



Western Bay of Plenty  
District Council

# Katikati

*Built Environment Strategy 2010*





**Western Bay of Plenty  
District Council**



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# Overview

## What is the purpose of this document?

With the Katikati Built Environment Strategy, the Western Bay of Plenty District Council would like to guide and encourage public and private developers to follow a sustainable approach towards development within the urban area of Katikati. This approach will ensure that, firstly, any future development in the town incorporates the existing gems and strengths of the town. Secondly, the Strategy would like to encourage actions to ensure that future development in the urban area is of a high quality, vibrant, attractive and inclusive (takes the surroundings and community into consideration). The Built Environment Strategy targets the urban area and linkages to communities on the urban edge, for example Te Rereatukahia Marae. The Strategy also sits alongside the District Plan and Long Term Council Community Plan.

It is acknowledged that the Built Environment Strategy and Town Centre Plan superseded a number of other Katikati plans, several of which have been instrumental in developing visions for the future growth of the town. The Built Environment Strategy and Town Centre Plan build on this previous work and additionally integrate an Implementation Plan in order to ensure that issues associated with the development options have been considered and assessed in terms of economic feasibility, existing legislation and potential funding requirements.

Whilst the Western Bay of Plenty District Council has driven development of this Strategy and Plan, extensive community consultation has been key in order that the community's 'voice' has been the main contributor to the process. Advice from associated agencies such as the New Zealand Transport Agency ensures that proposals are realistic and meet current legislative requirements.

The Katikati Built Environment Strategy focuses on the urban area of Katikati. However, the town is connected with the surrounding environment and rural communities. One of the objectives of the Strategy is to strengthen the connections between the town and the surrounding environment.





## Section 1

# What is the Built Environment Strategy about

# 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 Katikati (this Strategy), Te Puke, Omokoroa and Waihi Beach.

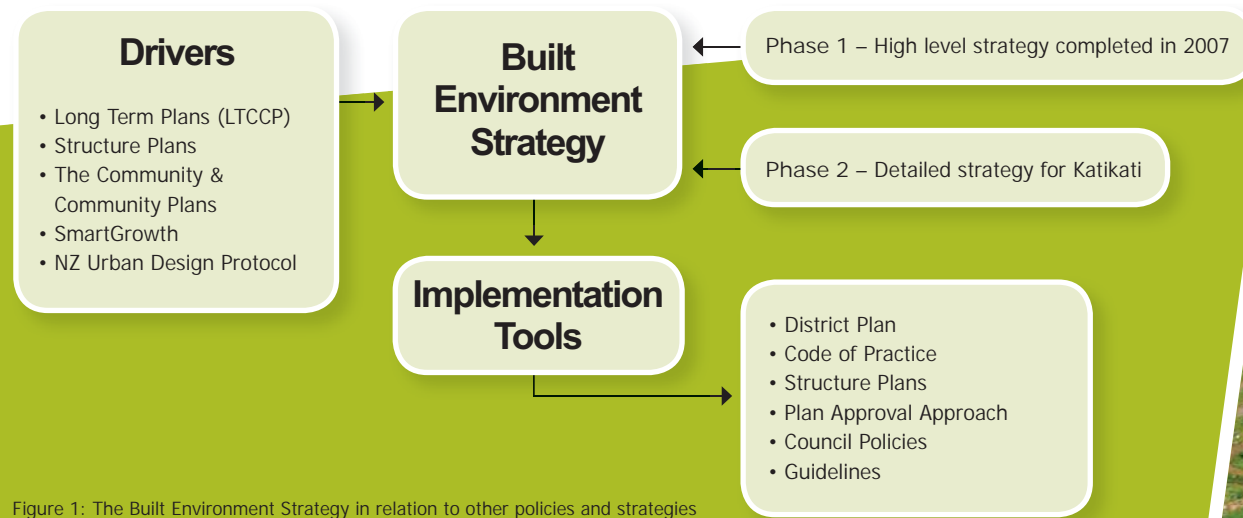


Figure 1: The Built Environment Strategy in relation to other policies and strategies

Retaining a quality built environment and improving the built environment is a continuous process and this Strategy is the beginning. 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 importantly, 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'.



## 1.1 What defines a quality built environment that is valued by the community?

A quality built environment that:

- Has a town centre as the nucleus - the heart - of town.
- Encourages interaction between community members.
- Has public art which is relevant to the area, contributing to the identity and sense of place of the locality.
- Offers quality open space for recreation and leisure.
- Is easy to get around.
- Is safe.
- Provides for the daily needs and expectations of the community.
- Compliments the surrounding environment.
- Offers a choice.

- Is well maintained.
- Has buildings of an appropriate scale that the community can relate to.
- Encourages live, work and play principles.

A good selection of land use activities, combined with quality space creates a vibrant place that draws people; encouraging interaction and generating a thriving economy.

The main objective of the Katikati Built Environment Strategy is to identify how the built environment can be improved to bring further value to the community - young and old.

The key to creating a successful town is:

- to stick to the basics,
- think both long and medium term,
- not to identify rigid planning rules that “stifle” unique, quality development,
- a high standard of maintenance of both the public and private environment.

## 1.2 Outline of the Katikati Built Environment Strategy

The Katikati Built Environment Strategy is based on overarching principles, namely:

1. Creating an urban environment that is safe (Section 3).
2. Creating an urban environment that is easy to get around (by foot, bicycle, mobility scooter and car) (Section 4).
3. The development of a compact town that offers residential choice and sustainable social infrastructure provision (Section 5).
4. A built environment that compliments the natural environment (Section 6).
5. Urban development that strengthens “a sense of belonging” (Section 7).

The Katikati 20-Year Plan and SmartGrowth, the sub-regional growth strategy for the western Bay of Plenty were used as the base for the development of the above mentioned principles (Section 2).

A landscaping plan for the southern town entrance has been developed as part of the Katikati Built Environment Strategy (Section 8). The landscaping plan is the first step towards the implementation of the Strategy.







## Section 2

# Development vision for Katikati

## 2. Development vision for Katikati

During 2000 the Katikati community developed a 20-year community plan called 'Katikati The New Picture' (Also referred to as the Katikati 20-Year Plan). The following is an extract from the 20-Year Plan regarding the vision for the town. "Katikati—a country town that's famous for its quality of life."

With regard to the built environment the 20-Year Plan emphasised the following:

- The town centre should create an environment where both the local community and visitors enjoy a high quality environment for shopping, socialising and leisure.
- Katikati should be a place where everyone will enjoy views of the Uretara Stream and the Kaimais
- Although Katikati should be a modern town, it should:
  - retain a country feel,
  - be safe,
  - Be full of surprises
- Katikati should be a place where development compliments the natural environment.
- Katikati should be a place for people of all ages and culture.

The community's vision for the development of Katikati also fits well with the vision and objectives of SmartGrowth, the sub-regional growth strategy for the western Bay of Plenty. SmartGrowth is built around the "Live - Work - Play" principle.

"Live - Work - Play" promotes:

- Optimise land use in urban areas.
- Encourage a mix of land uses.
- Ensure that urban centres maintain a distinct local identity and sense of place.
- More compact building design.
- The public domain is the key to success. The location, accessibility and design of the public domain are therefore very important.
- Reduce the dependency on cars by reducing travel distances to employment, retail and recreational needs.
- Strengthen and direct development towards identified growth areas (of which Katikati is one).
- Ensure that development caters for an aging population.

- Urban design principles guide sustainable residential development.
- Encourage the development of a variety of housing types to cater for diverse housing needs.
- Ensure that an adequate supply of serviced land in urban areas is available.
- Plan and design development around existing site characteristics and landscape to minimise earthworks.



### A vision for 2020

**Katikati; the mural town of New Zealand should be:**

- A modern country town.
- For people of all ages and cultures.
- Where community ethics are strong.
- Generating innovation and leading edge business.
- Featuring outstanding open air art and a top quality environment.
- Where visitors are always welcome.







## Section 3

# Creating a safe environment

### 3. Creating a safe urban environment

In the past Katikati has been a relatively safe place to live, work and play and it is important to retain or improve community safety in and around the town. The town is also known for its quality murals and public art which will be further added to in the future. It is important that these assets are protected in a cost effective way.

The following actions can be taken to ensure community safety and reduce vandalism:

- Ensure that routes, spaces and entrances provide for convenient and safe movement.
- Ensure that good sightlines are maintained through the development in order that people can both see and be seen.
- Improve the sense of community ownership.
- Develop a quality environment that is well-designed, managed and maintained.
- Where necessary, install well designed security features.



Photo 3.1: Long, narrow boxed-in walkways are not safe routes, spaces and entrances that provide for convenient and safe movement.

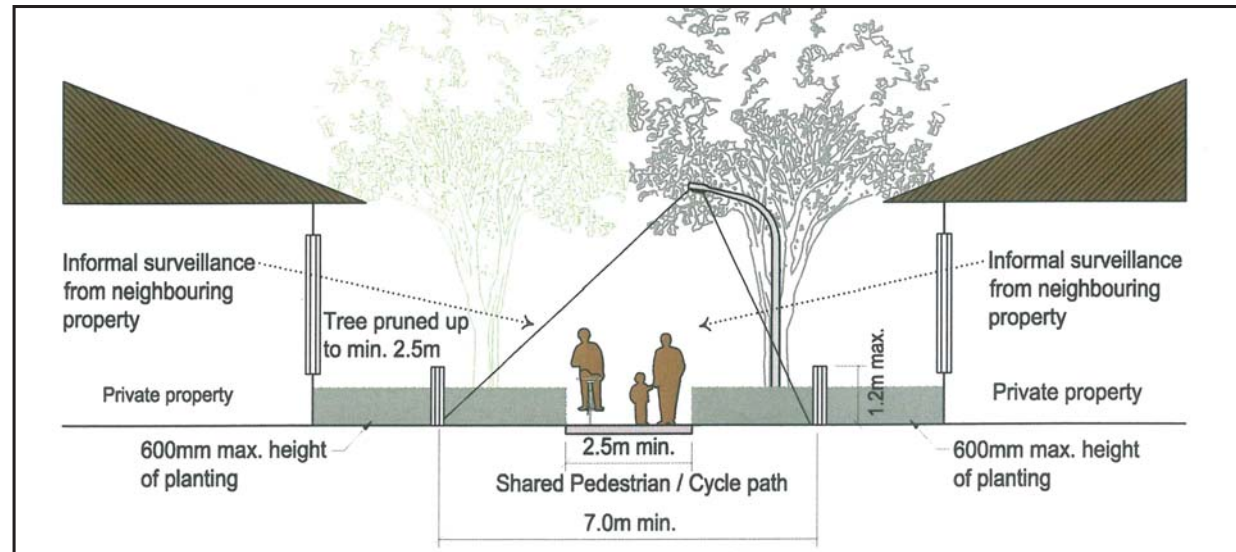
#### a. Routes, spaces and entrances that provide for convenient and safe movement

The success or failure of a place is influenced by the nature and quality of its connections.

The Western Bay of Plenty District Council has amended the subdivision and development standards (the Development Code) to ensure that future walkways, bridges and other links are more safe and attractive.

##### Ensure that:

- Good sightlines are maintained through the accessway i.e. no bends/blind corners, obstructions such as planting, sudden changes in grade, or areas where people could conceal themselves.
- The accessway is wide enough for strangers to pass each other comfortably and maintain some distance from neighbouring properties to lessen their potential impacts on them i.e. noise, loss of privacy.
- Informal surveillance from adjacent properties i.e. people using the walkway are visible from windows, gardens and other well used areas of the neighbouring properties.
- Variations to width depending on factors such as:
  - length
  - adjacent site conditions and land use
  - location



New standard included in the Development Code regarding public walkways between properties

## b. See and be seen

Encourage places where publicly accessible spaces are overlooked and where clear sightlines and good lighting provide maximum visibility. This can be achieved in various ways.



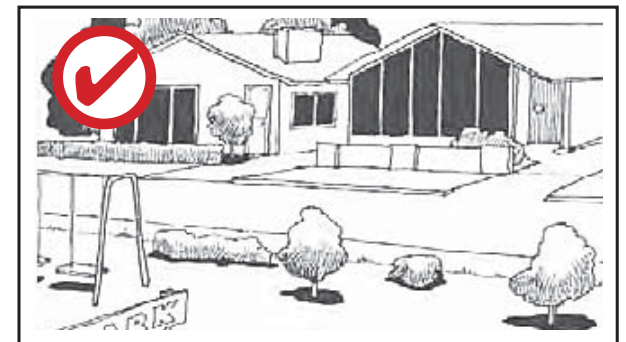
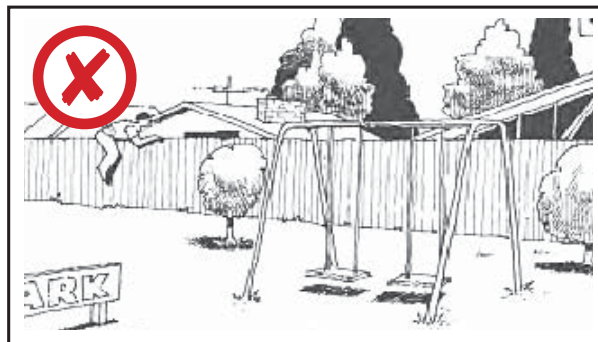
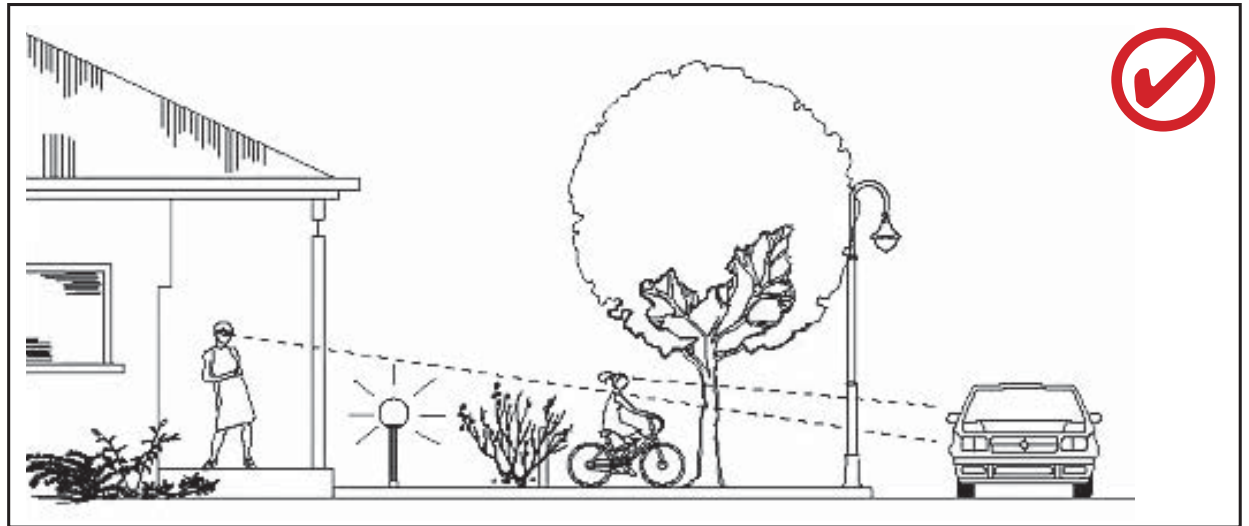
Photo 3.2. Encourage development to open up towards public spaces and if the area is used at night, ensure that the area is well lit.

### Eyes on streets and open spaces

“The higher the risk that you will be seen, the safer the area will be.”

Although the Katikati population profile shows that more than 33% of the towns residents are aged 65 years and over (compared to 15.5% over the district as a whole), the community is very active. It is therefore important that community members look after each other by:

- Ensuring that development overlooks the street and open space.
- Reduce the height of boundary fences along street boundaries and open spaces.
- Ensuring that vegetation doesn't block sightlines.







## Section 4

# An urban environment that is easy to get around (Connectivity)

## 4. An urban environment that is easy to get around (Connectivity)

*“Good connections, or connectivity enhance choice, support, social cohesion, make places lively and safe, and facilitate contact among people”*

### **A built environment with good connections:**

- Creates safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods.
- Facilitates green networks that link public and private open space.
- Places a high priority on walking, cycling and public transport.
- Improves accessibility to public services and facilities.
- Treats streets and other thoroughfares as positive spaces with multiple functions.
- Provides formal and informal opportunities for social and cultural interaction.
- Facilitates access to services and efficient movement of goods and people.
- Provides environments that encourage people to become more physically active.

Source: New Zealand Urban Design Protocol



Photo 4.1: Katikati has attractive off-road walkways that link the town centre with residential areas.



Photo 4.2: The current bridge across the Uretara Stream is not a safe environment for pedestrians and cyclists and will be replaced in the near future.

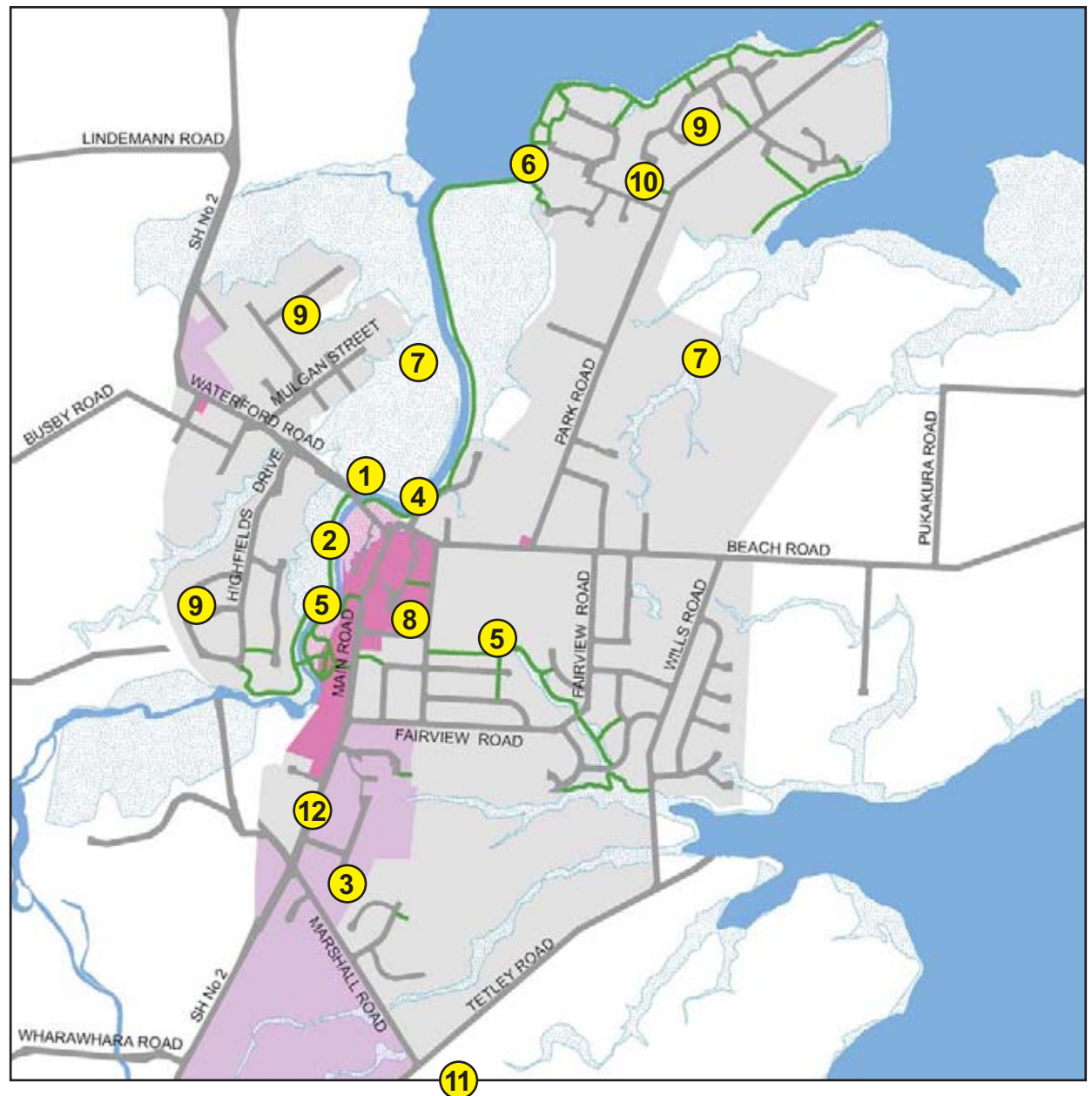
## 4.1 Connectivity Analysis 1: Opportunities and constraints - The existing situation

### Opportunity

- 2** The stream connects the community to the harbour and Kaimai ranges.
- 5** Attractive walkway connections encourage walking.
- 6** Esplanade walkway provides access to the harbour.
- 7** Floodable areas are walking & cycling opportunities & encourage biodiversity.
- 10** Walkway links improve connectivity.
- 11** Connectivity can be improved to Te Rereatukahia marae.

### Constraints

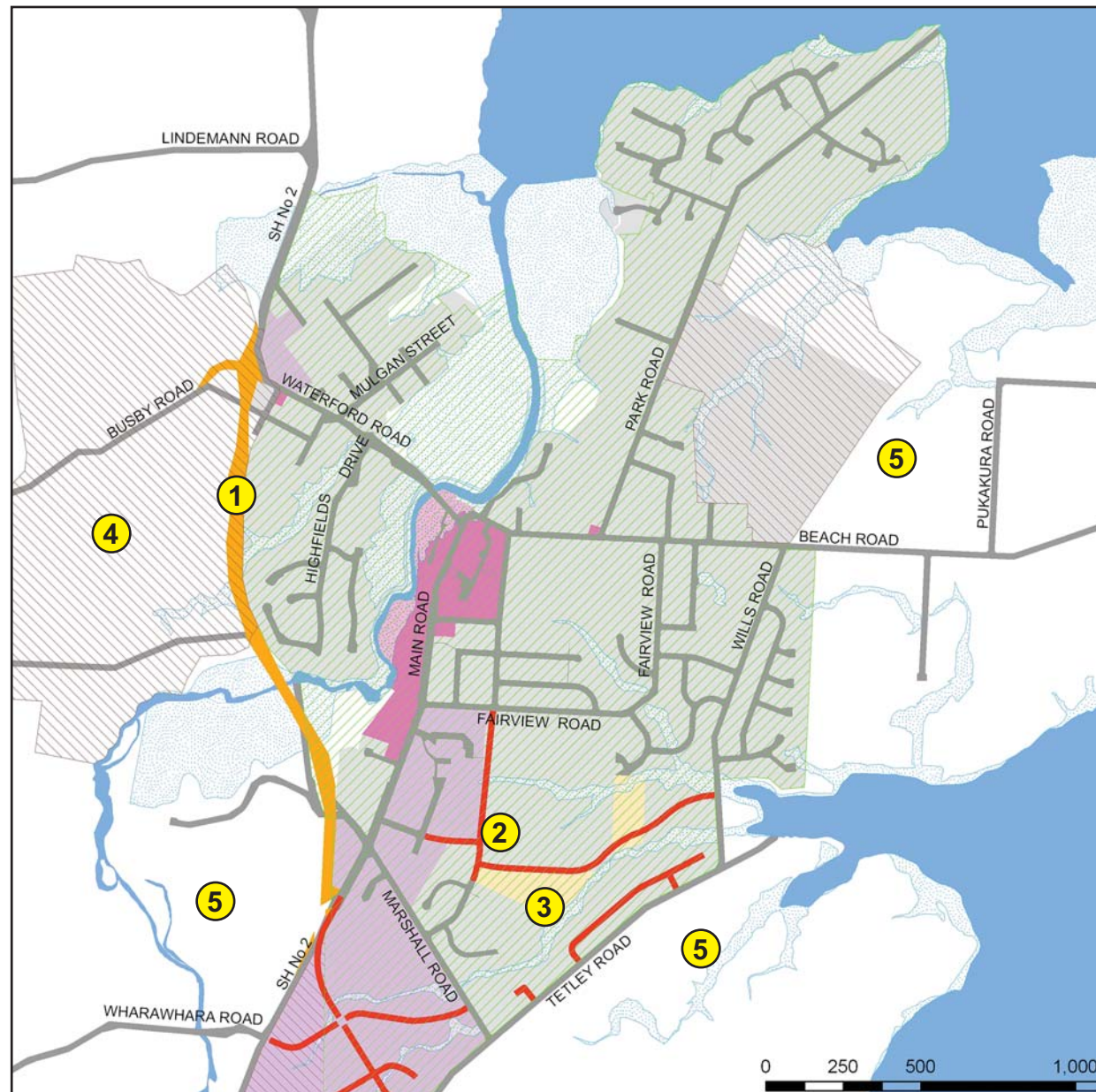
- 1** One access across the Uretara Stream restricts north – south and west – east connectivity.
- 2** Stream divides the town.
- 3** Limited links to the industrial area.
- 4** Large areas of Katikati are linked with the town centre via a dangerous intersection onto Main Road that is also used by most people going to the two schools.
- 7** Large floodable areas disconnect communities.
- 8** Large street blocks, high traffic volumes and dangerous intersections restrict vehicle circulation in the town centre.
- 9** Long dead-end roads decrease connectivity.
- 10** Narrow walkways that are not attractive to use.
- 11** Unsafe access from Te Rereatukahia marae.
- 12** Very busy state highway that restrict access to and from it.



## 4. An urban environment that is easy to get around (Connectivity)

### 4.2 Connectivity Analysis 2: Current Structure Plans for Katikati

- 1** The proposed by-pass will:
  - create a much needed link over the Uretara Stream.
  - enables a more pleasant shopping environment in the town centre.
  - release pressure at intersections along Main Street
  - create an easy link between residential areas in Highfields Drive and Mulgan Street with the industrial area.
- 2** Structure plan roads will improve the link between residential and industrial zones.
- 3** Future residential development along Tetley Road will be close to employment areas and Moore Park.
- 4** Although this residential area will not be developed within the next 15 years, walking and cycling links are required across or underneath the proposed by-pass.
- 5** To ensure a compact town with well utilised land, residential development should not be allowed on land zoned Rural.



### 4.3 How can Connectivity & Circulation be Improved?

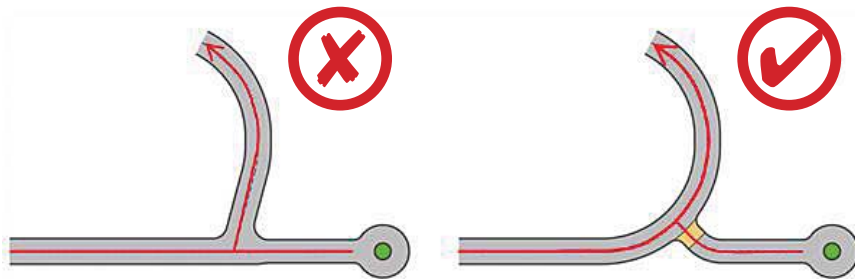
#### a) Subdivision Design

The way in which movement networks are laid out is one of the most influential 'drivers' of urban form, often contributing to the success of a town. This is because, unlike land uses and allotments, roads and networks cannot easily be moved, changed, or removed. The movement networks also contribute to the way in which developments improve or worsen opportunities for safety, community, and social contact, privacy, and areas of intensity that will support local shops or amenities.

A connected network of roads, lanes, and paths as opposed to a series of unconnected cul-de-sacs, increases accessibility for residents, allows for safer and more efficient movement of vehicular and non-vehicular traffic and enables more efficient infrastructure provision. Over the longer term, it also delays the need for substantial arterial route widening to manage poorly distributed peak traffic flows. While subdivision applications are submitted on a site by site basis, future connections need to be considered to ensure that neighbourhood and future developments are integrated and accessible. This includes the provision of roads, footpaths, cycleways, open space linkages and community facilities.

#### Legibility

Subdivision design should be efficient and functional and most of all be logical, recognisable which makes it easier to find your way around and increase traffic safety.



# 4. An urban environment that is easy to get around (Connectivity)

## 4.3 How can Connectivity & Circulation be Improved?

### b) Utilising Green Networks to improve Connectivity

Katikati has a number of outstanding examples of reserves which are used to form links between communities and to link the community with schools and the town centre.

An attractive walking and cycling environment has numerous benefits:

- Reduces vehicle traffic and parking needs.
- Increases community interaction and sense of belonging.
- Helps create a healthier community.
- Reduces crime.
- Utilises existing recreation facilities.
- Improves natural environment.

Please see Council's Walking and Cycling Strategy for more specific information regarding walking and cycling in Katikati.



Photos 4.3-5: These connections encourage walking and cycling, making Katikati a great place to live in. It is important that where possible, private and public development:

- compliments these investments
- extends these links

