓			✓
20	Ensure all capital infrastructure projects include cultural design and detailing				✓
21	To be a destination for cycling, tramping, bird watching & access to fishery	✓	✓	✓	
22	Develop ramp and council property at Beach Road			✓	
23	Enhance wharf area at the landing	✓	✓	✓	✓
24	Improve signage for culturally significant sites	✓			

 ACTIONS THAT ARE WITHIN THE TOWN EXTENT

 ACTIONS THAT ARE SPECIFICALLY NOTED WITHIN THE COMMUNITY PLAN AS 'TO BE ADDRESSED IN THE TOWN PLAN'

WĀHANGA TUATORU : NGĀ TĀTARITANGA

SECTION THREE: ANALYSIS



NGĀ TAI WHENUA

ANALYSIS: LAND USE









KEY FINDINGS

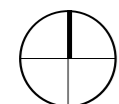
- The Main Road is a diverse and evenly distributed mix of shopping types.
- The town centre from the south end is generally more open, less formal, with wider roads, median strips and includes green space connections to parks and reserves.
- The northern end, as it reaches Beach Road, includes a higher cluster of commercial buildings in response to the original Main Road row of shops.
- The Talisman building provides a architectural bookend to the northern end of the Main Road character.
- The cluster of yellow, indicating non specific services is more in the northern end filling the gaps.

WHAT DOES THIS MEAN?

- The northern bend stretch before Beach Road and bookended by the Talisman is characteristically the core of the Main Road and should be treated as so.
- Opportunities existing to improve pedestrian experience in the northern Main Road character area for the best impact in terms of improving a central Main Road area and heart to the town shopping precinct.
- The southern stretch is less structured, and appears less purposeful. There is an opportunity to provide consistency through the landscape response which ties into the Katikati character landscape palette such as tree planting, low amenity planting, and paving materials and types.
- The State Highway runs through the centre of town, creating restrictions for peace and quiet as well as requirements for safety within a State Highway zone. If the bypass removed this (or by working with the Waka Kotahi 'One Network Framework (ONF), the options to develop the Main Road open up significantly in terms of what can be achieved, such as narrowing roads, changing materials, traffic light and crossing sequencing, and pedestrian crossings.

LEGEND

-  KATIKATI TOWN PLAN STUDY AREA
-  STATE HIGHWAY 2
-  PROPERTY BOUNDARY
-  FOOD OUTLET & CAFE DINNING
-  GENERAL RETAIL
-  OTHER SERVICES & RETAIL
-  COMMUNITY SERVICES
-  ENTERTAINMENT
-  RESIDENTIAL



TŪHONONGA PĀKA

ANALYSIS: GREEN SPACE & RESERVE NETWORKS

KEY FINDINGS

- The whole of Katikati Main Road and Town Centre runs generally parallel to the Uretara stream and the associated parks and reserves.
- There is a core reserve space in the heart of the Town Centre Main Road, currently occupied with a playground and reserve space behind the 'Barry' sculpture.
- There is a large open park space at the southern end of town (Diggelmann Park), which includes sculpture, outdoor gym, open grass and toilets.
- The town centre is well located in good proximity to a variety of local parks, such as Moore Park and its sports fields to the south east; Vesey Stewart Reserve to the east; Uretara Landing reserve to the north east.
- There exists a steep planted slope between the Town Centre and Haiku Park and the Uretara Stream. The heavy planting here is to both mitigate and respond to the steep slope, and also to protect the Main Road from the westerly winds.

WHAT DOES THIS MEAN?

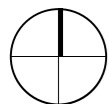
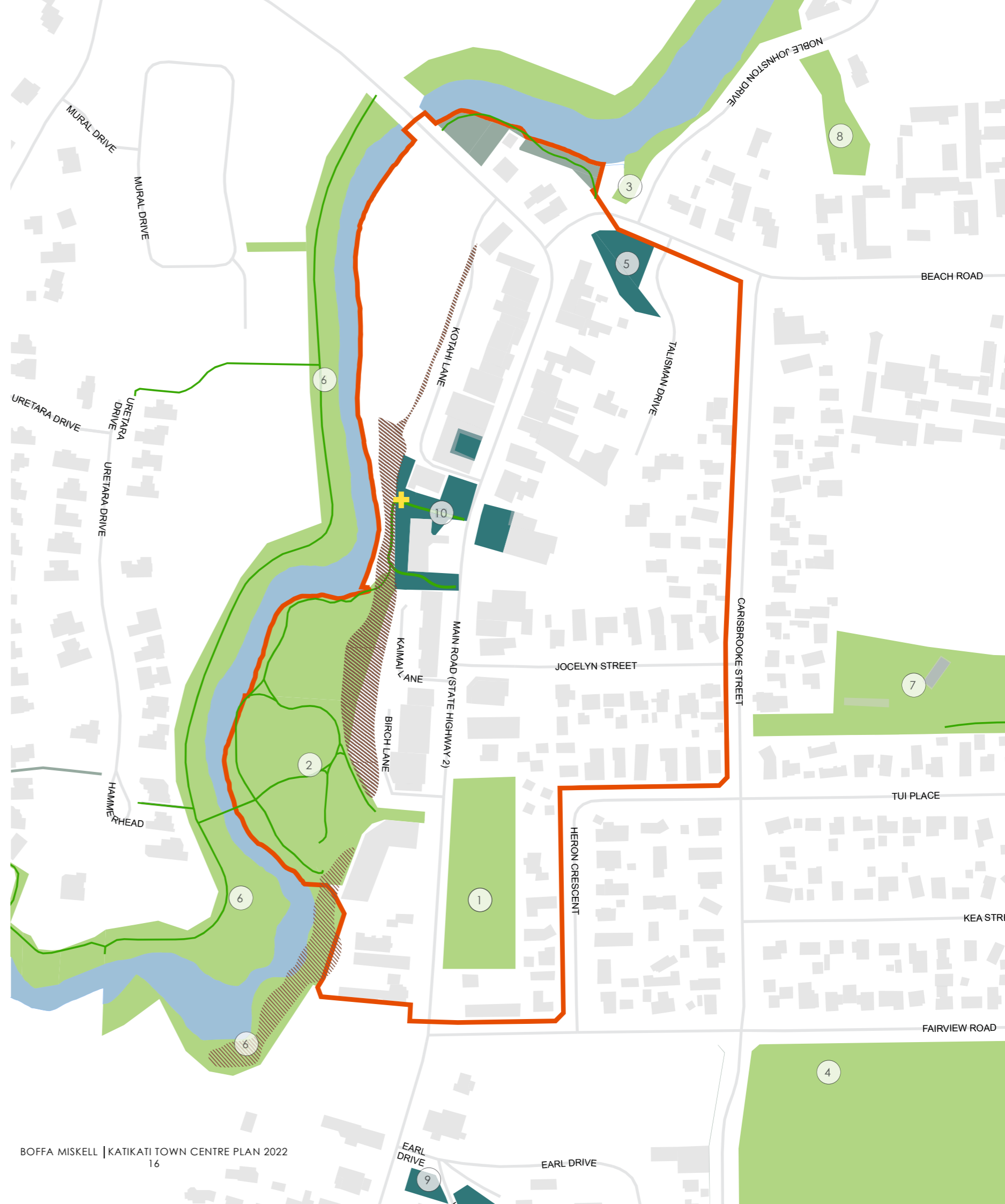
- The opportunities existing to appropriately connect and integrate the surrounding natural environment and character, into the Main Road through careful consideration of street tree types, and planting types.
- From anywhere within the Main Road, a reserve is within easy walking distance, further enhancing that natural context. These should be highlighted and made as legible and logical as possible, connecting and integrating the Main Road and the surrounding parkland areas so they are naturally together.
- The steep planted slope provides a barrier between the Main Road, which creates difficulty integrating Haiku Park with the Main Road. This means the connection points need to be as enticing as possible.

LEGEND

-  KATIKATI TOWN PLAN STUDY AREA
-  OPEN SPACE / RESERVES
-  POCKET PLAZA / PUBLIC SPACE
-  STREAM
-  PLAYGROUND
-  STEEP PLANTED SLOPE

KEY

1. DIGGELMANN PARK
2. HAIKU PARK
3. URETARA LANDING RESERVE
4. MOORE PARK (SPORTS FIELDS)
5. BEACH ROAD RESERVE
6. URETARA STREAM ESPLANADE RESERVE
7. VESEY STEWART RESERVE
8. NOBLE JOHNSON DRIVE RESERVE
9. EARL DRIVE RESERVE
10. RESERVE AROUND MUSEUM



NGĀ WĀHI HONO

ANALYSIS: CIRCULATION








KEY FINDINGS

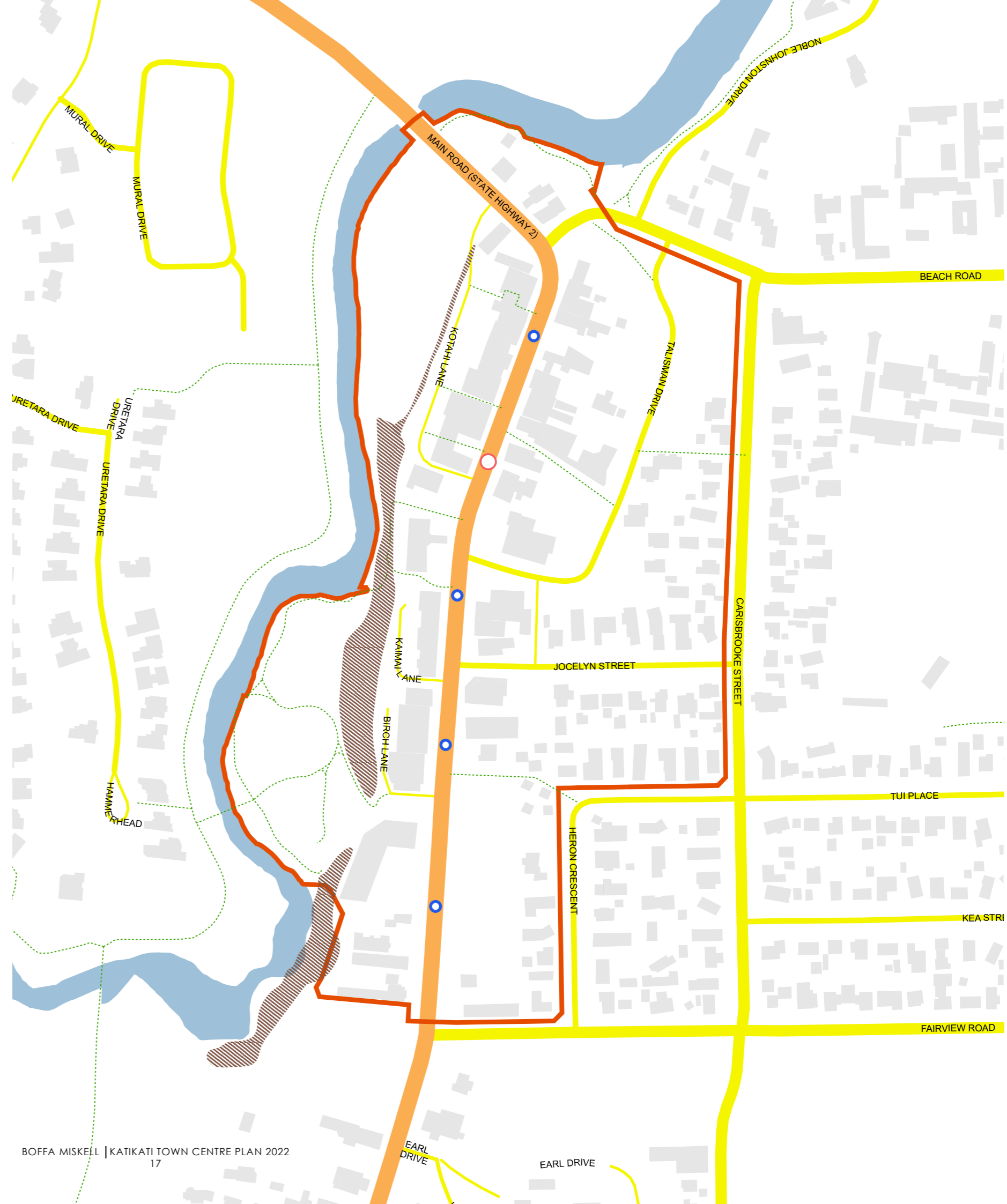
- State Highway 2 goes straight through the centre of the township.
- There are walkways from the Main Road to Haiku Park, but the location of these aren't overtly that clear.
- The local roads around and within the town centre, are of a similar types, scale and size. There is no clear bypass.

WHAT DOES THIS MEAN?

- There are two key intersections in the Town Centre that can seriously influence traffic and character. The Beach Road / Main Road intersection, and the Fairview Road / Main Road intersection. These intersections could be developed with the consideration of bookending a beginning and end to the Main Road. Eg. surface treatment, roundabout, planting, narrowing, sculpture.
- There are potentially options to divert traffic by either moving traffic through Carisbrooke Street or Kotahi Lane. Both of these are being tested by Waka Kotahi, and both have significant implications on the functional movement of Katikati as a whole.
- There are several walkways to Haiku Park and the stream, from the Main Road, which brings opportunities to both highlight these node points that connect the walkways together and integrate them with the Main Road.

LEGEND

-  KATIKATI TOWN PLAN STUDY AREA
-  STATE HIGHWAY 2 (PRIORITIZING VEHICLES / THROUGH TRAFFIC)
-  SECONDARY ROAD (LINE WEIGHT INDICATE ROAD HIERARCHY)
-  PEDESTRIAN WALKWAYS
-  SIGNALLED PEDESTRIAN CROSSING
-  REFUGE CROSSINGS
-  STEEP PLANTED SLOPE



NGĀ TAI PUKERIKERI

ANALYSIS: FLOOD ZONES




KEY FINDINGS

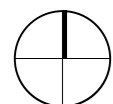
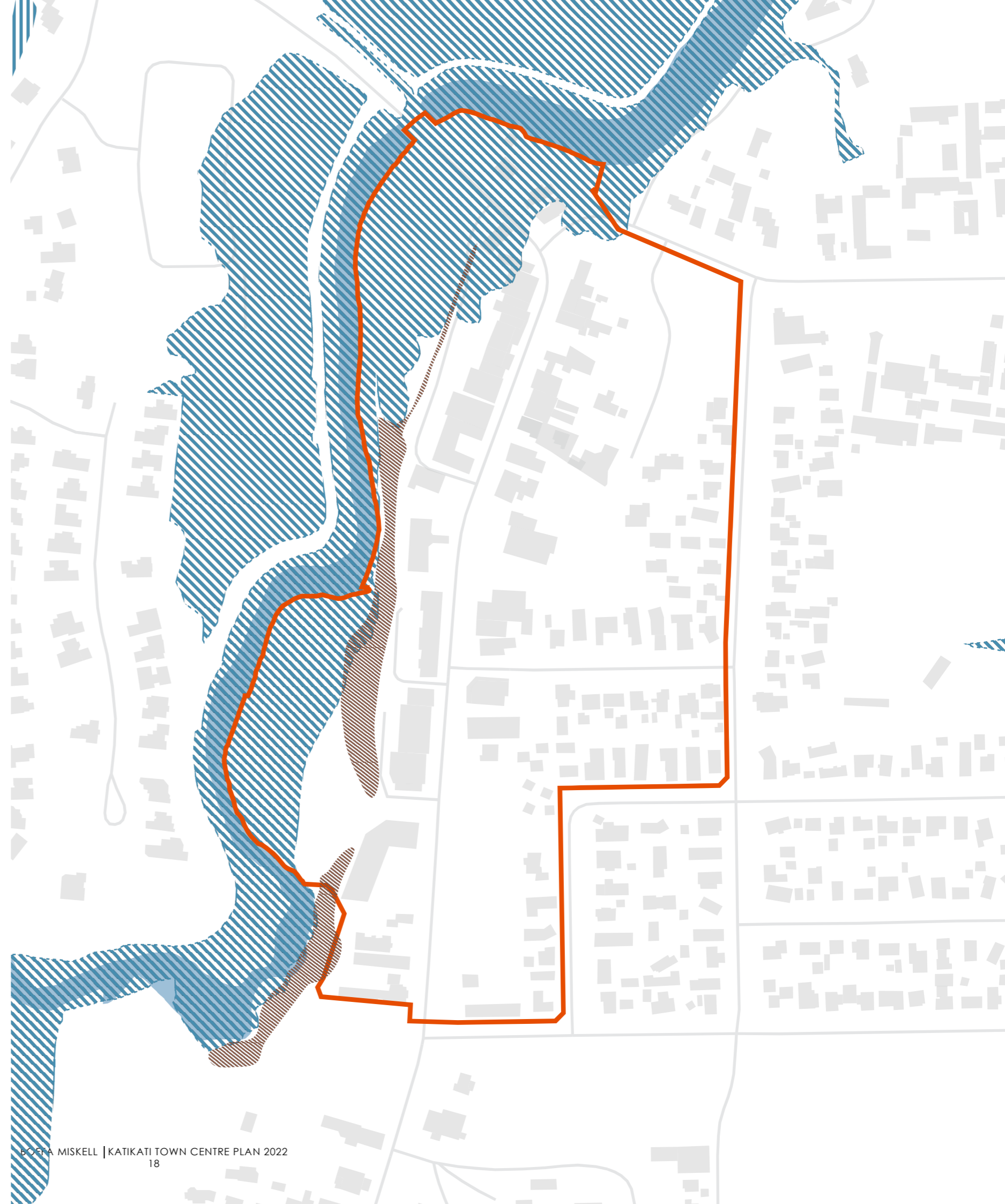
- The Uretara Stream and surrounding parklands are in a flood zone.

WHAT DOES THIS MEAN?

- Development for buildings is difficult in flood zones.
- Parks and reserves are good locations to provide activities in flood areas, which are designed to cater for periodic flooding.
- Roads and carparking can be carefully considered to be designed within flood zones to be flooded periodically as open spaces.
- There exists opportunity to incorporate suitable planting responses in both the Main Road character and the open space planting which will assist with floodable areas, and celebrate the idea that periodically the living, breathing stream occasionally likes to stretch itself.

LEGEND

-  KATIKATI TOWN PLAN STUDY AREA
-  FLOODING HAZARD ZONE (SOURCE FROM: MAP.WESTERNBAY.GOV.T.NZ)
-  STEEP PLANTED SLOPE



NGĀ WHAKATAKOTORANGA

ANALYSIS: PLANNING ZONES

KEY FINDINGS

- The Main Road is predominantly zoned for commercial activity.
- There's a strong and significant pocket of reserve in the centre of town, where the isite and museum currently are sited.
- Kotahi Lane sits in a zone for commercial activity.
- Diggelmann Reserve is also in a zone for commercial activity.
- The town centre is compact with mixed residential living near by.

WHAT DOES THIS MEAN?

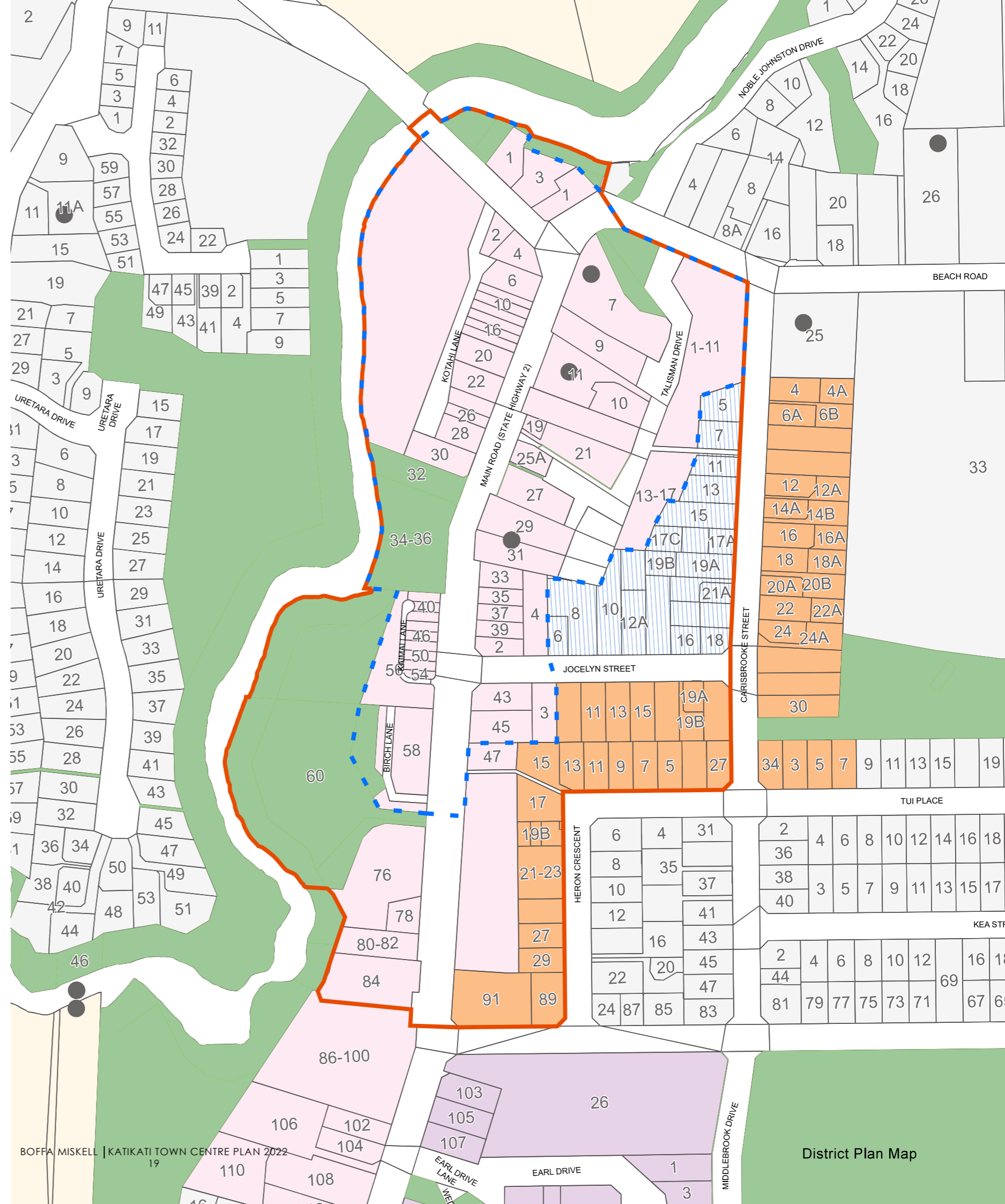
- There are good opportunities to incorporate the Town Centre and Main Road to the Uretara Stream to the west through the reserve space in the middle of the Main Road, and the northern end, but also through the southern connection.
- Kotahi Lane and the surrounding land adjacent Uretara Stream are able to be developed as an extension of the Main Road in a commercial manner.
- There is a potential to consider the land use around Diggelmann Park towards a context more in fitting with a Main Road environment. This will need careful consideration and design.

LEGEND

- BUILT HERITAGE
- ▭ KATIKATI TOWN PLAN STUDY AREA
- ▭ DISTRICT PLAN TOWN CENTRE BOUNDARY
- ▭ RESERVES
- ▭ PROPERTY BOUNDARY

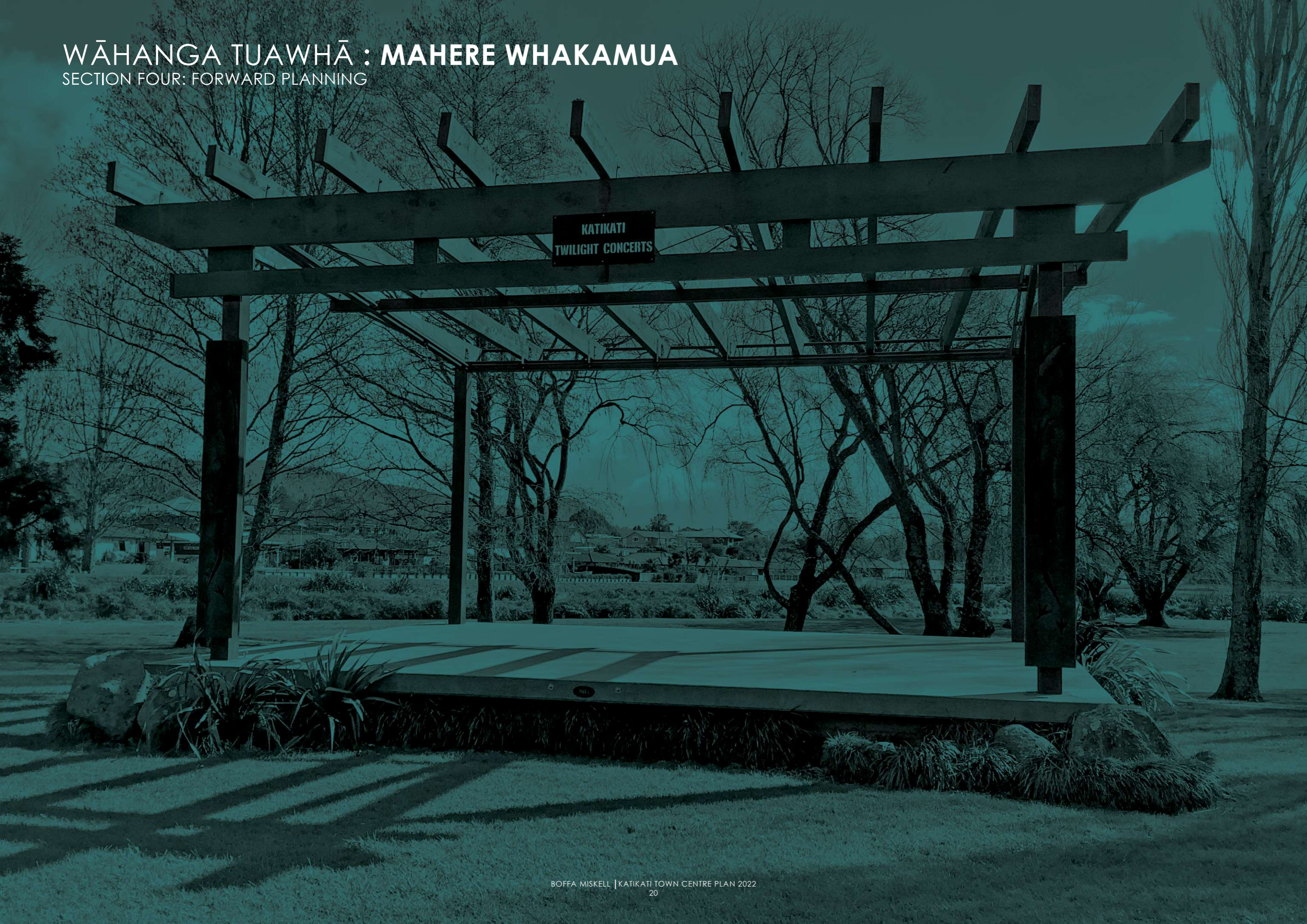
ZONES

- ▭ COMMERCIAL
- ▭ COMMERCIAL TRANSITION
- ▭ MEDIUM DENSITY RESIDENTIAL
- ▭ INDUSTRIAL
- ▭ RESIDENTIAL
- ▭ RURAL



WĀHANGA TUAWHĀ : MAHERE WHAKAMUA

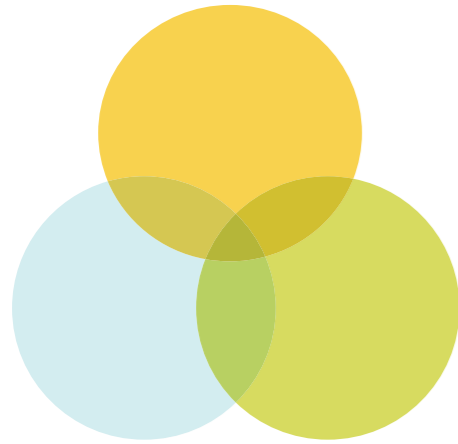
SECTION FOUR: FORWARD PLANNING



NGĀ MĀTĀPONO

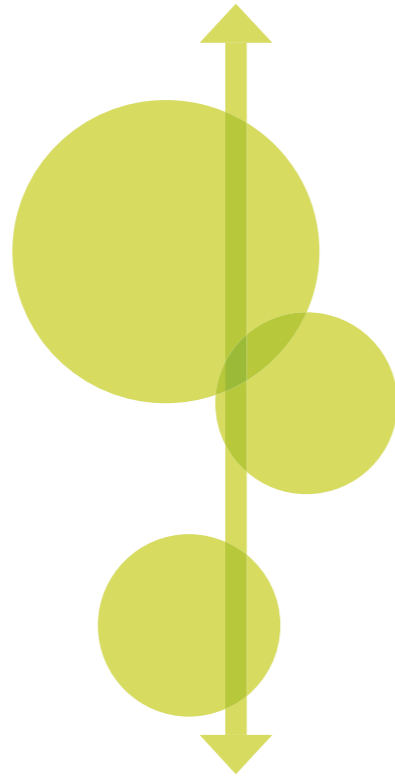
DESIGN PRINCIPLES

WHAT MAKES A GOOD TOWN CENTRE?



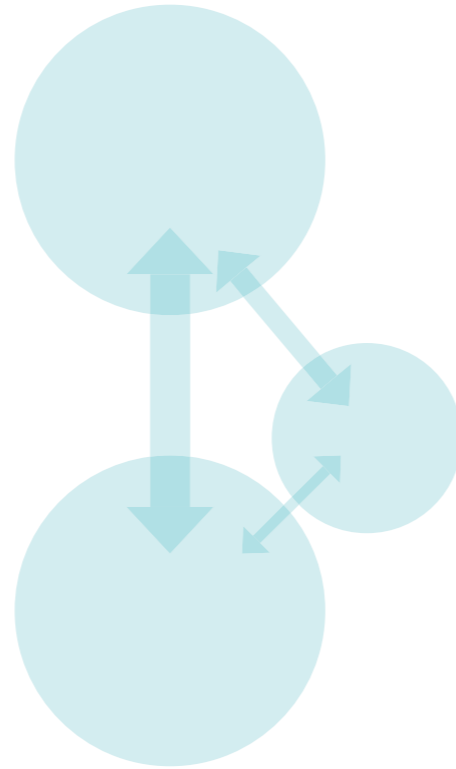
VIABLE AND STRONG

Provide places and spaces for a range of business ventures, community and cultural activities and other complementary opportunities to build and foster strong economic growth.



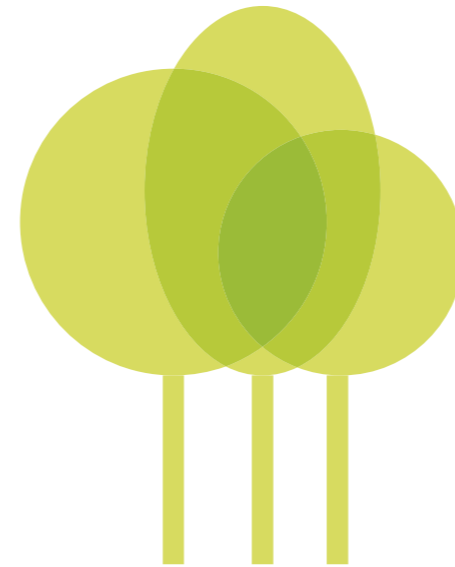
CONNECTED

A place that integrates and draws upon its connection with the natural environment, connecting the Main Road and heart of Katikati town centre to the Uretara Stream and the associated parklands. Connected also refers to a place that is digitally connected.



LEGIBLE & ACCESSIBLE

To develop and foster a network of multi modal linkages that integrate with the public spaces from the Main Road, to the parks and stream. First and foremost a place that is safe and easy to walk or cycle around.



GREEN & INVITING

To improve and update the amenity of the Main Road to entice visitors, shoppers, business and residents into the town centre and beyond.



CULTURALLY RESPONSIVE

To foster design solutions that speak to the heart of the cultural heritage of Katikati allowing its unique place in Aotearoa to develop.



HEALTHY AND SAFE

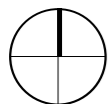
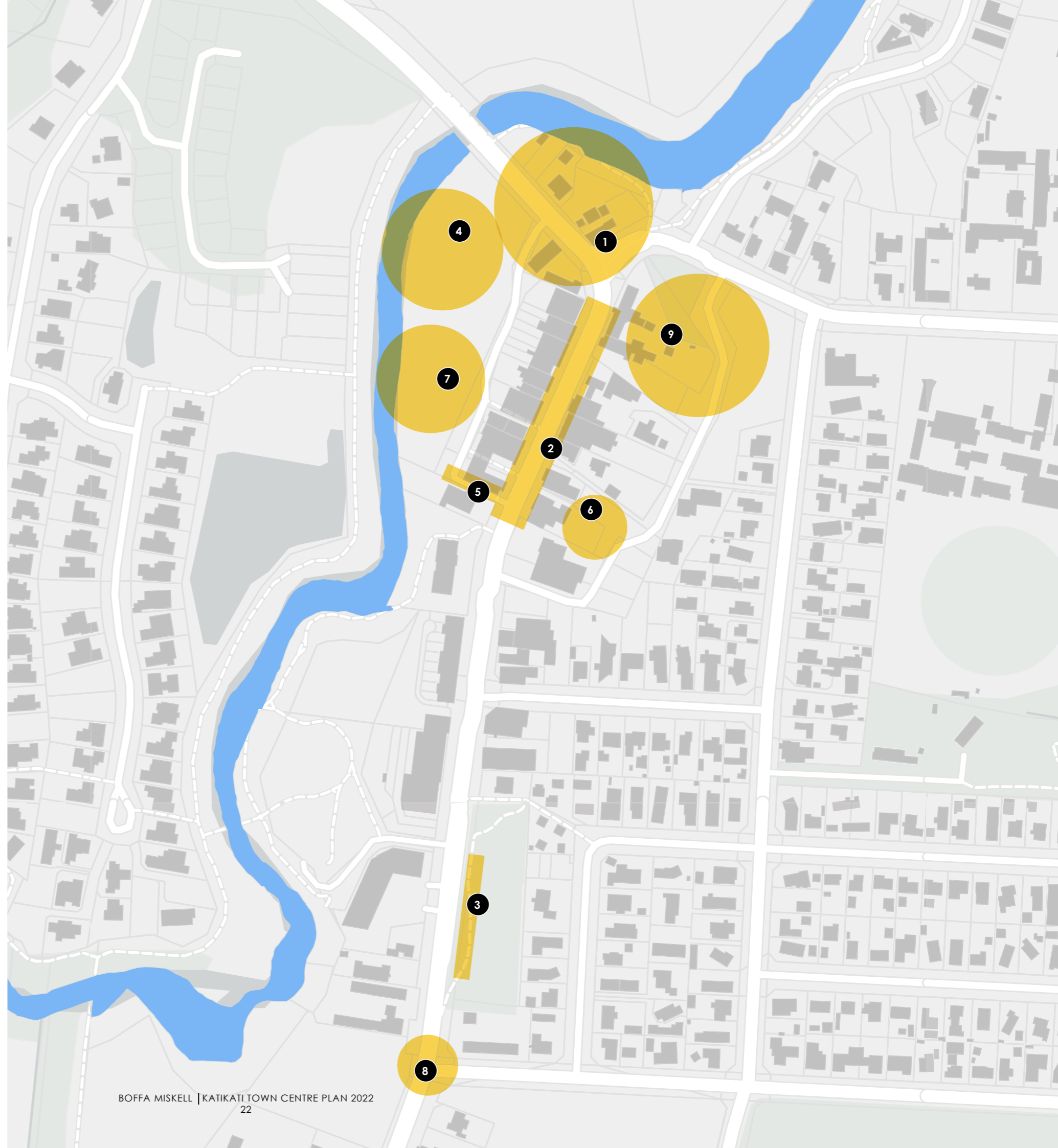
Provide a place that celebrates community and diversity and is a safe and healthy environment to live, work and play.

NGĀ RAUTAKI WHAKAAHU

TOWN CENTRE DEVELOPMENT PLAN: KEY MOVES

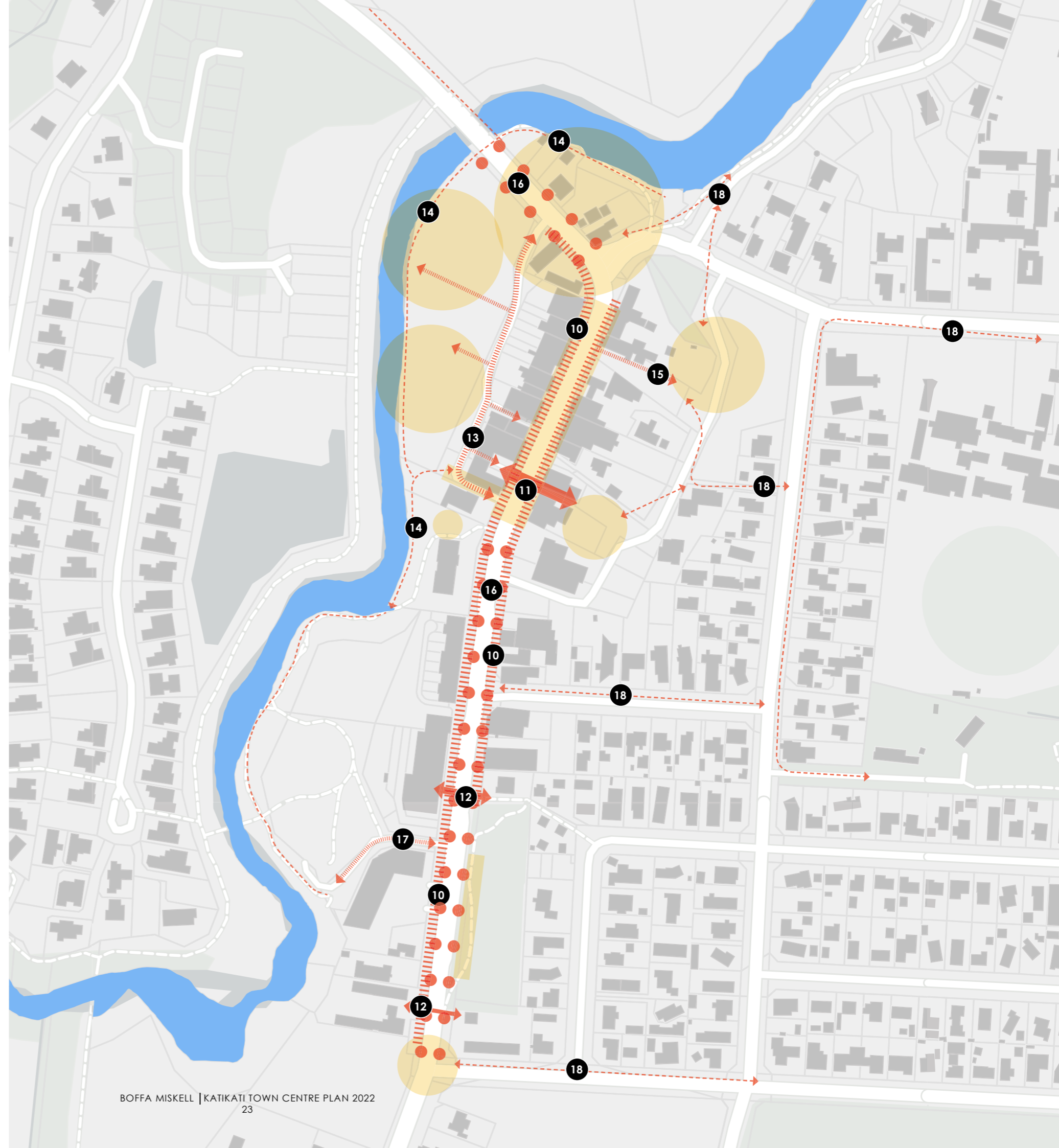
WHAKAWHITINGA DESTINATIONS

1. Consider and create a Town Centre entry by consolidating the spaces between the State Highway bridge, and the Beach Road intersection, including opening the site to the stream and views, connecting walkway linkages and reconsidering the existing buildings locality or suitability. Consider intersection treatments sculpture and a planting strategy to highlight the Talisman as a bookend to the Main Road centre. Also consider and locate an entry sign to the Main Road.
2. Improve pedestrian pavement materials and experience within the heart of the Main Road. Provide a consistent, robust and attractive materiality such as segmental concrete paving, to lift the amenity and quality of the urban environment.
3. Utilise Diggelmann Park edge for carparking, reducing pressure of the carparking in the Main Road centre.
4. Formalise carparking, outdoor space, and connectivity to western side of town to the Main Road. This includes public and urban space whereby the shops can have an opportunity to face the west towards the stream over time.
5. Turn the alleyway into Kotahi Lane, into a shared street environment, improving and encouraging vehicle and pedestrian connection to western side of Main Road.
6. Develop and refine the carpark behind Main Road buildings, and beside the library to a multi use space that also includes a market square, increasing the scale of the civic square area.
7. Facilitate the development of residential units between Kotahi Lane and the stream to encourage and activate the Kotahi Lane precinct as a whole. This could also assist with shelter from the wind.
8. Provide a gateway feature on the intersection of Main Road and Fairview Road, highlighting the idea of 'entering of the Town centre'.
9. Allow and encourage the Talisman complex to face and address the eastern side. This provides for and encourage potential future development in Talisman Drive activating this space. There is potential for medium density or commercial development here to encourage the eastern growth, linking the library space and market square along Talisman Drive.



HONGONGA LINKAGES

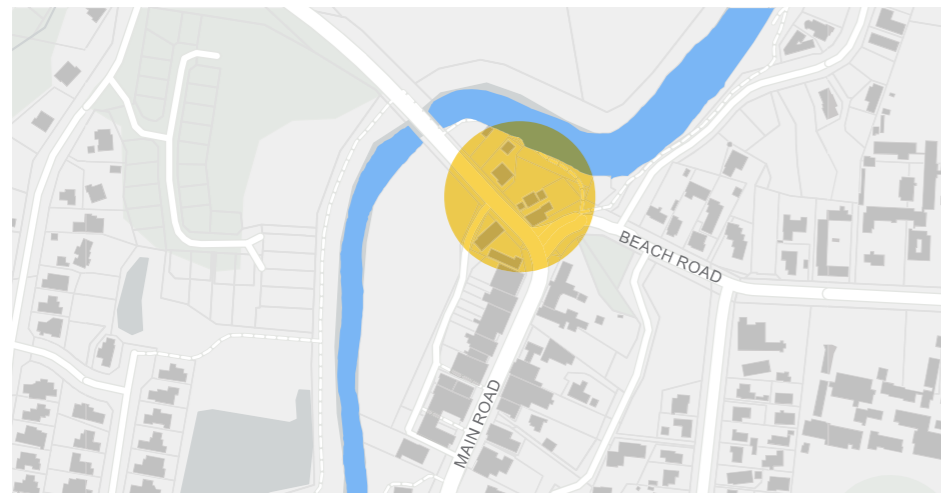
10. Improve footpath surface along the entire Main Road over time, providing for a consistent, robust and attractive materiality which will lift the amenity and quality of the urban environment. Consider furniture, activity nodes, planting and amenity to generally update the whole Main Road area, in stages.
11. Focus on the connection to the library zone, improving access and connectivity to both sides of the Main Road. Potentially consider a raised vehicle table, and/or change of materials, and/or phasing of traffic lights to create a wider purposeful pedestrian crossing zone that connects and encourages a town centre heart.
12. Include an additional pedestrian or signaled crossings at each end of Diggelmann Park.
13. Improve the access and connectivity to Kotahi Lane and Uretara stream for both vehicle and pedestrians encouraging the development of the Kotahi precinct including the potential for shops to face the west addressing the improved space.
14. Stitch together a continuous streamside pedestrian link connecting the Haiku Park walkways to the Kotahi Lane development increasing pedestrian linkages, options for manoeuvrability, and overall walkability including desirable 'loop' walks.
15. Improve pedestrian linkage to eastern side of Talisman Drive and future development in this area as this develops.
16. Improve Main Road planting and tie into the idea of an ecological green street, using a refined street tree palette with a native understorey that provides aesthetic and ecological hints towards the wider character of the Katikati natural surroundings.
17. Improve and further highlight the laneway connection to Haiku Park from the Main Road.
18. Focus on quality paths and nodes to the nearby areas, such as schools and sports fields and residential areas to cater for a fully walkable and cyclable community.



NGĀ RAUTAKI WHAKAAHU

ACTIONS

1. NORTHERN ENTRY



ACTION

Consider and create a Town Centre entry by consolidating the spaces between the State Highway bridge, and the Beach Road intersection, including opening the site to the stream and views, connecting walkway linkages and reconsidering the existing buildings locality or suitability. Consider intersection treatments sculpture and a planting strategy to highlight the Talisman as a bookend to the Main Road centre. Also consider and locate an entry sign to the Main Road.

SHORT TERM (0-3YRS)

- Develop a comprehensive design for this area, considering the longer term benefits.
- Review building types and consider relocation or removal.
- Upgrade pathway from bridge to Uretara Landing reserve.
- Consider design and upgrade intersection to improve traffic flow.

MEDIUM TERM (4-10YRS)

- Plant trees and landscaping into new open areas based on the concept from the short term plans.

LONG TERM (10-20YRS)

- Redevelop this area and intersection with the idea that this is a parklike entry into the Katikati Main Road and town centre.

BYPASS INCLUDED (20+YRS)

- Reduce road width, increase trees, increase footpath size and reconsider intersection designs.

2. MAIN ROAD PAVING



ACTION

Improve pedestrian pavement materials and experience within the heart of the Main Road. Provide a consistent, robust and attractive materiality such as segmental concrete paving, to lift the amenity and quality of the urban environment.

SHORT TERM (0-3YRS)

- Develop a paving design for the Main Road.
- Implement the upgraded paving into the nodes and intersections
- Potentially look to incorporate a tactical urbanism approach to the wider central crossing.

MEDIUM TERM (4-10YRS)

- Upgrade the paving to enhance the core Main Road area with consistent contemporary approach.
- Include a widened crossing adjacent the library, to incorporate paving across the Main Road and a phased traffic light crossing system increasing the visual and aesthetic impact of the existing crossing.

LONG TERM (10-20YRS)

- Full upgrade including consideration of kerb and carpark alignments and levels, upgrade all paving, incorporating more trees, and significantly improving the presence of the main crossing point.

BYPASS INCLUDED (20+YRS)

- Complete redesign and overhaul. Potentially a slow shared street.

3. DIGGELMANN CARPARK



ACTION

Utilise Diggelmann Park edge for carparking, reducing pressure of the carparking in the Main Road centre.

SHORT TERM (0-3YRS)

- Develop a design for carparking including considerations amongst the roading, planting, pedestrian, cycleway systems.
- Incorporate carparking along the edge of Diggelmann Park which doesn't take away from the park space, but enhances it providing more carparking and allowing the reduction of carparking in the town centre.
- Improve footpath and connections along the carparking and Diggelmann, to the Main Road.

MEDIUM TERM (4-10YRS)

- Continue with and implement the above.

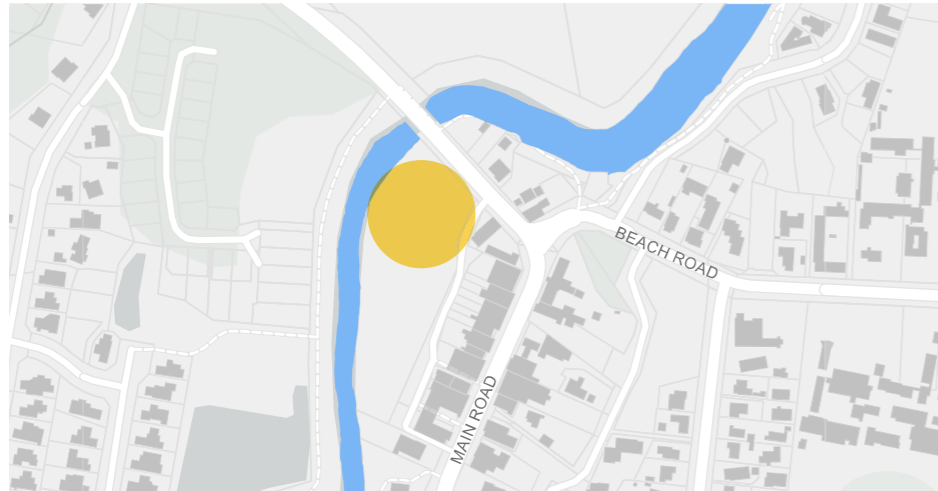
LONG TERM (10-20YRS)

- Realign kerbs to create a median in the Main Road and update layout as required.

BYPASS INCLUDED (20+YRS)

- N/A

4. KOTAHI LANE CARPARK



ACTION

Formalise carparking, outdoor space, and connectivity to western side of town to the Main Road. This includes public and urban space whereby the shops can have an opportunity to face the west towards the stream over time.

SHORT TERM (0-3YRS)

- Develop a cohesive design for the Kotahi Lane area, to the stream, and behind the shops.

MEDIUM TERM (4-10YRS)

- Implement the Kotahi carpark, open space. Upgrade the road access.

LONG TERM (10-20YRS)

- Continue to develop the Kotahi Lane area. Include pontoon for waka and canoe landing into the stream, celebrating it's connection.

BYPASS INCLUDED (20+YRS)

- No change to scheme.

5. KOTAHI LANEWAY



ACTION

Turn the alleyway into Kotahi Lane, into a shared street environment, improving and encouraging vehicle and pedestrian connection to western side of Main Road.

SHORT TERM (0-3YRS)

- Develop a design for the upgrade of the Kotahi Lane into an enticing and attractive and sensible vehicle and pedestrian connection into the Kotahi Lane area.
- Upgrade the paving into a consistent concrete or unit paver's.
- Consider the inclusion of lighting and sculpture.

MEDIUM TERM (4-10YRS)

- Continue the design development.

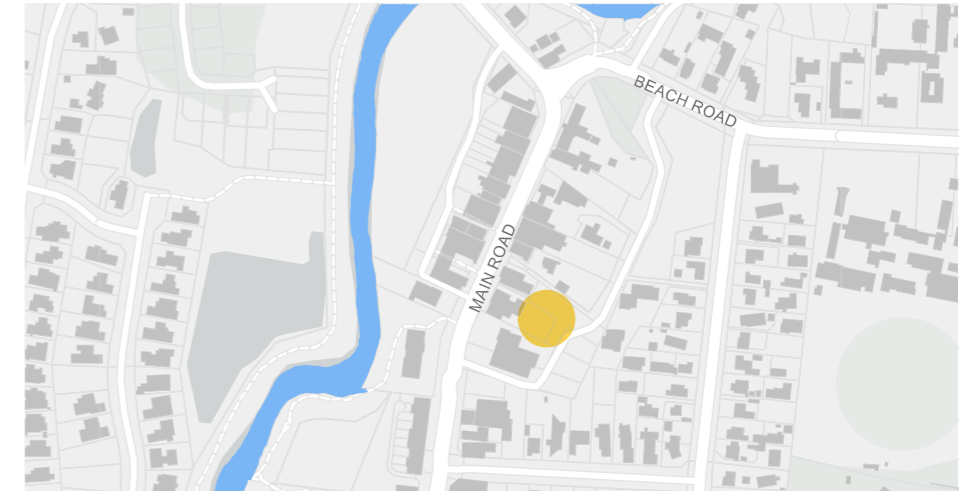
LONG TERM (10-20YRS)

- Continue the design development.

BYPASS INCLUDED (20+YRS)

- Complete overhaul. Potentially a shared street.

6. MARKET SQUARE



ACTION

Develop and refine the carpark behind Main Road buildings, and beside the library to a multi use space that also includes a market square, increasing the scale of the civic square area.

SHORT TERM (0-3YRS)

- Develop a design for the upgrade of the market square.
- Include tactical urbanism responses to get business and resident sign off and test the ideas towards getting it right for the permanent solution.
- Consideration of land ownership and options noting that this area is within the heart of the civic precinct and town centre.

MEDIUM TERM (4-10YRS)

- Implement a market square and flexible space including realigning and upgrading carparking area.

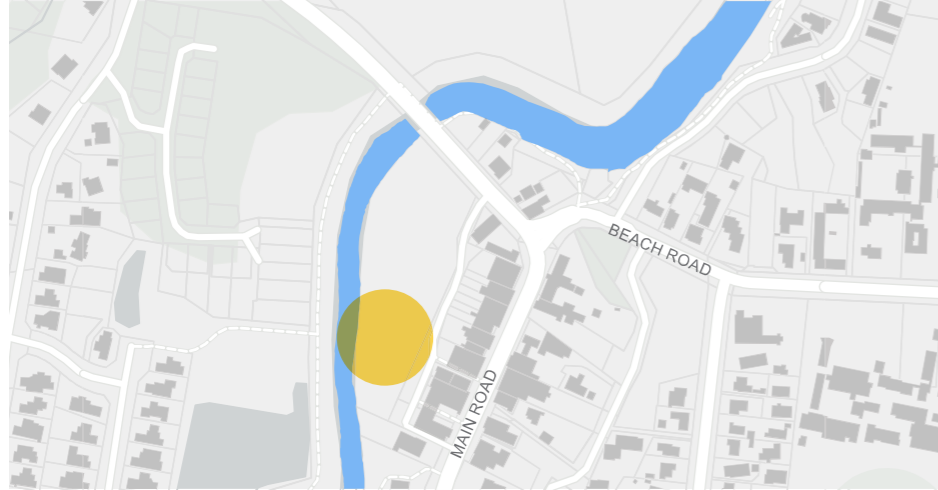
LONG TERM (10-20YRS)

- N/A

BYPASS INCLUDED (20+YRS)

- N/A

7. RESIDENTIAL DEVELOPMENT



ACTION

Facilitate the development of residential units between Kotahi Lane and the stream to encourage and activate the Kotahi Lane precinct as a whole. This could also assist with shelter from the wind.

SHORT TERM (0-3YRS)

- Develop a site wide design to ensure optimum spatial connectivity and site use in and around the units.
- Facilitate opportunities to incorporate the residential units.
- Ensure stream walk is still achievable the length of the stream so the residential development does not block off public access along the stream.

MEDIUM TERM (4-10YRS)

- Further develop the above.

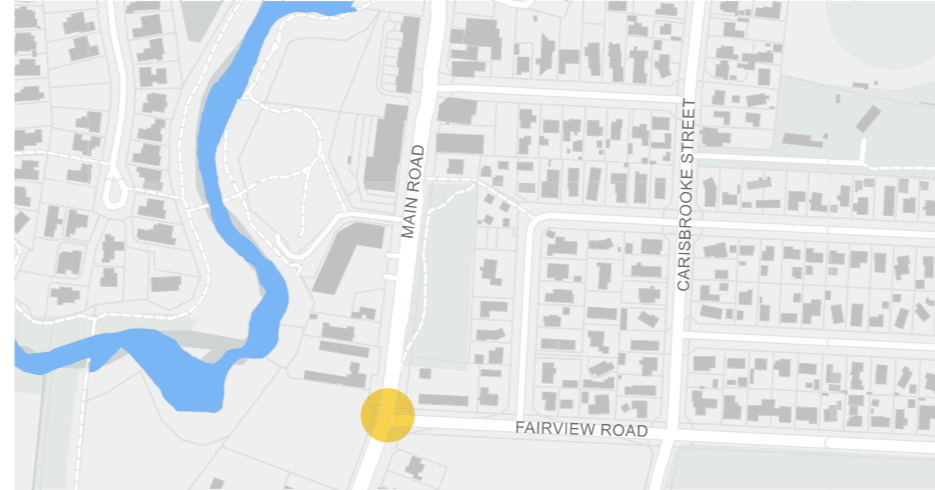
LONG TERM (10-20YRS)

- N/A

BYPASS INCLUDED (20+YRS)

- N/A

8. SOUTHERN GATEWAY



ACTION

Provide a gateway feature on the intersection of Main Road and Fairview Road, highlighting the idea of 'entering of the own centre'.

SHORT TERM (0-3YRS)

- Develop an integrated design and options assessment for the intersection including wider implications, traffic, and pedestrian and cycling connections and movement. These could include surface treatments, roundabout, traffic signals, sculpture, etc.
- Potential for tactical urbanism staged approach to test the design and allow residents and visitors to get a feel for the idea before it's fully implemented and committed to.

MEDIUM TERM (4-10YRS)

- Implement the above plan.

LONG TERM (10-20YRS)

- Implement the above plan.

BYPASS INCLUDED (20+YRS)

- Total overhaul and reconsideration.

9. EAST OF TALISMAN



ACTION

Allow and encourage the Talisman complex to face and address the eastern side. This provides for and encourage potential future development in Talisman Drive activating this space. There is potential for medium density or commercial development here to encourage the eastern growth, linking the library space and market square along Talisman Drive.

SHORT TERM (0-3YRS)

- Develop an integrated Main Road masterplan, including an options assessment for the eastern side of Talisman.
- Consider land ownership for commercial development providing a magnet for the linkage, with promised investment into developing the connection to the commercial development.

MEDIUM TERM (4-10YRS)

- Incorporate landscape improvements.
- Consider further business investment opportunities to improve this area.

LONG TERM (10-20YRS)

- Continue landscape improvements and further business investment opportunities to improve this area.

BYPASS INCLUDED (20+YRS)

- N/A

10. UPGRADE PAVEMENTS AND STREETS



ACTION

Improve footpath surface along the entire Main Road over time, providing for a consistent, robust and attractive material which will lift the amenity and quality of the urban environment. Consider furniture, activity nodes, planting and amenity to generally update the whole Main Road area, in stages.

SHORT TERM (0-3YRS)

- Develop a cohesive design with implementation, materials, and strategies in mind.
- Upgrade nodes and intersection with new paving.
- Update planting.

MEDIUM TERM (4-10YRS)

- Continue the upgrades.
- Reconsider kerbs, edges, carparking to get the best layout and increase and improve pedestrian spaces.

LONG TERM (10-20YRS)

- Continue the upgrades.
- Look at kerbs, edges, carparking to get the best layout and increase and improve pedestrian spaces.

BYPASS INCLUDED (20+YRS)

- Total overhaul.

11. CENTRAL WIDE MAIN ROAD CROSSING



ACTION

Focus on the connection to the library zone, improving access and connectivity to both sides of the Main Road. Potentially consider a raised vehicle table, and/or change of materials, and/or phasing of traffic lights to create a wider purposeful pedestrian crossing zone that connects and encourages a town centre heart.

SHORT TERM (0-3YRS)

- Develop a cohesive design with implementation, materials, and strategies in mind.
- Consider options for staging and tactical urbanism to test the idea and give the residents, and visitors and opportunity to respond and tweak and get used to it prior to full commitment.

MEDIUM TERM (4-10YRS)

- Implement the design (refer to section five concept).

LONG TERM (10-20YRS)

- N/A

BYPASS INCLUDED (20+YRS)

- Total overhaul.

12. SOUTHERN MAIN ROAD CROSSINGS



ACTION

Include an additional pedestrian or signaled crossing at the south end of town at the south end of Diggelmann Park and at the southern end of town by the public toilets at the north end of Diggelmann Park.

SHORT TERM (0-3YRS)

- Develop the design of the crossings and the landings to integrate the crossings with the most effective and pleasing approach.
- Consider tactical urbanism and/or staging to test the idea and give the residents, and visitors and opportunity to respond and tweak and get used to it prior to full commitment.

MEDIUM TERM (4-10YRS)

- Implement the designs.

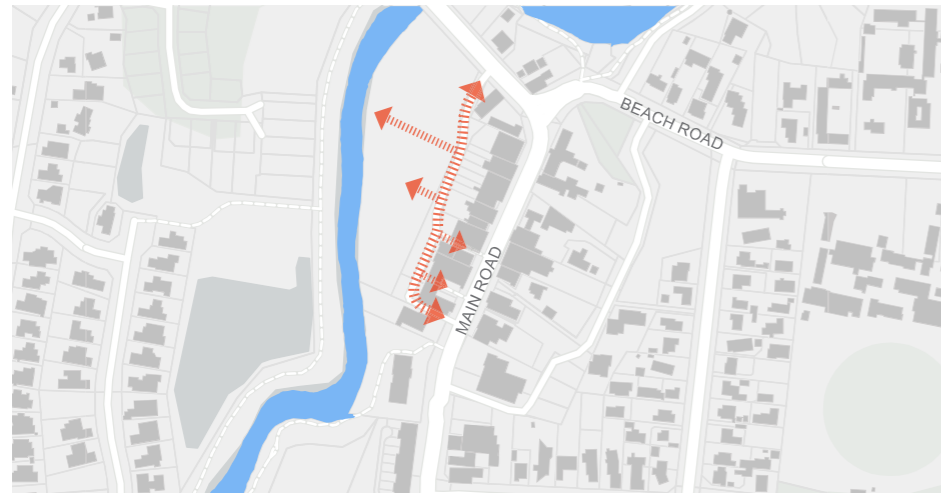
LONG TERM (10-20YRS)

- Implement the designs.

BYPASS INCLUDED (20+YRS)

- Total overhaul.

13. KOTAHI LANE



ACTION

Improve the access and connectivity to Kotahi Lane and Uretara Stream for both vehicle and pedestrians encouraging the development of the Kotahi precinct including the potential for shops to face the west addressing the improved space.

SHORT TERM (0-3YRS)

- Develop a comprehensive design of Kotahi Lane.
- Upgrade Kotahi Lane road paving, footpaths, and amenity planting.

MEDIUM TERM (4-10YRS)

- Continue design development of Kotahi Lane area with a focus on the roading and pathway connections.
- Improve the urban spaces between the road and the shops, and formalise the grassed areas and tree planting.
- Potential to develop access to the water with a jetty or sitting area and connecting that to this space.

LONG TERM (10-20YRS)

- Continue design and development of Kotahi Lane area.

BYPASS INCLUDED (20+YRS)

- Continue design and development of Kotahi Lane area.

14. STREAMSIDE WALK



ACTION

Stitch together a continuous streamside pedestrian link connecting the Haiku Park walkways to the Kotahi Lane development increasing pedestrian linkages, options for maneuverability, and overall walkability including desirable 'loop' walks.

SHORT TERM (0-3YRS)

- Develop a walking and cycling streamside link from Kotahi Lane to Haiku Park.
- Design with the consideration of appropriateness of materials and access, such as a boardwalk or cut path.

MEDIUM TERM (4-10YRS)

- Continue to develop a walking and cycling streamside link along Kotahi Lane.
- Link the walking and cycling streamside link to the northern end, and consider options for road crossings.

LONG TERM (10-20YRS)

- N/A

BYPASS INCLUDED (20+YRS)

- N/A

15. TALISMAN CONNECTION



ACTION

Improve pedestrian linkage to eastern side of Talisman complex and future development in this area as this develops.

SHORT TERM (0-3YRS)

- Consider options for incorporating commercial activity into the eastern side of Talisman, drawing visitors to the area.
- Develop a comprehensive concept design incorporating the connection and commercial activity, showing how this would look to any prospective commercial land developers.

MEDIUM TERM (4-10YRS)

- Incorporate footpath connection to Talisman and beyond from the Main Road.

LONG TERM (10-20YRS)

- Develop Talisman area as a response to the commercial activity encouraged.

BYPASS INCLUDED (20+YRS)

- N/A

16. IMPROVE MAIN ROAD PLANTING



ACTION

Improve Main Road planting and tie into the idea of an ecological green street, using a refined street tree palette with a native understorey that provides aesthetic and ecological hints towards the wider character of the Katikati natural surroundings.

SHORT TERM (0-3YRS)

- Develop a comprehensive masterplan for the Main Road as a continuation of the concept in section 5, including a tree planting strategy and planting palette.
- Incorporate street trees where possible.
- Consider trees in planters for tactical urbanism staged approaches.

MEDIUM TERM (4-10YRS)

- Upgrade planting as part of the maintenance works.
- Continue to implement and incorporate underplanting and new street trees and social build outs get constructed in the Main Road.

LONG TERM (10-20YRS)

- Continue to implement and incorporate underplanting and new street trees and social build outs get constructed in the Main Road.
- Consider kerb alignment and layout in regards to carparking, pedestrian areas, in response the masterplan and concept.

BYPASS INCLUDED (20+YRS)

- Complete overhaul.

17. IMPROVE HAIKU ACCESS



ACTION

Improve and further highlight the laneway connection to Haiku Park from the Main Road.

SHORT TERM (0-3YRS)

- Develop a design for an enticing courtyard at the top end of the walkway into the reserve to complement the sign.
- Incorporate plans.
- Potential to include sculpture

MEDIUM TERM (4-10YRS)

- N/A

LONG TERM (10-20YRS)

- Note kerbs and road and paving alignment to create and develop a wider site with more prominence into the Haiku Park.

BYPASS INCLUDED (20+YRS)

- N/A

18. WIDER CONNECTIONS



ACTION

Focus on quality paths and nodes to the nearby areas, such as schools and sports fields and residential areas to cater for a fully walkable and cyclable community.

SHORT TERM (0-3YRS)

- Develop a design study for connectivity to identify the weak linkages and make improvements to future connections for cycling and walking.

MEDIUM TERM (4-10YRS)

- Upgrade and widen footpaths where practical and as outlined in the design study for connectivity.

LONG TERM (10-20YRS)

- Upgrade and widen footpaths and consider road kerbs, reducing road sizes and widening pedestrian areas as part of the outcomes of the study in the short term.

BYPASS INCLUDED (20+YRS)

- N/A

WĀHANGA TUARIMA : TE WHAKARITENGA HUARAHI MĀTUA

SECTION FIVE: MAIN ROAD DEVELOPMENT



NGĀ MOMO HUARAHI

ROAD TYPES / STREET FAMILIES

BACKGROUND

Previously the Main Road of Katikati was treated as a National Highway limiting the type of development and implementation that can occur within a highway zoned street.

A national highway character focused on 'movement' and 'safety', but limited the considerations around sense of place and character.

Waka Kotahi are now looking at roads through their holistic 'One Network Framework' (ONF) classification system, which considers roads and streets in terms of 'place' and 'character', as well as the considerations for movement and safety.

WHAT DOES THIS MEAN?

As shown in the diagrams, the previous character studies were limited and focused predominantly on movement and safety often at the sacrifice of good urban design and placemaking principals. The new classification involves more diverse options, and breaks the state highway down into a series of road types.

The Town Plan study area revolves around what is classified under the ONF classification as a 'Main Road' providing for a higher level of consideration in terms of it's sense of place and character response.

The street to the north of the Main Road is classed as an Activity Street, typical of a street with mixed uses both sides, some shops, some industrial and some residential. Again, having a classification that is not a National Highway means the streets can be developed with character in mind, for example more trees and planting.

The nodes are highlighted as key intersections in the Main Road. But also key intersections where the street character / family changes. This provides opportunity to highlight these intersections, either through treatment types (roundabouts), or signage, or material changes, or most likely a combination of ideas.

PATHWAY TO PERMANENCE

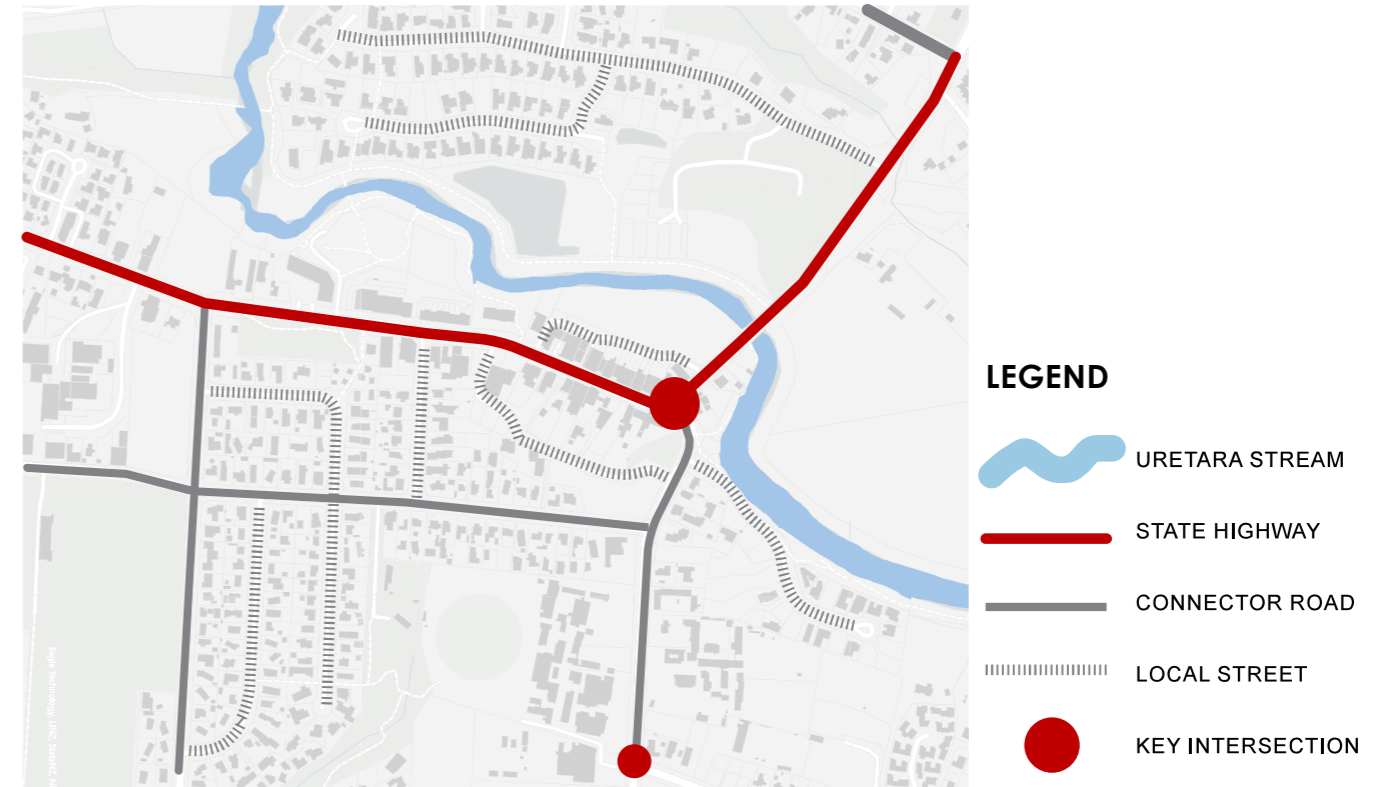
Waka Kotahi's tactical urbanism handbook outlines strategies for designing and implementing ideas in a low cost to test traffic changes, pedestrian changes, and design solutions in a temporary low cost way. The reasons to implement tactical urbanism are threefold:

1. Improve the idea through testing and gain feedback from the designers, the stakeholders, and the community.
2. 3D real life presenting of the idea to the community for engagement purposes to explain and hopefully 'proof' the key moves in real life and in real time.
3. Saving costs to make potentially bigger moves in traffic and pedestrian manoeuvrability.

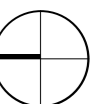
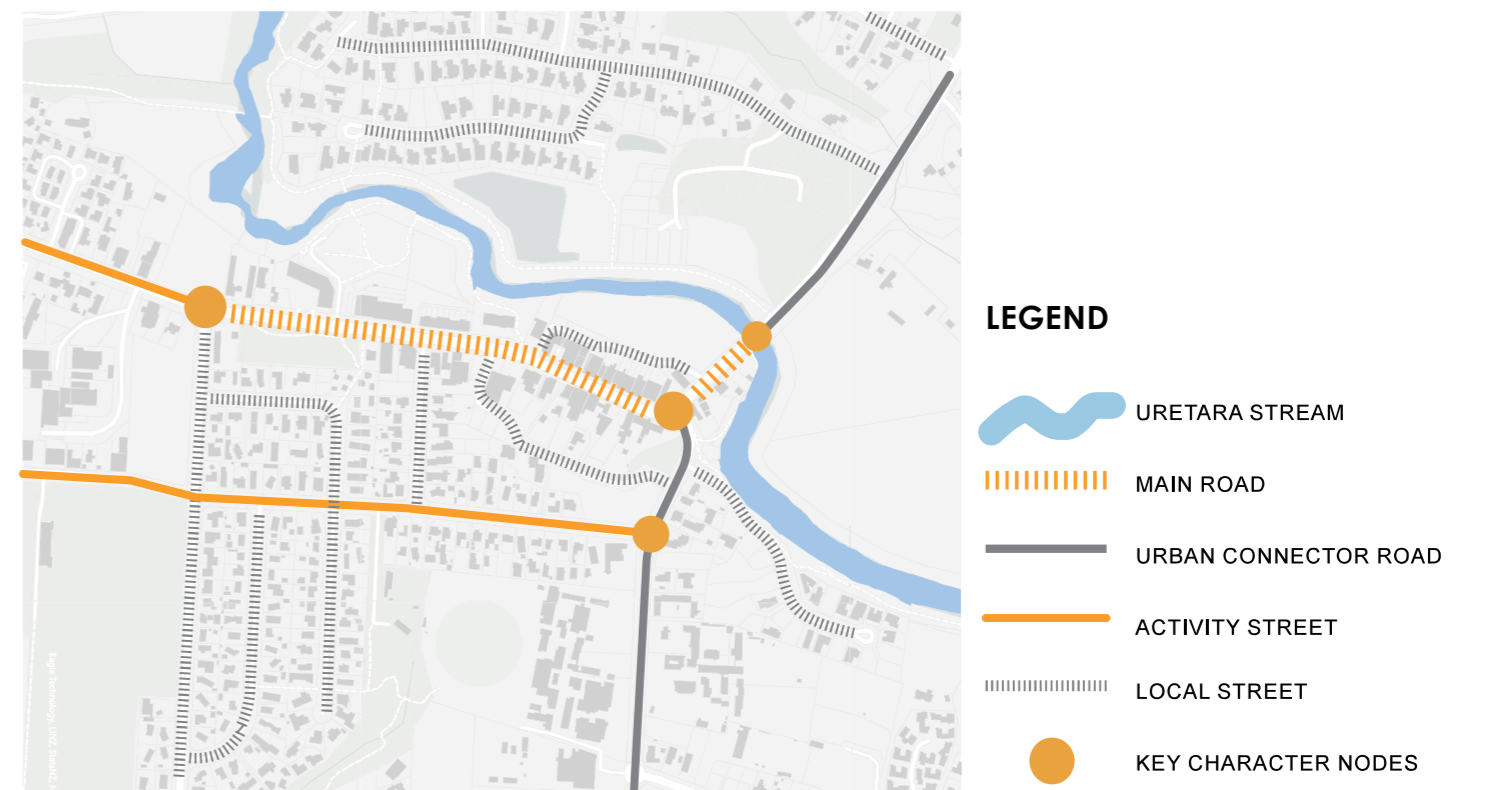
There are three main types of tactical urbanism:

1. **Demonstration event.**
Generally these are designed for 1-7 days, using a pop up installations. They are often combined with an event or opening or community/council workshop to gain valuable feedback on an idea.
2. **Interim installation.**
Typically lasting between 1-12 months, these installations are of a more durable approach to a more resolved idea. They are used to test the idea, test traffic and check that the community is on board over a longer term with the intention that the idea will become permanent if the test succeeds.
3. **Final solution and implementation.**
Higher cost, permanent change.

ROAD CATEGORISATION CURRENT STATE



ONF PROPOSED ROAD CATEGORISATION



ARIĀ HOAHOA

CONCEPT: TRAFFIC MOVEMENT STUDY

Over the past several years, studies to reduce the traffic in the Main Road have been worked through and tested. The key issue is around truck traffic and noise in the Main Road. The following shows only some of the core options as an example of the complexity of the local traffic issues.

DIVERT TRAFFIC THROUGH KOTAHI LANE



DESIGN

- South going traffic diverted through Kotahi Lane away from the centre of the Main Road.
- North going traffic drive through Main Road one way.

PROS

- Provides more room in the Main Road, allowing wider pavements and more space for pedestrians, planting and amenity.
- Allows a change of character in Main Road core.

CONS

- Getting a road through Kotahi Lane
- Creates more traffic issues and a further intersection, making it harder to turn around.

SUMMARY

- A significant change, for a small benefit. Not currently feasible, however it's still worth considering as part of a larger scale upgrade works in the future.
- Potential consideration in future.

CONCLUSION

- This is feasible, but potentially requires the Museum building to be moved for a more permanent and reasonable access.

DIVERT HEAVY TRAFFIC THROUGH KOTAHI LANE



DESIGN

- Divert heavy vehicle traffic down Fairview and along the western urban connector road of Carisbrooke Street.
- This could be staged at times, e.g. during the day from 8am to 8pm.

PROS

- Removes heavy traffic from Main Road, creating more opportunities for pleasant pedestrian landscape response as a place to work and shop in the Main Road.

CONS

- Creates more pressure and impact on the intersections at Beach Road and Main Road, and Freeview and Main Road, likely causing traffic hold ups.
- Shifts heavy vehicle issues to residential zone.

SUMMARY

- A significant change, which only shifts one issue to another series of issues.
- Consideration was given in staging, eg. heavy vehicles through Carisbrooke during the day, and through Main Road at night, but it doesn't solve the intersection issues.

CONCLUSION

- This is not practical or feasible when considering it only shifts the issues.

BYPASS TOWN CENTRE



DESIGN

- Develop National Highway bypass.

PROS

- Removes heavy traffic and through traffic from Main Road.
- Allows more options to develop the Main Road given more room and less pressure on vehicle thoroughfare.
- Main Road a nicer place to be, due to less heavy and noisy trucks.

CONS

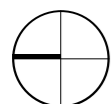
- Significant cost (\$50million+).

SUMMARY

- A bypass would solve all the issues around the Main Road and allow a better development of the Main Road when regarding the issues of noise and traffic and safety.
- However, budget is a limiting factor.

CONCLUSION

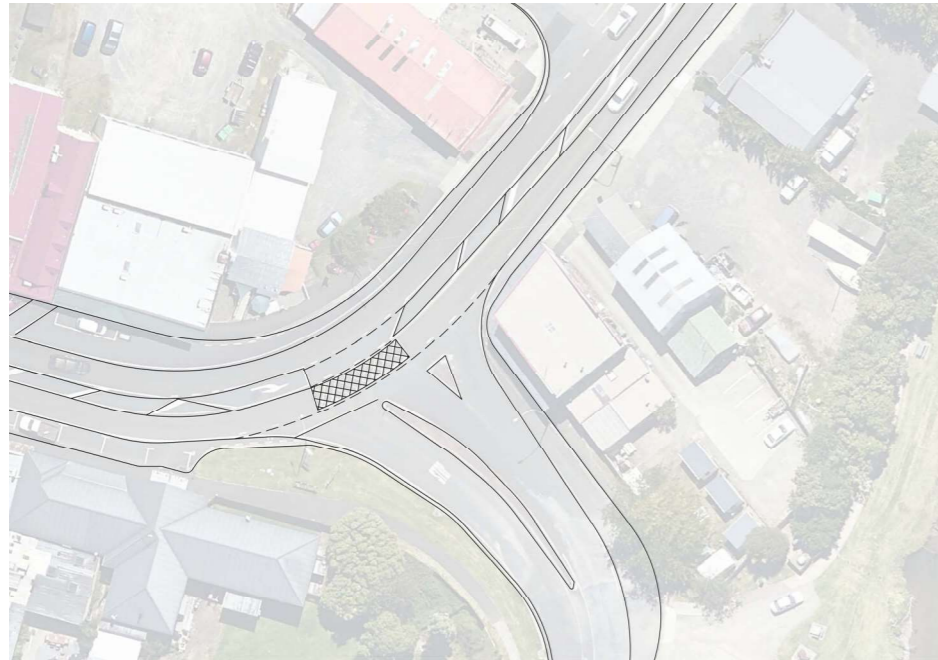
- This is a desired option, but current budget constraints mean this is unfeasible for the short term at least.



ARIĀ HOAHOA

CONCEPT: BEACH ROAD INTERSECTION OPTIONS

EXISTING LAYOUT (+ POTENTIAL SIGNALISED CROSSINGS)



DESIGN

- Maintain layout. Include trees and improve character as part of Main Road upgrade.
- Option includes signalised crossings and signalised traffic, potentially tied up with the Main Road phasing of pedestrian crossing and access.

PROS

- Minimal cost and design (except signals)
- No intervention or effect on other areas of traffic.

CONS

- Difficult for those exiting Beach Road turning South.
- Traffic blocks up in this intersection during busy periods.

SUMMARY

- This is the current layout and a source of slow vehicle. But improvements can be made to the character, but in regards to the vehicle movement it is not an easy intersection to resolve without looking at the wider implications.
- Signals for traffic and pedestrian would increase pedestrian legibility and access, but slow down traffic.

CONCLUSION

- No change.
- Or a signaled approach in coordination with the Main Road signals.
- This has potential and needs to be tested wider.

WIDE ROUNDABOUT



DESIGN

- Include a 12m wide roundabout.
NOTE, Design not tested yet. Indicative Only.

PROS

- Provides a feature 'bookend' for the Katikati Main Road, and somewhere for sculpture in the roundabout.
- Potentially reduces the traffic issues on that corner and allows flexibility of 'through town' traffic.

CONS

- Dominant traffic two way, needs to be tested as to whether it would make it just as difficult getting out of Beach Road.
- Levels are quite sloped, which isn't ideal for roundabouts, especially coming from Auckland direction into Katikati.
- Very poor for pedestrian and cycling movement. Vehicle dominant.
- Major land required, will require acquisition and removal of buildings and redesign of surrounding space

SUMMARY

- This idea needs to be tested wider in terms of traffic implications, safety.

CONCLUSION

- This is not likely feasible due to levels and space requirement, and doesn't resolve the issue.

SEMI ROUNDABOUT



DESIGN

- Include a mini, flush roundabout.

PROS

- Provides a feature 'bookend' for the Katikati Main Road.
- Potentially reduces the traffic issues on that corner and allows flexibility of 'through town' traffic.

CONS

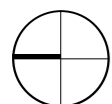
- Dominant traffic two way, needs to be tested as to whether it would make it just as difficult getting out of Beach Road.
- Levels are quite sloped, which isn't ideal for roundabouts, especially coming from Auckland direction into Katikati.
- Not good for pedestrians and pedestrian crossings, but better than the wider roundabout.

SUMMARY

- This idea needs to be tested wider in terms of traffic implications, safety.

CONCLUSION

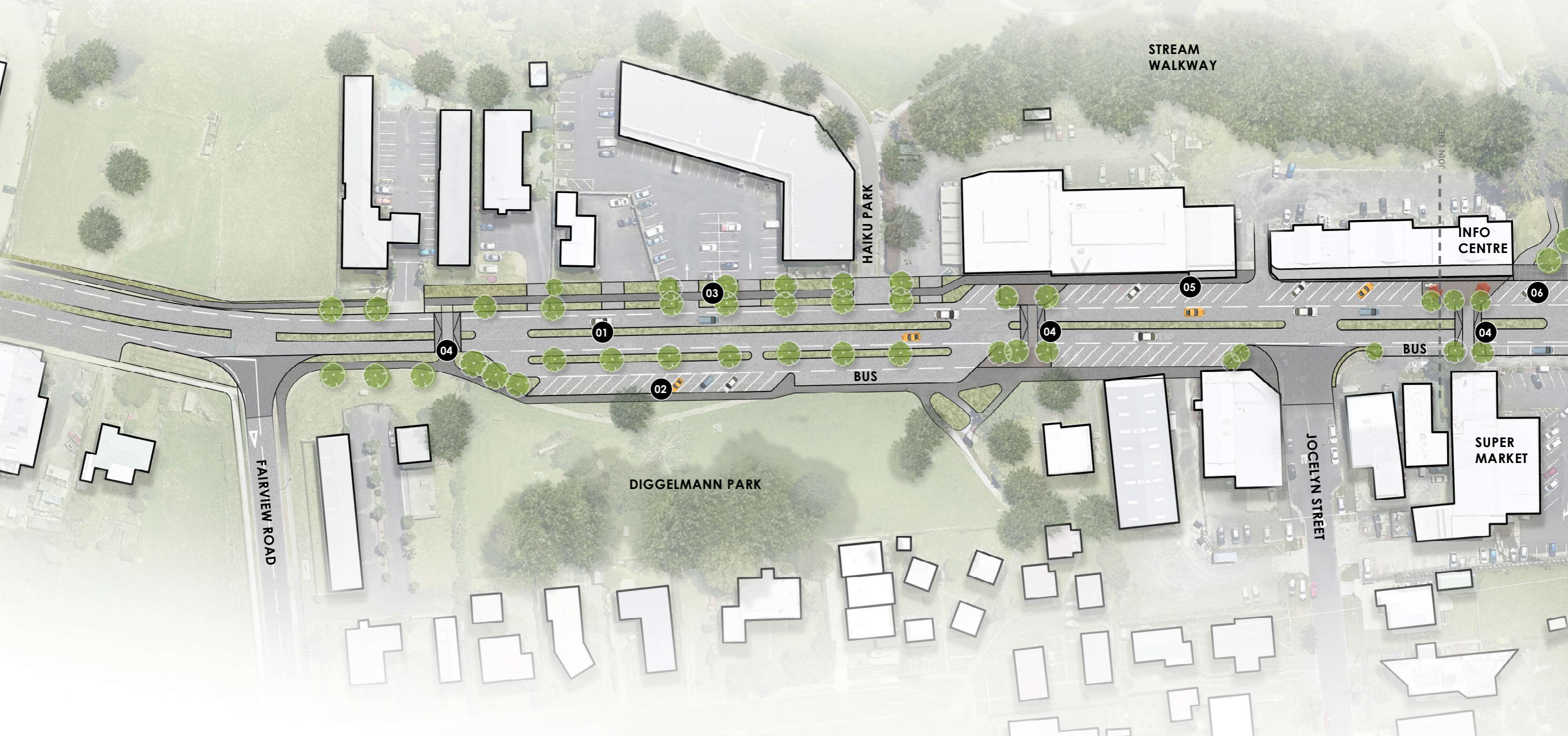
- This could be a good result, requiring less investment and space than the wider roundabout.
- There is a good opportunity to test the idea in an interim tactical urbanism approach.



ARIĀ HOAHOA

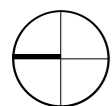
CONCEPT: MAIN ROAD PLAN

Working closely with Waka Kotahi, Western Bay of Plenty District Council and the Katikati Community Board, Boffa Miskell developed this Main Road concept design with a focus on the Main Road highway, incorporating traffic safety, amenity improvements whilst ensuring sense of place and character and maintained and enhanced. This concept is based on achievable and realistic development within the timeframe of this Town Centre Plan and over the next 10-20 years.



KEY

- | | | |
|--|--|---|
| <ol style="list-style-type: none"> 1. Planted central median island. Greening the streets. 2. Angled carparking on Diggelmann Park helps to activate the park and also reduces pressure of parking in the town centre. 3. Include a strong framework of street trees in the southern side of the Main Road to encourage a green character and slow traffic. | <ol style="list-style-type: none"> 4. Formalised pedestrian crossings, potentially with lights. 5. Rationalised carparking and hard paved footpaths. 6. Include carparking here, to allow removal of carparking in the Town Centre. | <ol style="list-style-type: none"> 7. Remove drop off and carparking and turn into plaza space that addresses the information centre and museum. 8. Bus stop relocated. 9. Upgrade Kotahi Lane entry into shared vehicle and pedestrian access space that encourages visitors into Kotahi Precinct area. |
|--|--|---|





- 10. Raised wide pedestrian table with phased light crossings to provide a strong connection over the Main Road and into the civic heart.
- 11. Rationalised carparking and include a Market Square here that is strongly linked to the Memorial Hall and the Main Road.
- 12. Include a future pedestrian link to the eastern developments on Talisman.

- 13. Consider strategies and design outcomes for the Beach Road intersection to both deal with traffic issues and also to consider a place to provide for sculpture as part of the Main Road entry point (not necessarily in a round about).
- 14. Consider future opportunities to open up this area over time creating a visual link to the stream, incorporate walking and cycling and provide for an experience in fitting with entering Katikati.

- 15. Include median planting to give scale and character to the Main Road, and slow down traffic.
- 16. Strengthen the link and development into Kotahi Lane providing options for carparking and visitors into the town centre.

ARIĀ HOAHOA

CONCEPT: PATHWAY TO PERMANENCE

Waka Kotahi's 'pathway to permanence' strategy provides opportunities to use temporary and tactical urbanism approaches to test ideas, get residents and visitors on board with ideas, at low cost interventions.



SOUTHERN END INTERIM INSTALLATION OPTIONS

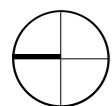
1. Install planter boxes in median strip to provide vegetation to the main road.
2. Install trees in large kiwifruit boxes on the sides of the road and in selective existing carparks.
3. Use temporary traffic barriers to reduce road width and provide more space for pedestrians.

MARKET SQUARE, TALISMAN, KOTAHI LANE OPTIONS

1. Use vinyl pavement markings to promote high pedestrian connections.
2. Include moveable planters to get trees and planting and structure in place.
3. Include temporary seating and bench options.
4. Instill a sense of space for the community.
5. Good locations for pop up short term installations.

NORTHERN END INTERIM INSTALLATION OPTIONS

1. Install rubber mountable roundabout at Beach road intersection.
2. Use colourful vinyl pavement treatment to highlight areas of slow traffic, e.g. for the central crossing area.
3. Use colourful vinyl through Main Road to slow traffic.
4. Use temporary barriers to close carparks, build up with decking and provide for outdoor alfresco dining.





ARIĀ HOAHOA

CONCEPTS: CENTRAL CROSSING POINT

CURRENT STATE



The current state is shown here. The existing crossing is legible and central, but the road is busy and the focus is on traffic and movement and safety, rather than sense of place, character and pedestrian permeability.

FUTURE STATE (CONCEPTUAL)



Here the focus is on creating a wide pedestrian area with phased crossing on the Main Road. Vehicles drive up and over and the pedestrian's have right of way in terms of level access and phased lights providing clear crossing point. The pedestrian space is widened and allows for more development of pedestrian areas, such as seating and planting.

ARIĀ HOAHOA

CONCEPT: PATHWAY TO PERMANENCE

TACTICAL URBANISM EXAMPLE



- Timber boardwalk flush level over gardens to open space.
- Cafe style seating could increase outdoor dining.
- Planters with trees, timber or steel or concrete.
- Colourful vinyl road markings to indicate an area where vehicles are to be particularly careful.
- Phased traffic lights allow pedestrians to cross.
- Informal seating.
- Kerb set down ramps.

An example of an 'interim' installation of tactical urbanism for the central crossing area in the Main Road as a 'pathway' to permanence to set in for up to 12 months to allow the community to respond, and the town to get used to the idea before installing the final result in the previous page.

WĀHANGA TUAONO : ĀPITIHANGA

SECTION SIX: APPENDICES



NGĀ KŌRERO O TE HĀPORI WHĀNUI

KEY REFERENCE GROUP / COMMUNITY FEEDBACK

The headings and bullet points in the following three pages includes verbatim notes, reflected from within the community engagement, consultation, and feedback sessions within the processes of the Town Plan and the Community Plan.



CULTURE

- Celebrate diversity.
- Reflect different cultures in signage, art & activities.
 - Create culture connecting festivals.
 - Create place in town for cultural event.
 - NZ's Mural Town.
 - Identifies places of significance.
 - Increase understanding places.
 - Create higher profile in community.
- Cultural signage (stories and wayfinding).
 - Celebrate our heritage.
 - Museum development plan.
 - Cultural centre.
 - Celebrate Irish history.
 - Celebrate our Māori heritage.
 - Katikati Twilight concert.
 - Tongan brass band.
- Reconnect culture of the district and region.



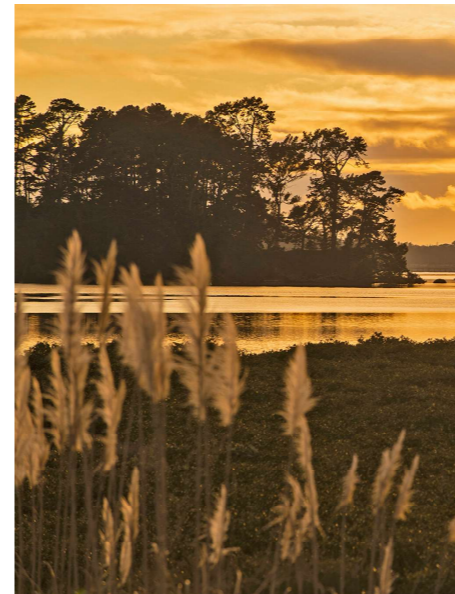
GROWTH

- Plan a climate change adaptation response.
- Include Iwi desires into long term plan.
- Create opportunities for jobs and future.
- Adopt walkway/cycleway network with new subdivision development.
- Encourage younger families to Katikati.
- Provide opportunities for more affordable housing.
 - Educational infrastructure to support future work, especially horticultural.
 - Encourage young outdoor leisure activities (walking / cycling).
- Plan for State highway by-pass limiting retail growth.
- Encourage accessible connections.
 - Population growth - address and understand.
 - Encourage wider skill base and development (Job/employment scope).



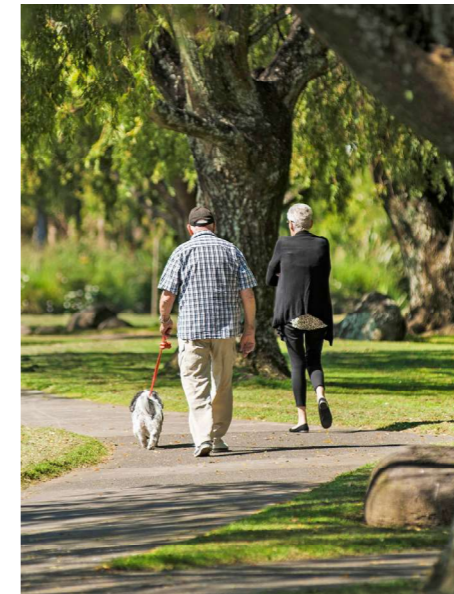
ECONOMY

- Allow for population growth.
- Planning for older active community.
 - Encourage recreation facilities.
- Connecting movements across town.
- Enhance cycleways/walkways in & out of the town.
 - Ensure good levels of service.
 - Lifestyle coastal nodes - residential development.
- Wider skill base and development (Job/employment scope).
 - Create an Innovation hub.
 - Provide attraction for retailers.
- Marae - LTP - Community submission.
- Higher-value industrial activities.



ENVIRONMENT

- Acknowledge the relationship of Tangata Whenua with the environment.
 - Protect the environment.
- Better and welcoming entrances/gateways.
 - Upgrade the sewage capacity.
 - Better connected green space.
 - Riparian planting.
 - Encouraging rainwater reusage.
 - Create cleaner water ways.
 - Wetland development.
- Ensure a safer and greener Mainstreet.
- Mangrove access / environmental walk.
- Establish link between wharf harbour and Kaimai range.



RECREATION

- Create more attractions for visitors.
 - A welcoming Main Road.
 - First bilingual town.
- Build a sport and recreation centre.
- Further promote Katikati (NZ Mural Town, Avocado capital).
 - Pedestrian friendly town centre.
- Build age-friendly recreation facilities.
- Create connection to harbour and wharf.
 - Provide places to sit to eat lunch & contemplate & create art.
- Museum and heritage as attraction for visitors.
 - Golf course connections.
 - Workplace connections.
 - Regional cycle trail.
 - Create a beach area.
- Connect reserve at Thompson's Track.
- Facilities for walking and cycling in the town centre.



TOURISM

- NZ Avocado Capital.
- Artists promoted in the area.
 - NZ mural town.
 - Katikati Twilight concert.
- Kaimai loop cycle track through gorge Paeroa, Te Aroha and over to Thompson Track.
 - Motorhome parks in town - CBD.
 - Connection to Hauraki Rail Trail.
- Keep Katikati as a boutique destination.
 - Recreation connections to Matamata.
 - Kauri Point - celebrate heritage.
- Promote wetland along the Bird Walk.
- Wetland along RHS on Uretara Stream.
 - Tourism to Māori Sites.



DEVELOPMENT

- Encourage growth.
- Visitor ventures, including use of stream
 - Digital cafe.
- Arts and events to draw in tourists, including market garden event. More events needed.
- Encourage 'group' visits to town.
 - Focus to the youth. Attracting younger innovative people here to stay, encourage youth and others to start businesses and be a hub eg 'hort tech'.
- Training centres for hospitality, aged care, health care, horticulture.
- Mentors and navigators, role models.
 - Digital technology, smart town, connected town.
 - College agritech.
- Support a blend of lifestyle and economic opportunity.
- Technology park and innovation hub.
- Stop pumping treated water out to sea and process on land.



TOWN LAYOUT

- Improve entrances to Katikati, attractive and themed. Avocado Capital and Arts.
- Upgrade footpaths to encourage walking.
 - Mixed housing typologies - medium density, townhouses, affordable housing, tiny homes.
 - Embrace the stream, restaurants overlooking the stream.
 - Arts and events.
- Recognition of mana whenua in town centre.
- Recognition of heritage, tell the stories.
 - Heritage town with a Village feel.
 - Traffic flow.
- Parking for motorhomes in town centre.
- Electric car, scooter, bike charging.
- Pedestrian walkways connecting backpackers to Kotahi Lane.
- Manage stormwater runoff.
 - More recreation.
- Prioritise safe walking and cycling and mobility impaired access - school, Tetley Road, Wharawhara Road and Highfield.
 - Digital art displays.
- Design for people not cars. More off road parking.



ANNA MENENDEZ PHOTOGRAPHY

SPORTS AND RECREATION

- Dave Hume Pool - Open 12 months of the year.
 - Cover the pool.
- Sports and Recreation Centre.
 - Provide more indoor space for youth. Primary school has no recreation indoor space. Action Centre is never available. No indoor competitions for adults.
 - Community centre could provide activity recreation and fitness classes etc outside holiday periods.
 - Attract bigger sporting events.
- All those clubs that have no home base need one.
 - Beach Road.
 - Acquire more land at Beach Road to make reserve bigger.
 - Café at end of Beach Road.
- Footpath from Humes Packhouse to the Reserve.
 - Improve the boat ramp.
- Public BBQ's and tables. Playground. Use house and sheds for KKBC, sea kayakers.
- Lund Road Thompsons Track Activity area development.
 - Build this for horse riders, Mtn bikers and walkers. Make sure it is not just a basic park but provides enough levels of challenge to attract people, tourists, bikers etc.
- Design with public consultation and community involvement in development. Link it to the track to Te Aroha. Make both access roads safe for residents and visitors. Will be great for local tourism and save locals the long trip to other sites.
- Develop access along the paper road between the two Woodlands roads, linking Waihi to KK. Look at Tuahu Track off Springs Road as an alternative to Thompsons track which is muddy. Make it safe for kids to walk or cycle to sports venues and school by themselves. Slow traffic down, make better footpaths. Develop the Hauraki Rail Trail through to KK.
 - Expand Skatepark.
 - Build a pump track.
 - Youth Outdoor Facilities.
 - A bit pit stop shop and service.
 - Walkway to Beach Road.
 - Public Hard courts.



INFRASTRUCTURE

- Plan for a Bypass.
- Look at traffic flows through Carisbrook, Wills, Tetley and Highfield to alleviate the traffic.
 - Align Kotahi Lane and Beach road to address traffic.
- Centre strips on SH2 south - Fairview to Marshall Road.
 - Speed limit review through town.
- Roundabouts at Jocelyn Street, Fairview Road and Beach Road.
- Walking and cycling focused, safer cycle track on each side with removed parking spots on SH2.
 - More pedestrian crossings.
 - Wider safe walkways, trim trees near street lights. Mobility access and cycleways. Extend the Haiku Pathway, Gilfillan trail and support MTB trail at Lund Road.
- Clip on walkway / cycleway to SH bridge.
 - Consider more mobility parking.
- Beautification strategy. Plant trees to beautify town.
 - Plan and incentivise attractive intensification to lessen urban spread, focusing on the stream.
- Plan for new subdivision, social housing locations around services.
 - Be a model Smart Village.
- Green infrastructure - public park on the stream, treed village, but with maintenance.
- Native planted reserve, arboretum behind Caltex Service Station.
- Maintain levels of service for character and amenity of roads and spaces.
- Sustainable recycling centre - the Raglan option.
 - Building Council offices next to Museum and move it out from Tauranga. Or on Talisman Drive. Make the land commercial.
- Technology infrastructure, charging points, technology hub, digital hub.
- Recreation infrastructure in the town centre, connected and including playground, skatepark with proper parking. Extend the skatepark.
- Parking - access to carparks behind the shops, more mobility parking.



COMMUNITIES

- Safer walkways for children to cycle safely to school.
- Surface walkways appropriate to space, no concrete cycleways on existing grassed areas from Birdwalk to end of Park Road.
 - Park and cycle, park and walk.
 - Connect to regional cycleways.
 - Traffic lights in appropriate places.
 - Employment / Training - Coach rangitahi / youth into employment.
- Strengthen relationships with the school and community groups.
- Develop partnership for young people and organisations.
 - Nurture youth and other community leadership to ensure future development is fit for purpose across all of society.
- Encourage new business into the area, skills, low rates, attractive community.
- Recognise culture with a cultural centre for taonga to return home.
 - Tell our stories through the museum.
 - Engage with large employers.
 - Social housing to be concentrated.
 - Social housing to be dispersed.
 - Retain pensioner housing.
 - Cheaper more affordable housing.
 - Improve rental market and higher standard of homes.
- Social housing around park like settings.
 - Provide one place for service groups to be based. Support not for profits for help to build and strengthen teams. Increase the awareness of Council support for Not for profits.
 - Connect all community services and social groups. Welcome new and support existing residents.
 - Encourage relationship development across ethnicities through events like festival of culture, welcoming communities.
 - Create a collaborative approach to decision making, community making their own decisions.
 - Encourage food sovereignty within the community.
 - Engage social deprivation through providers to see how we can close the gap between the privileged and the under privileged.
 - Create a strong character for the town through green space and vegetation, art, heritage, culture, activities. Keep murals and support theme of murals.
 - Supports arts and culture through innovative ways of social and economic enterprise.
- Signage standards to support character.
- Keep a high quality to our town centre.
 - Create recreation and embrace our stream.

- Create a dynamic living town centre.
 - Kotahi Lane as a reserve.
- Connect nature to town, celebrate and support the wetland and bird walk.
- Central space in town to host a farmers market.
- Embrace the stream and clean up back of shops and stream frontage.
- Become more organic in our design and management - reducing toxins.



ENVIRONMENT

- Assist with the creation of the Tuapiro Stream walkway, pest removal and native planting. Working to recognise heritage and archaeological areas.
- Dog control and dog exclusion for bird protection.
- Educate the community about rare birds - banded rail, NZ Bittern.
- Focus on areas for community clean ups, Moana Drive, roadside verges, Tahawai Reserve.
- Create more wild / natural areas and less manicured gardens in public spaces.
 - Educate and enable weed and pest management resources for the community.
 - Enable better access for pest free volunteers baiting and trapping.
 - Regenerate the wetlands to cope with stormwater and act as filtration systems.
 - Consider purchase of land nearer the township for new recreational reserve.
- Link up walkways from Tanners Pt Road to existing Moana Drive walkway.
 - Encourage recycling with annual solid waste collection.
 - Attractive recycling and rubbish bins in town.
- Become a sustainable packaging town.
- Local composting facilities for food and garden waste.
- Use reserves for mulching in containers stored in parks (refer to London Parks).
 - Educate community with specific targeted campaigns, i.e. weeds and pests.
- Education hub to train environmentalists and use the area as part of the laboratory. Environmentalist apprenticeships run through Toi Ohomai and URM group.
 - Create a broad 'landscape plan' for all of Katikati including registered trees. Creating opportunity for memorial trees.

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

www.boffamiskell.co.nz

Auckland 09 358 2526 **Hamilton** 07 960 0006 **Tauranga** 07 571 5511 **Wellington** 04 385 9315 **Christchurch** 03 366 8891 **Queenstown** 03 441 1670 **Dunedin** 03 470 0460