

Omokoroa Built Environment Strategy



Western Bay of Plenty
District Council



December 2008

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1. WHAT IS THE BUILT ENVIRONMENT STRATEGY ABOUT

In September 2007 the Western Bay of Plenty District Council approved the 'Interim Built Environment Strategy – Phase 1', which is a high level strategy to improve the built environment of the District.

Vision of the Built Environment Strategy:

Through the Built Environment Strategy, the Western Bay of Plenty District Council aims to guide development to ensure that the environment is valued, people enjoy a healthy and safe lifestyle that offers a choice for our diverse community; a District that residents love.

As the Built Environment Strategy promotes the development of a local identity for each of the growth areas in the District, as defined by SmartGrowth, one of the outcomes from the Strategy was that more detailed Strategies be developed for Omokoroa (this Strategy), Te Puke, Katikati and Waihi Beach

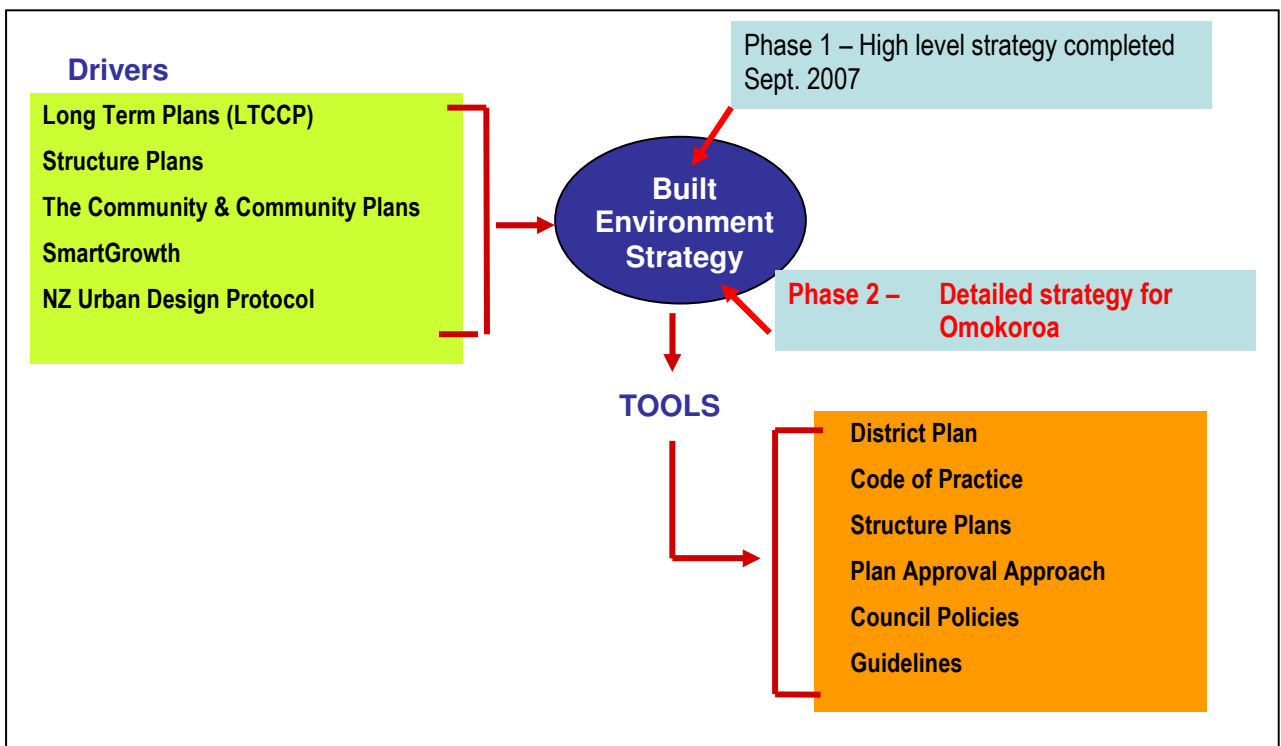


Figure 1: The Built Environment Strategy in relation to other policies and strategies

Retaining a quality built environment and improving the built environment is a continuous process and this Strategy is the beginning of the journey. The Built Environment Strategy cannot stand on its own and the implementation of the Strategy depends on the response of various tools, such as the District Plan, Code of Practice and structure plans. Most important, the Strategy encourages a different way of thinking; namely - *'how my development can contribute to the surrounding environment'* as opposed to *'how the surrounding environment can contribute towards my development'* or *'how my development complies with land use rules'*.

The Strategy Development Process

Figure 2 gives a summary of the process followed to develop the Strategy.

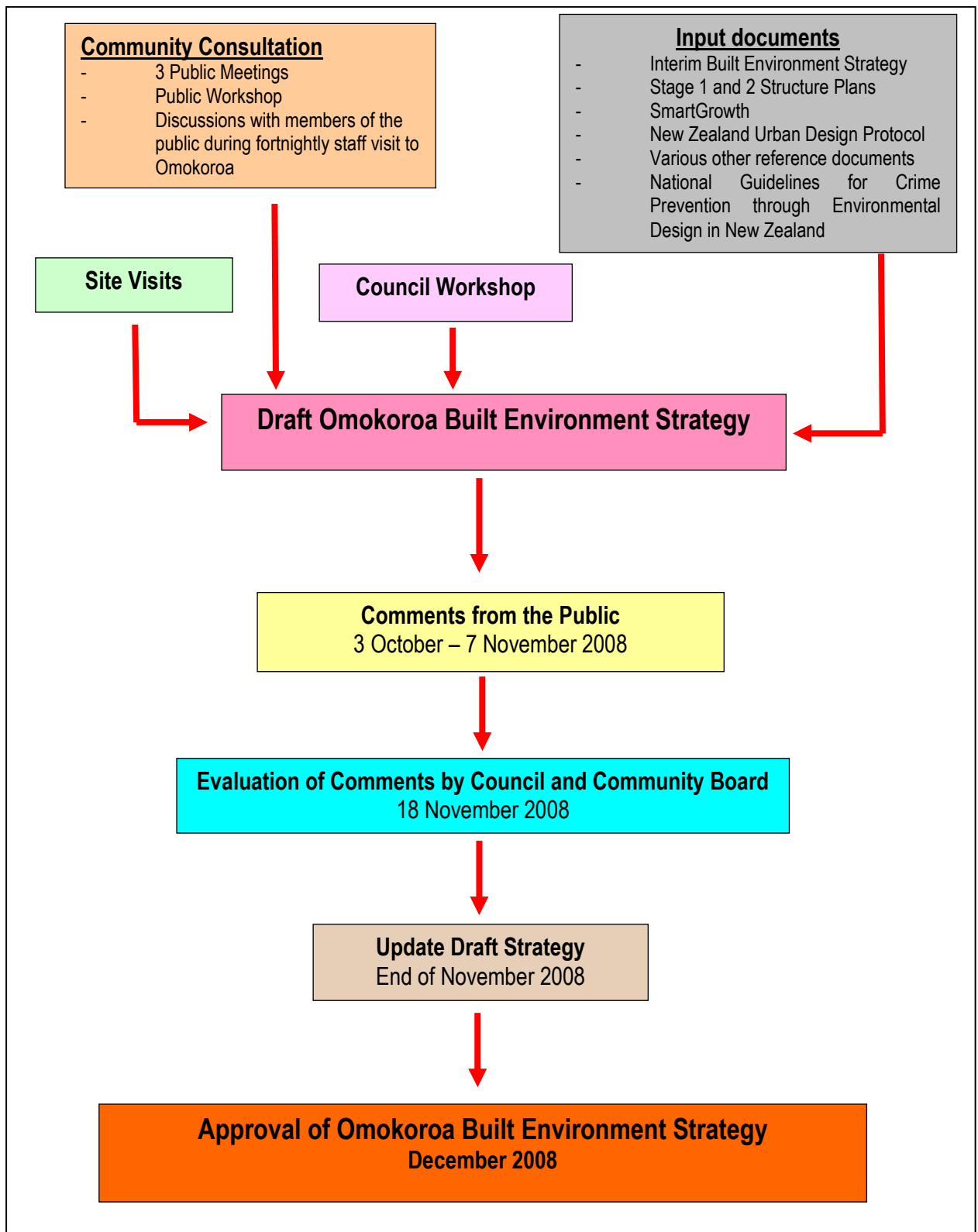


Figure 2: The Strategy development process

2. OMOKOROA: POPULATION PROFILE AND DEVELOPMENT VISION

Clarification of terms:

The existing village: Refers to the existing urbanised portion of Omokoroa from Omokoroa Country Estate north wards. (see Map1 on page 8)

Stage 1 area: Is the area between Omokoroa Country Estate and the railway line. (see Map1 on page 8)

Stage 2 area: Refers to the area between the railway line and State Highway 2.

2.1 POPULATION PROFILE OF OMOKOROA

Note: The following population figures and projections include the existing village, Stage 1 and Stage 2 structure plan areas.

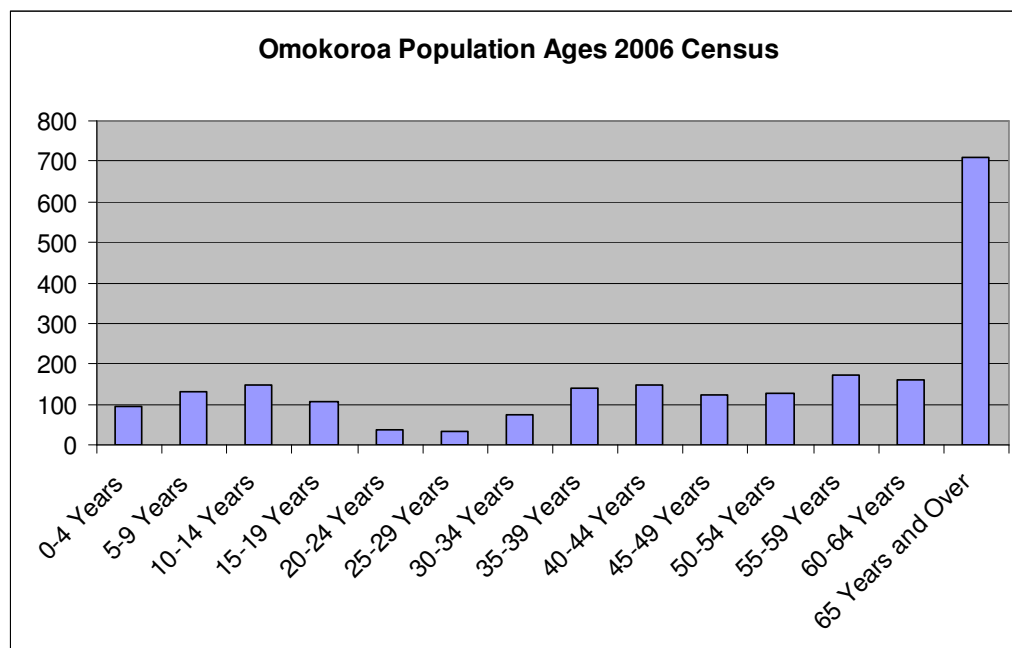


Figure 3: Omokoroa population by age

Population (2006 census)	= 2 199
Population estimate (current)	= 2 439
Projected growth per year	= 120
Median age	= 52
Percentage 65 years and over	= 32.2%

2.2 THE DEVELOPMENT VISION FOR OMOKOROA

The Development Vision:

The Western Bay of Plenty District Council has consistently indicated that the Omokoroa peninsula is one of several areas intended for urban expansion subject to appropriate servicing. The District Council's first Strategic Plan in 1991 identified Omokoroa as an area for future urban growth and in 1994 the District Plan provided a "Future Urban" zoning from the then village area up to the railway line. The 1998/2000 Strategic Plan also identified Omokoroa as one of four sites for urban activities. Between 1999 and 2004 Council undertook comprehensive investigations into the conversion of the Future Urban Zone to Residential, serviced by a new sewerage system and as a result Plan Change 20 became operative in 2005.

This vision for Omokoroa was also included in SmartGrowth, the sub-regional growth strategy and urban growth limits for Omokoroa were included in the Regional Policy Statement.

Currently Omokoroa is a residential town with limited employment opportunities. It is the vision to develop employment opportunities in Omokoroa and change it from a "Live and Play" village to a town that supports "Live – Work – Play" principles of SmartGrowth.



1. Over the past 3 years construction works are one of the most common activities in Omokoroa.

The Challenges:

Changes in the built environment of Omokoroa are inevitable. However these changes need to be managed with care to ensure that the impact on the existing village is positive. People were drawn and settled in Omokoroa because of the quality of life, the beauty of the town, close proximity to Tauranga and easy access to the harbour.

The challenge is: "How will growth be managed to (a) achieve the development vision and (b) deliver in the current shortcomings without affecting:

- The qualities of the town.
- The current sense of identity.
- The natural environment.

3. THE OMOKOROA BUILT ENVIRONMENT STRATEGY

3.1 OBJECTIVES OF THE STRATEGY

- To ensure that the built environment qualities of the existing village can be retained even though Omokoroa will grow over the next thirty years into the largest town in the district.
- Encourage attractive development outcomes that are sustainable, but do not necessarily require a higher level of service.
- Ensure that the scale of new development in Stages 1 and 2 are in accordance with the respective Structure Plans. In the existing village the scale should be in relation to the existing built environment.
- Ensure proper integration and delineation between the public and private environment.
- Promote the diversification of transport options.
- To ensure that future development improves connectivity and traffic safety, whether by foot, car or any other mode of transport.
- Prevent crime by applying good design and development principles.
- Recognise the relationship and values of Tangata Whenua to the built and natural environment.
- Ensure the development of functional, safe and quality open space systems.
- Protect and promote the heritage of Omokoroa.
- Ensure that the built environment caters for the entire community.
- Build on the existing local identity and pride in the community.
- Avoid or mitigate adverse effects of development on the natural environment.
- To encourage development that supports live, work and play principles.



2. Residential development with quality public space and interface between private and public properties.



3. Encourage the development of public art and landmark buildings (Photo: Feilding)



4. Build on existing qualities

- Provide a Built Environment that promotes and enhances both the local and regional economy.
- Educate the community and developers regarding the need for a good built environment and the benefits that a good built environment can provide.



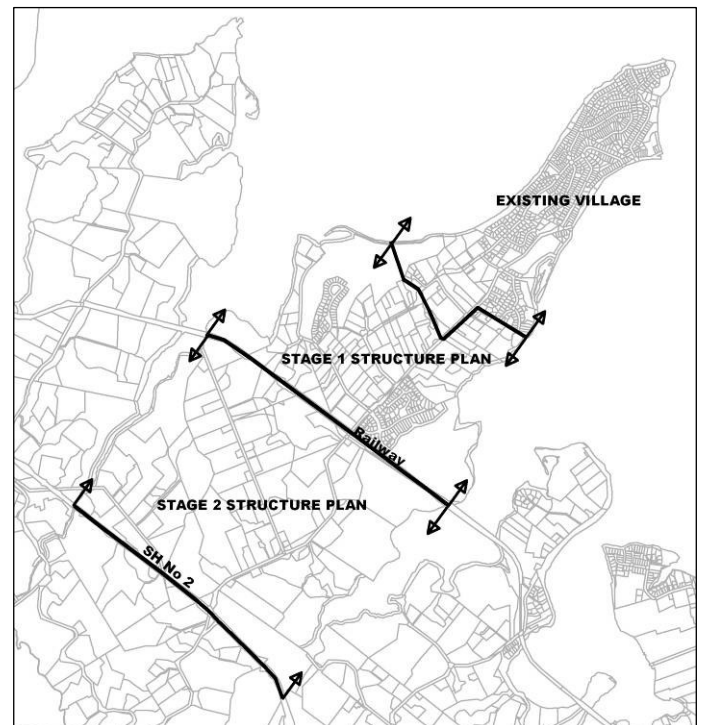
5. **Encourage attractive commercial and industrial development.** (Photo: Industrial park, Queensland and Noosa Town Centre)

Omokoroa Stage 1 and 2 Structure Plans have been completed earlier this year. This Strategy is not revisiting the content, objectives and general direction of the Structure Plans.

The focus of the Strategy is the existing village, but as the existing village forms part of a bigger area to be developed (Stage 1 and 2), the first section of the Strategy focuses on overarching development principles for the existing village, Stage 1 and Stage 2 Structure Plan areas.

3.2 OVERARCHING DEVELOPMENT PRINCIPLES

Map1: The “boundaries” between the existing village, Stage 1 and Stage 2

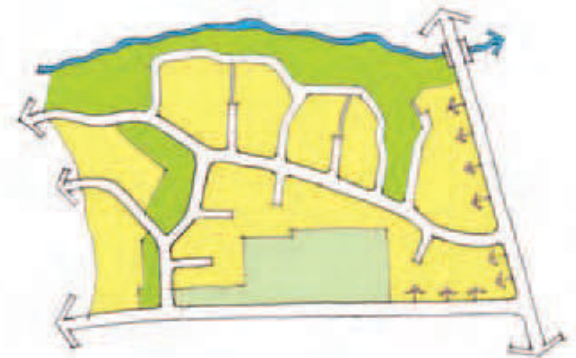


a) Omokoroa; a town that is easy to get around

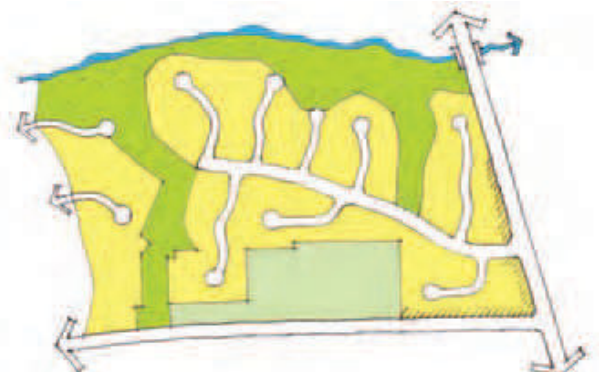
Stage 1 and 2 Structure Plans give clear indication of where collector roads are needed to ensure that it is relatively easy to get around in Omokoroa as the town grows.

Future subdivisions and development should compliment the proposed roading network and:

- should have a clear road hierarchy definition, which means that a low volume local road should have a different width, feel and landscaping than a collector road.
- long dead-end roads should be avoided.
- developers should work together to ensure connectivity and integration between subdivisions. “Gated communities” should be avoided.
- walking and cycling routes should be developed to improve connectivity and integration between subdivisions, amenities and to ensure that Omokoroa can retain it’s “walking friendly” status. These walking and cycling routes should be clearly signed.



6 Connected dead end roads (what we want) (above) versus conventional approach (what we don't want) (below)
(Source: Kapiti Coast District Council Subdivision Design Guidelines)



As the town grows, local roads will become busier and pedestrians and current road users will start to feel unsafe. It is important when these challenges (e.g. pedestrian safety and traffic speed) are addressed, the:

- local character should be retained and
- the cause of the problem should be addressed, not the results. For example; where pedestrians and vehicles share a road and pedestrians start to feel unsafe because motorists are speeding, address the speed of the traffic first, and don't just build a footpath. By just building a footpath, the road will become more open and encourage speeding.



7 If speeding is a problem, address the speed; don't put a footpath in that will encourage more speeding and destroy the unique character of the area

b) Omokoroa; a town that caters for a variety of needs

More than 30% of the Omokoroa community is 65 years and older. However, there has been a gradual trend over recent censuses towards more families moving into Omokoroa. As more work opportunities develop in Omokoroa, the population age distribution will change and as a result community needs will become more diverse. One of the characteristics of a great town is that it caters for a variety of needs.

To ensure that future needs are taken into consideration and land is reserved for these future needs:

- Council undertakes a development and feasibility study for the proposed town centre to ensure that the town centre can become the heart of the Omokoroa community.
- Council produces concept development plans for the area in and around Omokoroa Domain to ensure that future development in the Domain caters for a variety of needs.
- Council works with the land owners of the area zoned Commercial on Tralee Street to develop a long-term vision for the development of the area.



8. Future development in and around Omokoroa Domain should cater for a variety of community needs.



9. The Omokoroa Town centre should be lively and caters for the entire community. (photo: Christchurch).

c) Development that fosters a sense of identity and belonging

Develop an attractive Town Entrance and Gateway

By car, Omokoroa can only be accessed by one road, namely Omokoroa Road. The current turn-off from State Highway 2 is unsafe and will be upgraded in the near future. Council and the New Zealand Transportation Agency are already in an advanced stage with the planning and design of the proposed intersection with the State Highway and the re-alignment of Omokoroa Road as it approaches the State Highway. Both Stage 1 and 2 Structure Plans indicate how Omokoroa Road will be upgraded as Omokoroa is developed over time. The first priority is the upgrading of Omokoroa Road between the railway line and Western Avenue. Although the timing will depend on the availability of funding, the upgrading of Omokoroa Road will be extended from Western Avenue to Tralee Street.

The entrance to Omokoroa should:

- celebrate the arrival of visitors and residents.
- be attractive.
- through proper design and landscaping encourage motorists to reduce traffic speed.

The town will grow in a southerly direction, but it will take a number of years before significant development will occur between the railway line and the Highway. As a result it is the intention to develop two gateways along Omokoroa Road.

Gateway 1:

The first priority is to develop a gateway between the railway line and Kayelene Place. Although it is the intention to landscape and erect a sculpture or artworks on the roundabouts along Omokoroa Road, something special needs to be developed on the first roundabout north of the railway line (at the intersection between Kayelene Place and Omokoroa Road).



10. The entrance to Omokoroa was recently improved with a new sign board.



11. Develop a gateway with a boulevard effect on the northern side of the railway line and create something special on the roundabout.

How can we get there:

- Create a boulevard effect by planting an appropriate tree species along Omokoroa Road. The space between trees should not be further than 15 metres.
- Landscape the roundabout and plant a cluster of trees on the roundabout. Arrange the trees and landscaping in a way that will allow the erection of a sculpture on the roundabout.
- Obtain the input from Tangata Whenua with the design of the gateway.
- The following tree species are some of the examples listed by the community for consideration.
 - o Knightia Excelsa (Rewarewa)
 - o Myrsine Salicina (Toro)
 - o Sophora Tetraptera (Kowhai)
 - o Magnolia Grandiflora
 - o Platanus
 - o Asian, Turkey or English Oaks (Quercus)

Gateway 2:

In future a proper gateway should be developed at the intersection between State Highway 2 and Omokoroa Road. It is thus important that the design of the proposed intersection does not only focus on traffic management, but should incorporate design principles that support the development of an attractive gateway to Omokoroa.

How can we get there:

- Council ensure that future design of the intersection with State Highway 2 takes the development of a gateway along Omokoroa Road into consideration.

Avoid unattractive walls and houses turning their backs onto main roads

The retaining wall and street corner treatment at the entrances to Lynley Park is attractive and something to be repeated along Omokoroa Road. Although the construction costs of a stone wall are higher than a wooden wall, the maintenance costs will be lower. Taggers also prefer a wooden wall, which contributes to the maintenance costs of a wooden wall. With a stone wall minimum landscaping is required and supports CPTED (Crime Prevention Through Environmental Design) principles.

High solid boundary walls, especially solid wooden walls, should not be allowed along Omokoroa Road and Hamurana Road.



12. The stone retaining wall at Lynley Park is attractive and should be the preferred retaining option

Although residential properties will not obtain direct access from Omokoroa Road (Stage 1 and 2), development of the properties should turn their backs onto the road.

Share the History of the Area

Omokoroa has a rich Maori and pakeha history. By sharing the history with the general public, a sense of identity and community pride can be fostered.

How can we get there:

- Erect attractive and durable information boards at public areas.
- Develop murals at prominent public areas that celebrate the history of Omokoroa.



13. High wooden walls should not be allowed along Omokoroa Road



14. Share the history by erecting attractive and durable information boards regarding the history of Omokoroa.

d) Development and the Natural Environment

The existing village has a high percentage of trees. The green look and feel has to be extended to development areas. Developers and Council should be encouraged to:

- retain existing trees during construction.
- plant suitable street trees.
- retain or strengthen ecological corridors.
- implement storm water retention and low-impact water treatment measures.
- prevent development that will have a negative impact on ground stability.
- protect the streams, wetlands, harbour and esplanade.
- encourage design that minimise earthworks and the effect on the environment.
- encourage the use of renewable energy.



15. Where appropriate, use low impact storm water design practices.

3.3 THE EXISTING VILLAGE

3.3.1 EXISTING CHARACTER

Quotations from the community:

- *“Omokoroa is a walking community with lovely walking opportunities through reserves, along the beach and streets. Although some of the walkways are dangerous and need urgent attention, they are part of Omokoroa and should be retained and improved.”*
- *“I love the paths that twist through the trees to the shore around Omokoroa. In future I’d like to see more sand than grass down by the beach.”*
- *“Omokoroa is a true community where you know your neighbours and look after each other but are not living in each others pockets and have good privacy.”*
- *“A small community with excellent outdoor sport and recreation facilities.”*
- *“Omokoroa has the best views in the Bay”.*
- *“You can sit on your deck on a Friday or Saturday night after a long, stressful week at work and listento NOTHING.”*
- *“It is a great place for kids; safe and the entire peninsula feels like your backyard.”*
- *“A great town spoiled by overhead power lines.”*
- *“People prefer to walk in Omokoroa because of the social interaction.”*
- *“What I love about Omokoroa is the freedom, the fresh air and the colourful sea. In the future I’d like to see a bigger playground with no rust on it and a skate park”.*



16. Some of the qualities of the existing village

The existing village is a special place due to a number of qualities that exists, and the interaction and integration of these qualities. These qualities are spread over a wide spectrum and include the following:

- The views as a result of the topography.
- The residential density.
- Interface between the public (street and reserves) and private environments (houses)
- Quality of public open spaces.
- The beach.

3.3.2 Where we want to go

a) Omokoroa Domain:

Omokoroa Domain is one of the most valuable assets of the District. Development pressure can be expected in and around the Domain. Council is already looking at options to expand the current boating facilities and it is important that future development in and around this area is supported by the community and the vision for the Domain.

It was clear from the various community meetings and workshop that the community had different ideas of how the Domain should be developed.



17. Some of the areas that need to be included in a comprehensive development plan.

Some of the suggestions and comments received from community members:

- In the sixties there was more sand and less grass on the beach, which was wonderful for the kids.
- One should be able to walk along the esplanade without stumbling over boat trailers and cars that are parked on the esplanade.
- Space should be reserved for additional coffee shops and restaurant; a mini waterfront that's on an Omokoroa scale and character.
- Summer is chaos. The Domain is taken over by people that park their vehicle and boat trailer anywhere and head off for the day; - only pain, no gain for Omokoroa.
- Develop tidal pools that will allow all-tide swimming.
- The Domain is for Omokoroa, therefore any development, if required, should be for Omokoroa, not for tourists or Tauranga.
- The Domain is the gateway to Matakana Island and should reflect the link with the island.



How can we get there:

- a) The Omokoroa Domain is very special to the residents and well used for various purposes.
- b) Any development at or around the Domain should look at the “bigger picture”.
- c) A multi disciplinary consulting team be appointed in 2009/10 to undertake a comprehensive development plan for the area shown on Map 2, which includes the Domain (including the commercial property and boat club), the current work Council is doing regarding the boating facilities, the proposed medium density residential area and the surrounding residential properties.



Map 2: Proposed area to be included in a design and development plan for Omokoroa Domain.

b) Residential Density

According to the current District Plan rules, “more than one dwelling per lot, subject to a minimum net land area of 350m² per dwelling on sewerated lots and 800m² on unsewered lots” is a Controlled Activity. With the completion of the sewer reticulation system for Omokoroa it means that potentially the existing housing stock can be doubled in the existing village. The character and quality of the existing village will come under tremendous pressure. However, small pockets might be suitable for medium density housing, depending on soil stability, slope, impact on possible views and location in relation to existing reserves. These medium density areas should not exceed a height of 9 metres and a yield of between 25 and 35 dwellings per hectare. The one of the areas identified are shown on Map 3. However, the exact area and detail development and design guidelines will only be finalised after or as part of the design and development plan for Omokoroa Domain (see previous section).



18 By increasing the net land area from 800m² to 350m², roofs will become more prominent and greenery will disappear.

How can we get there:

- a) Restrict residential density in the existing village to one dwelling per 800m², excluding the area indicated on Map 2.
- b) Allow a yield of between 25 and 35 dwellings per hectare in the area indicated on Map 3 provided that:
 - A more comprehensive development plan for the area is developed and approved.
 - Parent lot should be more than 1 400m²



19. By restricting the density to 800m²;
 - long panhandle section that contributes to stormwater run-off and
 - additional crossings over the footpath can be avoided.



Map 3: Area identified for medium density residential.

c) Views

One of the best assets of Omokoroa is the view over the harbour and towards the Kaimai Ranges. These views are made possible by the topography (the relative long and elevated peninsula), the existing density, relative low site coverage, road layout and building height restrictions.

Views contribute to the development of a sense of identity and belonging. It fosters community pride and as a result the community tend to look after both public and private areas.

It was noted that views are negatively affected by new buildings developed in lower areas with reflecting roofs.

How can we retain the existing views:

- a) To ensure that the glimpses from streets to the harbour and Kaimai ranges can be retained by:
 - Limiting the height of visually impermeable boundary walls on streets.
 - Limiting site coverage to not more than 50% to ensure viewing gaps between houses.
 - Limit building heights to a maximum of 9 metres.
- b) Include rules in the District Plan to ensure that reflection from roofs is minimised.



20 Great views due to the street layout, topography, density and building height

c) A Safe Community:

Community safety is a priority. One of the main objectives of the Strategy is to ensure that the built environment supports “Crime Prevention Through Environmental Design” (CPTED) principles. Whether it was done intentionally or unintentionally, most of the residential development in the existing village complies with CPTED principles.

- In general most street boundary fences are 1.2 metres or lower, which allows informal surveillance.
- Front doors of houses are visible from the street.
- In most cases the landscaping on private properties contributes to informal surveillance as gardens are “open” and well maintained.

There are a number of reserves and walkways that are not safe to use for a number of reasons, such as:

- Limited surveillance from surrounding properties.
- Overgrown vegetation.
- Dangerous steps.
- Slippery conditions.
- Users of walkways cannot see from the start of the walkway to the end.
- Inadequate lighting.

Some roads, for example Hamurana and Omokoroa Road are long and relatively wide with no traffic calming measures. These roads have the potential to encourage traffic speeds above 50km/h.



21 Views are retained due to the absence of high boundary walls..



22 Increase safety by reducing visual obstacles between private and public areas.

How can we improve safety:

- a) Include rules in the District Plan that limit the height of visual impermeable walls on common boundaries with streets and reserves to 1.2 metres.
- b) Council undertakes a public safety assessment on all public walkways (off-street) during 2009.
- c) Council ensures that future reserve development plans conform with CPTED principles.
- d) Council ensures that the maintenance of landscaping and trees in public areas are in accordance with CPTED principles.
- e) Encourage house designs:
 - that enable informal surveillance from inside the house onto public areas and
 - where the front door is visible from the street.
- f) Council implements traffic calming measures along Hamurana and Omokoroa Road over the next 10 years.



23 Ensures a good interface between private properties and reserves. Note the different feel between the high and low wall along a walkway.



24 Traffic calming measures should be introduced along straight open roads

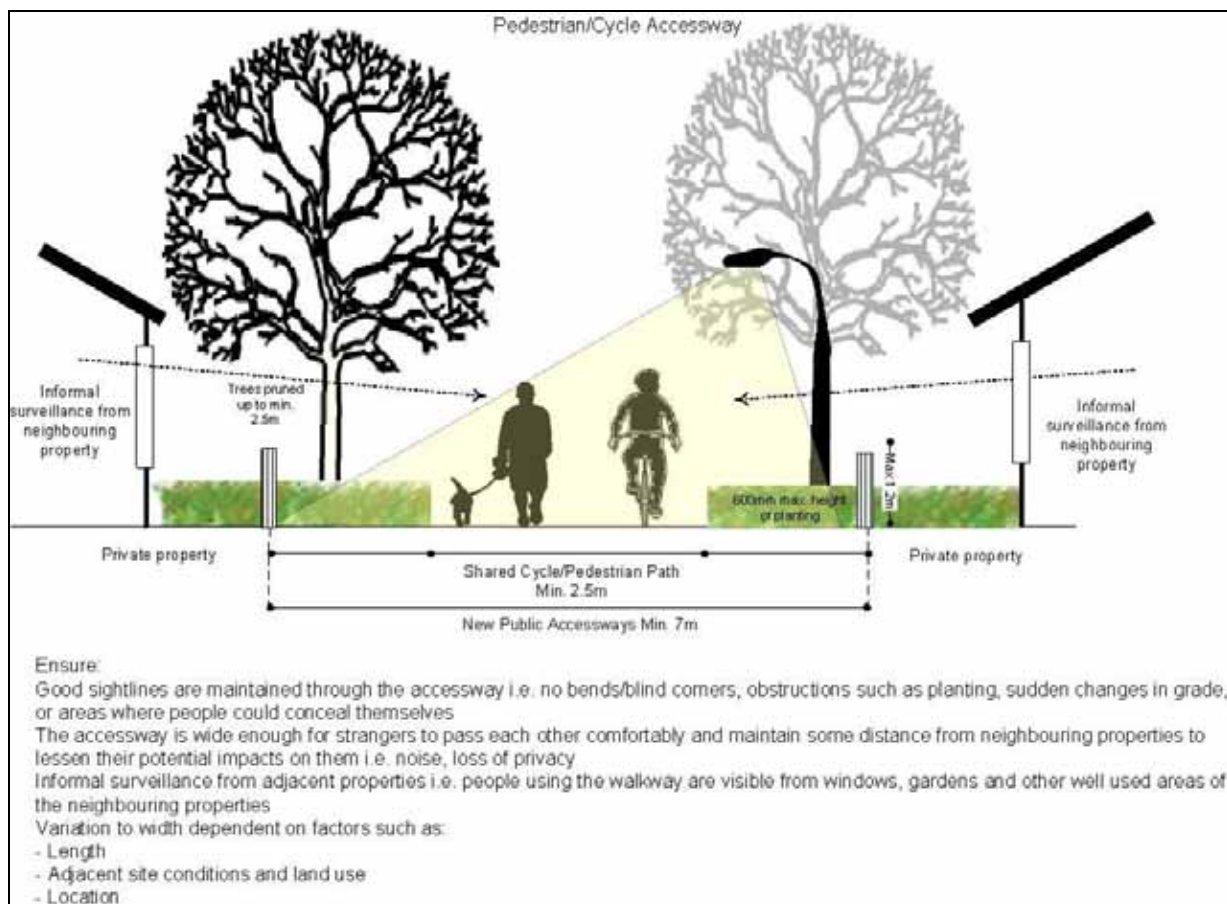


Figure 4: Proposed new rules to be included in the District Plan regarding public walkways between properties

e) Increase Residential Choice:

Housing stock in the existing village is mainly limited to family homes or relatively small “baches”. As the existing village has a relative aged population, a large number of residents might have to move out of the existing village as suitable housing for elderly people is limited.

It is also clear from the diagram showing the residents by age distribution (see figure 3) that Omokoroa has only a few people between the age 20 to 29.

It is important that Council encourages:

- a) The development of areas that are suitable for the aging community that has difficulty to maintain the family sized section and house.
- b) The development of attractive and smaller dwellings that are suitable for people between age 20 to 29 and elderly people

By encouraging a wider variety of housing choice, community safety can be increased. With a variety of housing choice people with different daily routines will settle in the existing village which can contribute to more continuous informal surveillance.



25. Housing variety is limited in the existing village.

How can we get there:

- a) Allow a yield of between 25 and 35 dwellings per hectare in the area indicated on Map 3, provided that:
 - A more comprehensive development plan for the area is developed and approved.
 - Parent lot should be more than 1 400m²

f) Open Space Network in the Existing Village:

Omokoroa has lovely esplanade walkways with great views over the harbour and are utilised frequently by the community. One of the assets of these walkways is the integration with abutting private properties and the quality of the landscaping. The walkway along the esplanade also links Walnut Grove, Gerald Crapp Historic Reserve, Omokoroa Domain and Cooney Reserve.

As the town grows in a Southerly direction, the walkway along the esplanade needs to be extended and in future it can even be linked to Huharua Sub-Regional Park.

Omokoroa also has a number of unique and handy short cut pedestrian links between streets. However, most of these pedestrian links are unsafe and need urgent attention.

How can we get there:

- Retain a quality landscaped walkway along the esplanade.
- There are a few areas where the walkway is slippery and need to be improved.
- All pedestrian links need to be inspected and upgraded.
- Council to undertake a CPTED assessment on all walkways and pedestrian links.
- Council will balance linkages with significant ecological protection corridors.



26 The walkway along the esplanade.



27 Remove the vegetation along the hand rail and erect a sign the warn the public not to use the walkway at night



28 Upgrading is urgently required and warn the public not to use the walkway at night.

g) Commercial Activities:

Currently there are five developed commercial properties in Omokoroa. Four of these properties are at the intersection between Hamurana Road and McDonnell Street while the other property is at the Omokoroa Domain. In addition there are a few properties (approximately 3.5 hectares) in Tralee Street that are zoned Commercial. These properties are either undeveloped or utilised for industrial purposes, which will relocate to the proposed industrial area.

It is the intention to develop a town centre for Omokoroa on the Southern side of the railway line (Stage 2 area) that will become the heart of the Omokoroa community. It is thus important that commercial development in the existing village compliments the development of the proposed town centre, but the community should not be deprived from neighbourhood scale commercial and social services that can contribute to the development of Omokoroa. There is a fine line between success and failure for developing the proposed town centre and the commercial area in Tralee Street, which has to do with the scale of the development, market needs, future vision for the respective areas and accessibility for the current and future community. It is important that Council and the property owners of the Tralee Street commercial area work together to ensure that the scale and timing of the Tralee Street commercial area supports the vision for the development of Omokoroa. It might well be that the 3.5 hectares are too big for a neighbourhood centre and that a large portion be rezoned for medium density residential.



29 Council work with the property owners of the of Tralee Street commercial area to ensure that the long term vision for Omokoroa is taken into consideration.



30 Council work with the property owners of the of Tralee Street commercial area to ensure that the long term vision for Omokoroa is taken into consideration.

Proposed Actions: Tralee Street Commercial Area

- a) Council work with the property owners to develop a long term vision for the Tralee Street commercial area.
- b) In accordance with the long term vision, the property owners be encouraged to develop:
 - a more detailed development plan for the commercial area.
 - a feasibility study and phasing plan.

The four commercial properties at the intersection between Hamurana Road and McDonnell Street needs to retain their current scale.

Proposed Actions: McDonnell Street Commercial Area

- a) The owners need to be encouraged to develop it into an attractive and lively little neighbourhood centre.
- b) Landscaping can be undertaken in the road reserve and roundabout to make the intersection more attractive.
- c) Encourage business owners to replace the existing signs with more attractive design which can be used throughout the town



31 The little neighbourhood centre, including the roundabout has the potential to be develop into an attractive focal point.



32. Existing signs needs to be replace with a more attractive design that can be used throughout the town

4. CONCLUSION

Omokoroa is a unique urban environment with a distinct look and feel. As the town grows, the character of the existing village will come under pressure. The Western Bay of Plenty District Council can develop various guidelines and rules in the District Plan, but at the end of the day the quality of the built environment, to a large extent, depends on the individual developer, landowner and community groups. Council can provide a higher level of service, for example quality landscaping along the main roads or town entrances. However, the most successful and attractive towns are the ones where the community took ownership by doing the 'little things' that made the difference. Currently the Omokoroa community is actively involved in various activities that contribute in making Omokoroa a special place.

The Omokoroa Built Environment Strategy is the start of a journey and the Western Bay of Plenty District Council is committed to communicate and work with the community to ensure that Omokoroa develops into a town where the community enjoys to live – work – play and the character of the existing village is retained.

To support the implementation of the Omokoroa Built Environment Strategy, Council is currently:

- Reviewing the District Plan and Subdivision and Development Code of Practice.
- Developing a:
 - Public Art Policy
 - Walking and Cycling Strategy
 - Residential Subdivision and Development Guidelines
 - Sustainable Development Scorecard

The Strategy encourages a different way of thinking; namely - *'how my development can contribute to the surrounding environment' as opposed to 'how the surrounding environment can contribute towards my development' or 'how my development complies with land use rules'.*