

Part C

Priorities in places

Part C details the priorities outlined for each community in every town and village that was visited as part of the Ahu Ake community engagement process undertaken in 2023. These priorities will play a crucial role in guiding decision-making for the identified focus areas highlighted in Part B.

Part C includes:

- Overview
- Northeast: Cambridge, Karāpiro, Te Miro
- Centre north: Ōhaupō, Rukuhia and the Hamiton airport
- Centre south: Te Awamutu, Kihikihi
- Southeast: Pukeatua
- Northwest: Pirongia, Te Pahū, Ngāhinapōuri



1 Overview

Waipā is a collection of communities, from towns and villages to marae and rural places.

In 2009, the Waipā 2050 Growth Strategy was established to identify areas within the Waipā district that were anticipated to experience population growth over the next 40 years. This strategy was updated in 2017 to reflect more current projections.

Following extensive engagement phase with the community in 2023, Ahu Ake anticipates and prepares for a future update to this Growth Strategy.

The urban-to-rural transect below offers a visual representation of the anticipated form, pattern, and potential growth of these communities.



Category	Towns	Business precinct	Large villages	Small villages	Rural village	Rural areas
Description	Main service centre for rural catchments and villages across the district, major employment centres	Area with high concentration of commercial activity and limited other uses	Local service centres for a rural catchment with most services available, limited employment	Local service centres for a rural catchment with minor level of commercial services available	Residential community in rural context, may have a rural hall, local park, or similar community facility with local commercial services	Mainly primary production with supporting residential or business activity
Includes	Cambridge Leamington Te Awamutu Kihikihi	Airport environs Hautapu	Pirongia Ōhaupō and Rukuhia potentially become large villages beginning circa 2050	Ngāhinapōuri Karāpiro Ōhaupō Rukuhia	Te Miro Te Pahū Pukeatua	Other locations in the district



Category	Towns	Business precinct	Large villages	Small villages	Rural village	Rural areas
Service catchment	Entire district	Entire district	15-20-minute drive	5-10-minute drive	Local	N/A
Current three waters	5-10-minute drive	Local	N/A	Water/stormwater	Private services	Private services
Net target densities defined by Future Proof⁴⁸	25-35 dwellings per hectare (dph) in defined intensification areas 20-35 dph in greenfield locations	N/A	20-35 dph in greenfield locations, noting this would require reticulated wastewater services to be achieved	12-15 dph, where reticulated services exist	Expected to be less than small villages	N/A
Concept plans status	Kihikihi Urban Development Plan (2021) Cambridge (2019) Te Awamutu & Kihikihi (2010)	N/A – Airport master plan	Pirongia (2020)	Ngāhinapōuri (2021) Ōhaupō (2010) Masterplan required for Karāpiro	New ones required for rural villages, over time	N/A

⁴⁸ Dwellings per hectare (dph) to be achieved over time in defined locations, defined in the Future Proof Strategy 2024.



Category	Towns	Business precinct	Large villages	Small villages	Rural village	Rural areas
2055 changes intended	Cambridge may need to expand beyond current growth cells in the long term depending on future population growth trends	<p>New master planning for the southern Hamilton area including airport through Future Proof</p> <p>South Hamilton urbanisation around Southern Links, Airport environs become major employment hub</p> <p>Addition of wastewater services</p>	<p>Ōhaupō and Rukuhia to potentially become larger village beginning 2050</p> <p>Pirongia and Ōhaupō to be considered for wastewater services in the long term</p>	No changes to urban boundaries, infill considered, and additional community facilities required due to population growth	No changes to urban boundary	Maintain high-class soils and primary production within environmental limits

Northeast: Cambridge, Karāpiro, and Te Miro



Overview

The Northeastern area of Waipā includes the communities of Te Miro, Cambridge, and Karāpiro, amongst other smaller ones. The area has experienced substantial growth in recent years due to various contributing factors. The state highway from Hamilton to Tauranga experiences heavy traffic and significant freight transportation. This strategic economic corridor has made Hautapu (north of Cambridge) an attractive commercial precinct.

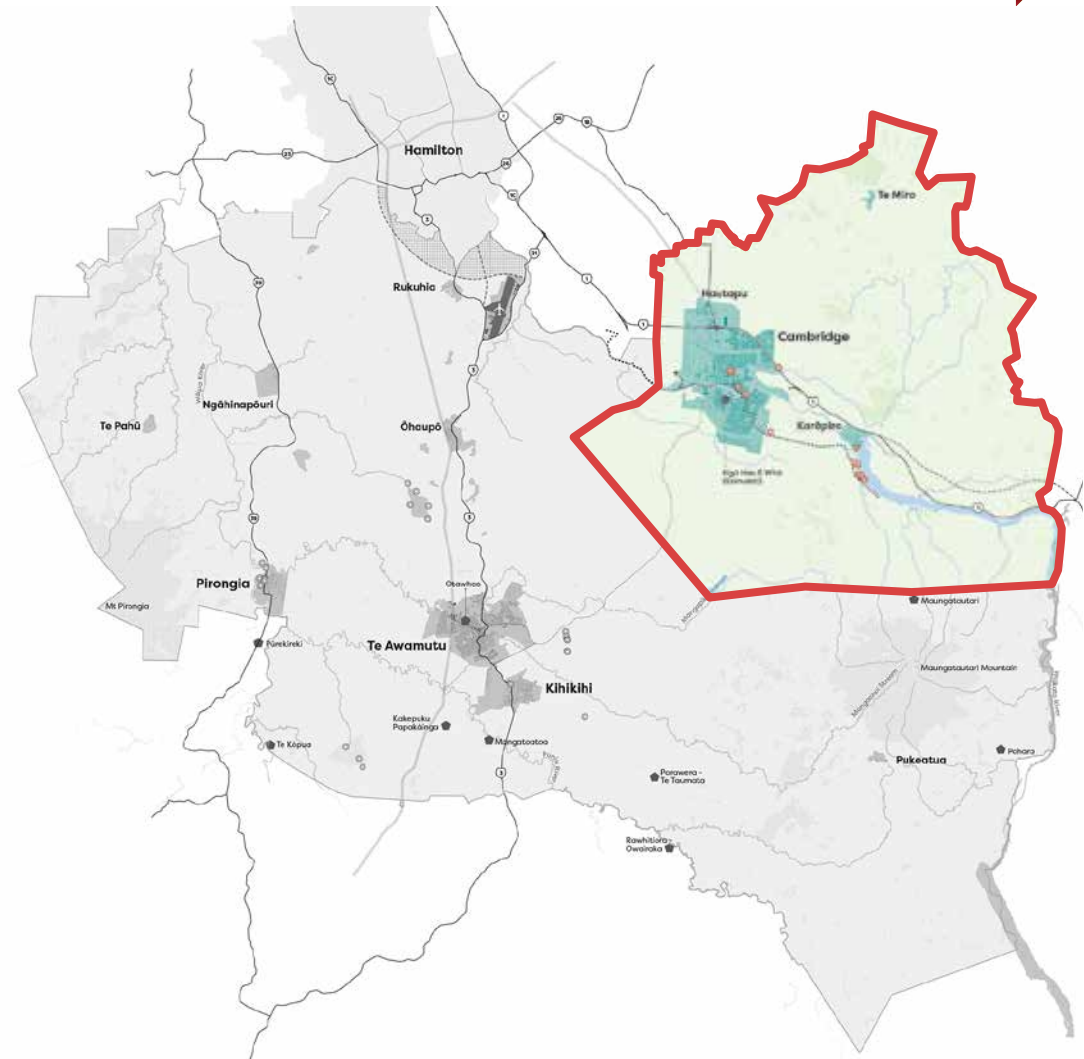
This area is known for its involvement in sports, such as cycling in Te Miro and rowing in Karāpiro.

Cambridge High School's catchment area extends from the Airport Road/Tauwhare Road/SH1 intersection east to the Tahuroa Road/Tauwhare Road intersection. Despite the proximity to Hamilton, it also draws students from the northern areas of the district.

In the area, Te Ara Wai Journeys showcases historical sites like Horotiu Pā and the Taumatawīwī Battle Site, providing valuable insights into the area's rich history.

Iwi Affiliations in the area:

Ngāti Hauā / Ngāti Korokī Kahukura/Waikato -Tainui
(Te Kāhui Māngai)



Map Legend

- | | |
|-----------------------|-----------------------|
| District boundary | Rivers, Large streams |
| State highways | Lakes/Peat lakes |
| Te Ara Wai Journeys | Urban Areas 2011 |
| Te Awa River Ride | Scenario Areas 2050 |
| Marae | |
| Forested - vegetation | |



Cambridge/Leamington/Hautapu

Key trends and influences

Cambridge is home to approximately 22,100 people⁴⁹.

The town's population is projected to grow to approximately 32,000 people by 2050, requiring approximately 5,800 new houses. Cambridge has approximately 600ha of land capacity for residential development in its growth cells, which, together with infill opportunities, is estimated to provide capacity for approximately 10,400 houses by 2050⁵⁰.

A variety of senior living communities are being established in Cambridge in response to the increasing number of elderly residents. Currently, the town has experienced the highest development of retirement centres in the district. The community's aspiration is for Cambridge to evolve into a more multi-generational neighbourhood and a cohesive community.

The Hautapu Industrial Area to the north is a key strategic industrial node within the wider Waikato area, and with continued growth it will further strengthen its importance as an industrial area. It is projected to grow from around 67 ha to 227 ha by 2050.⁵¹

Map Legend	
— State highways	Existing buildings 2021
○ Roads inside boundary	— Town boundaries 2050
— Roads outside boundary	⬢ Marae
— Rivers, large streams, lakes	⬢ Town Hall
▨ Parks and open spaces	⬢ Swimming Pool
	⬢ Schools

⁴⁹ Stats NZ 2024

⁵⁰ Review of Housing and Business Development Capacity Assessment February 2023, Future Proof

⁵¹ Future Development Strategy, 2024, Future Proof



Vision and Priorities from the 2019 Concept Plan

In 2019, the development of the Cambridge Town Concept Plan Refresh provided a vision for Cambridge and its community. This vision and priorities are still relevant today and are supported by the work undertaken through Ahu Ake.

VISION



In 50 Years Cambridge is celebrated as a vibrant social town with high-quality spaces for business, cultural, recreation, relaxation, and sport activities.

Ko Arekahanara tōku hāona kaha

Ko Kemureti tōku Oko Horoi

Ko Ngāruawāhia tōku Tūrangawaewae

Alexandra [Pirongia] is a symbol of my strength of character
Cambridge is a symbol of my wash bowl of sorrow
And Ngāruawāhia my footstool.

- Nā Kiingi Taawhiao

Town Concept Plan Refresh Objectives/Outcomes

- 1 The town centre is a family-friendly place and the lively, social heart of the community
- 2 Cambridge is a safe, diverse, and welcoming community
- 3 Cambridge's unique culture and heritage are clearly expressed
- 4 Natural features are healthy, and accessible for all
- 5 Transportation is convenient, with walking and cycling a pleasure for all ages

Figure 7 Cambridge Town Concept Plan Refresh objectives (2019)



Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- Support for more residential intensification instead of expansion of community boundaries.
- A desire to see more integration of different housing types to avoid enclaves of one type whilst keeping the town's character (the "village feel") and addressing traffic growth.
- Concern over the scale of senior living villages in Cambridge and their impacts in a changing demographic.
- High-class soils needs to be protected from Cambridge's urban expansion and impacts of reverse sensitivity. Consider prioritising residential growth in places that do not impede planned industrial expansion.

Economic development

- Hautapu industrial growth provides for local employment and retains attractive built-form and characteristics in line with the Cambridge context.
- Desire for more retail and commercial uses, including larger and more supermarkets, and local shops outside of the central area.
- Consider more restaurants and retail on the southern side of the Waikato River to take advantage of the river views and scenery.

Environment

- Connect to the river and riparian areas as a feature.
- Restore gullies and their ecological corridor function.
- Design Cambridge as a 'sponge city' focused on permeable areas and tree coverage.
- Restore Lake Te Koo Utu through the implementation of the concept plan.

Heritage, arts and culture

- A need to better acknowledge Māori heritage so it is more present in the community.
- Renovate the town hall.

Community facilities

- A new library that can be a social hub.
- More sports facilities – both indoor and outdoor, including a water park facility.
- More youth and teen recreation activities.
- Desire for more neighbourhood playgrounds, some destination ones, i.e., Kings Garden playground and Leamington Domain. (scheduled for 2024/25).
- Desire to retain (and expand) the town belt for community gardens, promote biodiversity and provide for playing fields, bike paths, horse riding, and exercise activities.

Transport

- Strong support for cycleways in general, focused on school routes and on Leamington to connect to the town centre.
- Strong support for greater pedestrian prioritisation of roads, particularly focussed on the town centre and for more pedestrian crossings near parks, schools, shops, and public facilities.



Karāpiro, village and lake

Key trends and influences

Around 280 people reside in the village, which is expected to grow to a population of approximately 325 people, with some 30 additional dwellings by 2050⁵².

Lake Karāpiro and its surrounding community is a hub for recreation activities based around the sporting facilities provided.

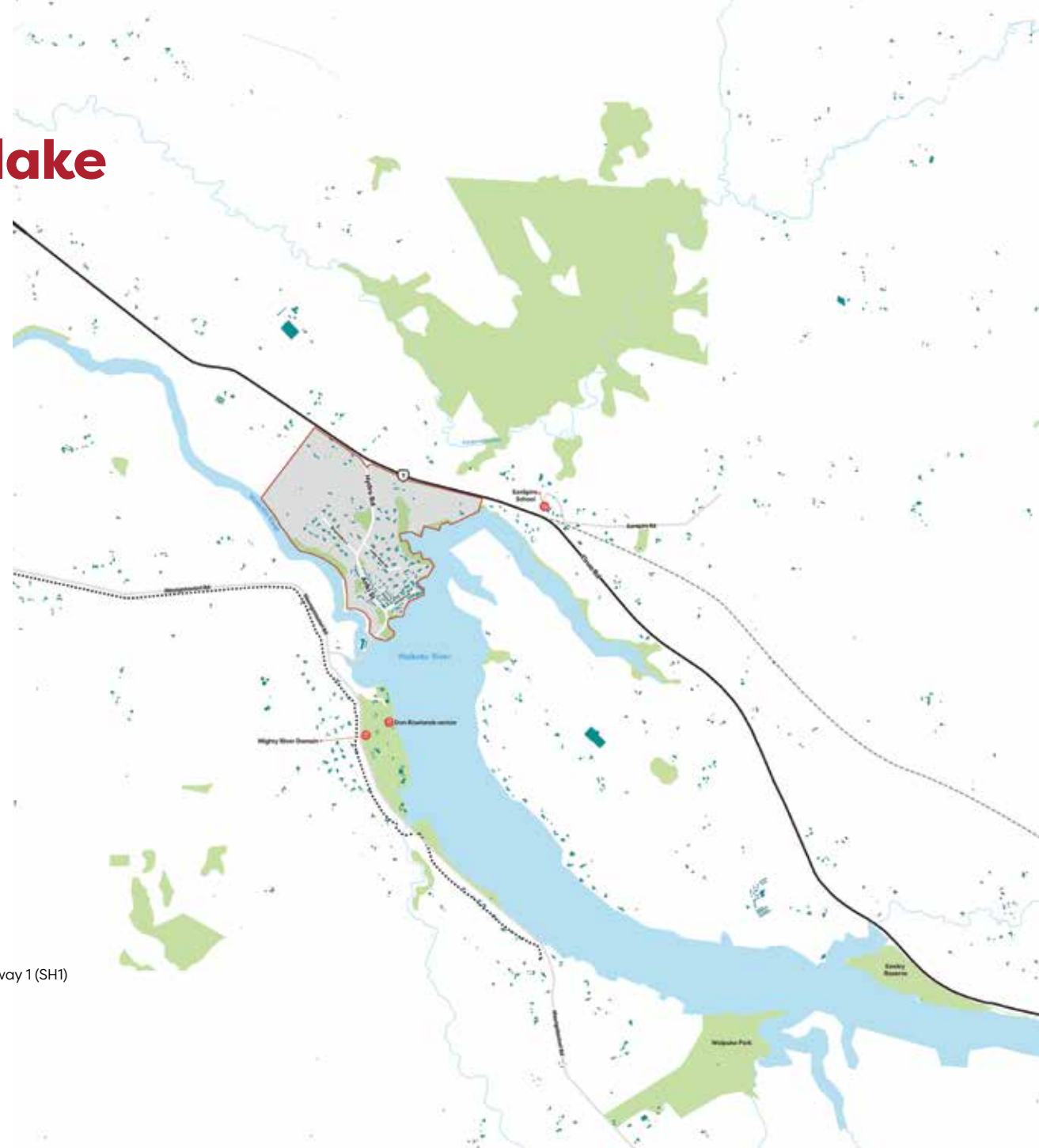
The Karāpiro Hydro Power Station is operated by Mercury. It provides a road connection between the village and Mighty River Domain – it is an essential connection for the community and people using facilities in the area. The dam can be closed for maintenance and is not guaranteed for the long term.

The New Zealand Transport Agency has plans to deliver the Cambridge to Piarere State Highway 1 expressway, which would shift the location of State Highway 1. This creates opportunities for changing the access routes around the north side of lake, including opportunities to review the location and access for the Karāpiro school. No additional growth areas will be provided because of the limited access offered by the expressway.

Map Legend

- | | |
|--------------------------------|--|
| — State highways | ■ Existing buildings 2021 |
| ○ Roads inside boundary | — Town boundaries 2050 |
| ○ Roads outside boundary | Te Awa River Ride |
| — Rivers, large streams, lakes | ----- The realignment of State Highway 1 (SH1) |
| ■ Parks and open spaces | |

⁵² NIDEA high growth population projections (2021)





Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- Address the importance of maintaining a connection from Karāpiro village across the dam, even if only for walking and cycling, although vehicles are a preference.
- General support for relocation of the school into the village, with some dissenting opinions. Concern with the current location as it feels dangerous to get to.
- Support to keep the village as a small village and not introduce new growth areas.

Economic development

- Interest in a small retail offering to meet day-to-day needs in the village.
- Support for more sports and entertainment events at Lake Karāpiro.

Environment

- Karāpiro stream valley could become a destination for recreation.
- Replant areas past the dam with native species.

Heritage, arts and culture

- Opportunity for more concerts at Karāpiro.

Community facilities

- Football fields are wanted, along with refurbishment of tennis courts.
- A school pool and / or a water park are supported.
- Lake access / walkways for swimming/beach use. This includes improved upkeep of existing access points (from the village to the lake) as well as developing new access areas around the lake.
- Development of esplanade park to the north of the village with pathway for recreation.
- Develop new boat ramps.
- Consider a walkway loop in the village incorporating a boat ramp.

Transport

- Improvements are sought to existing access points to the lake from the village and developing new access areas around the lake, including boat ramps.
 - More footpaths in the village.
 - Concern over safety of the roading network accessing the village.
 - If the school is relocated into the village, consider safety outcomes at the state highway entrance.
 - Consider a bus service connecting to Hamilton via Cambridge, and a local service for the school (if not relocated).
 - Support for cycle paths connecting to Cambridge along the state highway.
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Te Miro

Key trends and influences

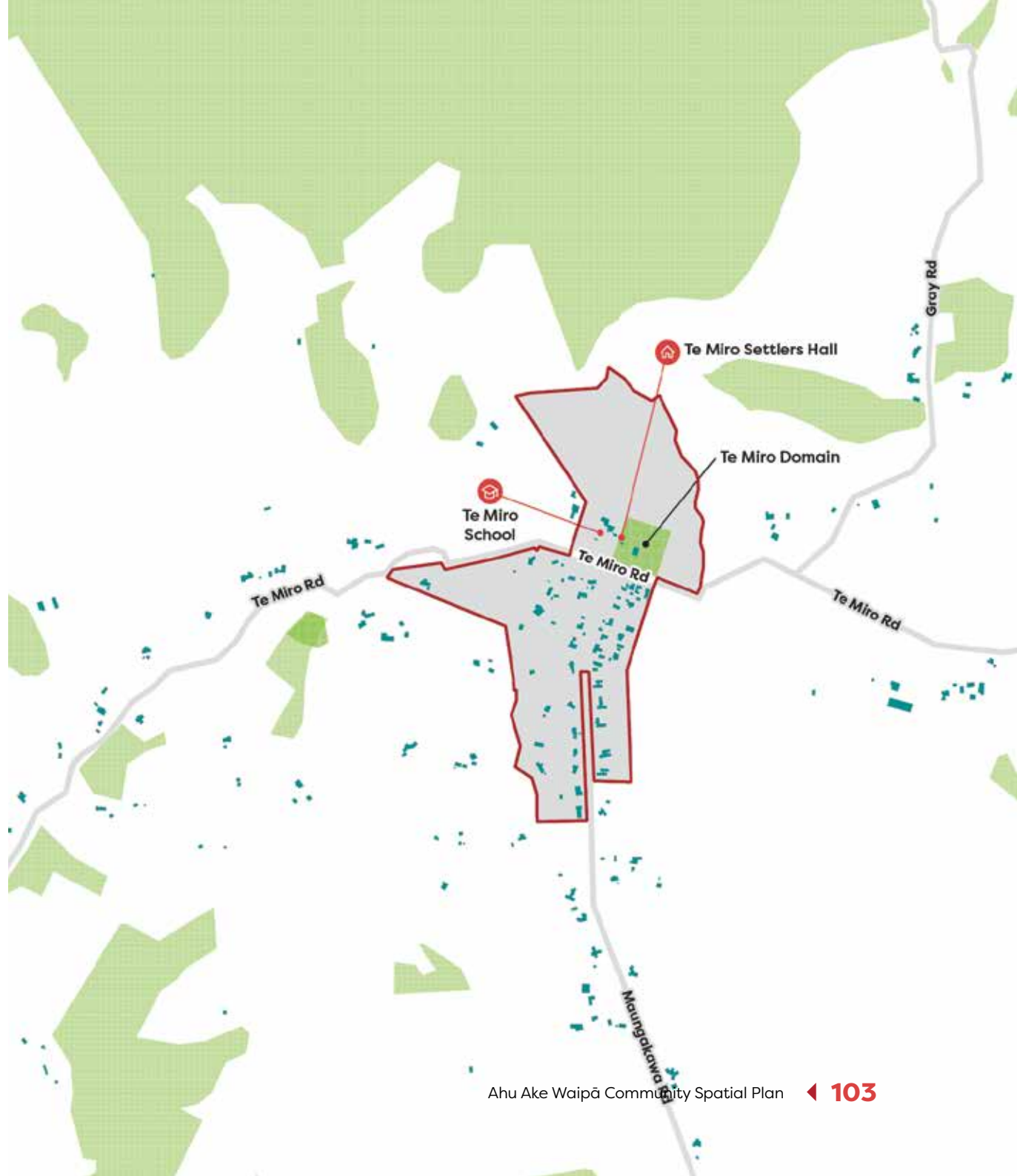
Te Miro, located in the northeast corner of the district, is a compact community-based village centered around the local school. The residential areas are low-density, and the village is unserved.

Te Miro currently houses approximately 280 people, and by 2050, the population is projected to remain static for the foreseeable future. Nonetheless if there is any demand for growth there are opportunities around the outskirts of the currently established village for additional residential development⁵³.

Map Legend

- State highways
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- Parks and open spaces
- Existing buildings 2021
- Town boundaries 2050

⁵³ According to the high growth scenario population projections adopted by Council in 2021



Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- Maintain the existing village boundaries and do not seek to expand further.
- New development should be well connected to existing parts of the community.
- Design of new development needs to address rural aesthetics and work with the terrain.

Environment

- Support for more native plantings, and pest species removal.
- Consider how to extend the ecological corridor north from Maungatautari to include the Te Miro area.

Heritage, arts and culture

- Acknowledge the role Te Miro had with Wiremu Tamihana in the Kingitanga Movement.

Parks and public facilities

- Improve Settlers Hall, for example could it accommodate sporting support facilities like change rooms.
- Maintaining tennis courts is important.

Transport

- Consider a rural cycleway connection to Te Miro Mountain Bike Park.
- Road safety and speed limits are a concern, particularly around the school.
- Consider a footpath and bike path along Te Miro Road to connect the community.

Three waters

- Support for not changing to urban water and wastewater services.



Centre-north: Ōhaupō, Rukuhia, and Hamilton Airport

Overview

Located adjacent to Hamilton, this northern area of the district is heavily influenced by the city. The northern part is particularly dependent on the city for employment and services. However, the area still maintains a strong rural identity due to the presence of primary schools and community halls in rural settlements like Ōhaupō, Rukuhia, and Kaipaki.

While the majority of the area is characterised by rural dairy farming, the vicinity around Hamilton Airport is rapidly evolving as it is designated for industrial and business purposes. Notably, the Mystery Creek Events Centre, situated to the southeast and adjacent to the airport area, hosts, across an average year, over 100 events, including the annual Fieldays agricultural show, attracting over a hundred thousand visitors annually.

Hamilton’s urban expansion, especially towards the airport, will continue to influence the northern part of this area. Plans are in place to gradually transfer part of the Waipā district on its northern edge to Hamilton to accommodate the city’s expansion southwards. This transfer will extend up to the future Southern Links arterial road, which is intended to encircle the city’s southern boundary.

A significant geographical feature of this area is its scattered ‘peat lakes,’ a network of self-contained water bodies that drain directly into the groundwater table without outflow streams.

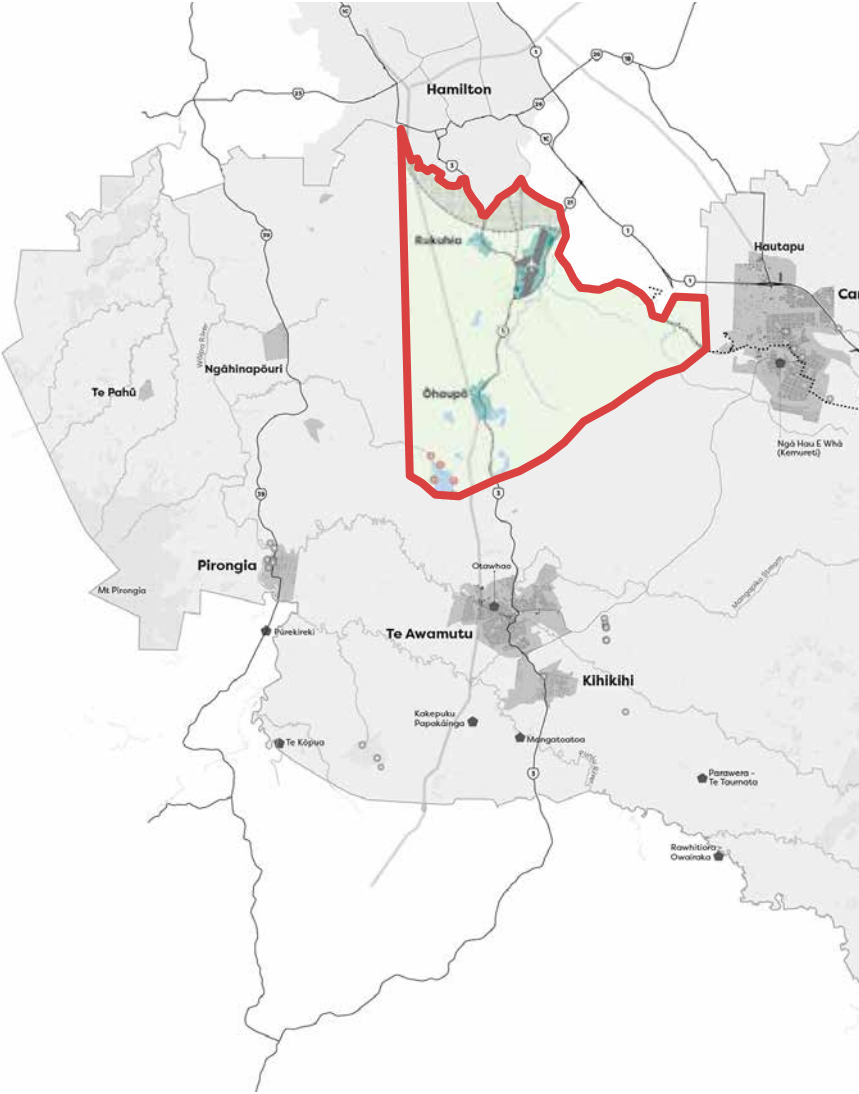
Lake Ngā Roto, the centerpiece of Te Ara Wai Journeys, holds significant cultural and conservation value. The area, once home to two lakes, was surrounded by wetlands and forests that provided habitats for the tūpuna (ancestors of the Māori people) and numerous native species. The site also marks the Battle of Hingakākā, a significant event in New Zealand’s history. This battle, the largest intertribal battle ever fought in the country, involved warriors from various tribes across the North Island and took place in the late 1700s.

Iwi Affiliations in the area:

Ngāti Hauā / Nagti Raukawa/ Waikato -Tainui
(Te Kāhui Māngai)

Map Legend

- District boundary
- Potential future land transfer to Hamilton
- State highways
- Southern Links Designation and SH1 Realignment
- Te Ara Wai Journeys
- Forested - vegetation
- Rivers, Large streams
- Lakes/Peat lakes
- Urban Areas 2011
- Scenario Areas 2050
- Rail



Rukuhia

Key trends and influences

The village of Rukuhia is located in the northern boundary within the Waipā district, on the outskirts of Hamilton. Consisting of large lot residential areas which are unserviced in terms of both wastewater and water supply, Rukuhia provides an alternative form of living for residents near Hamilton City.

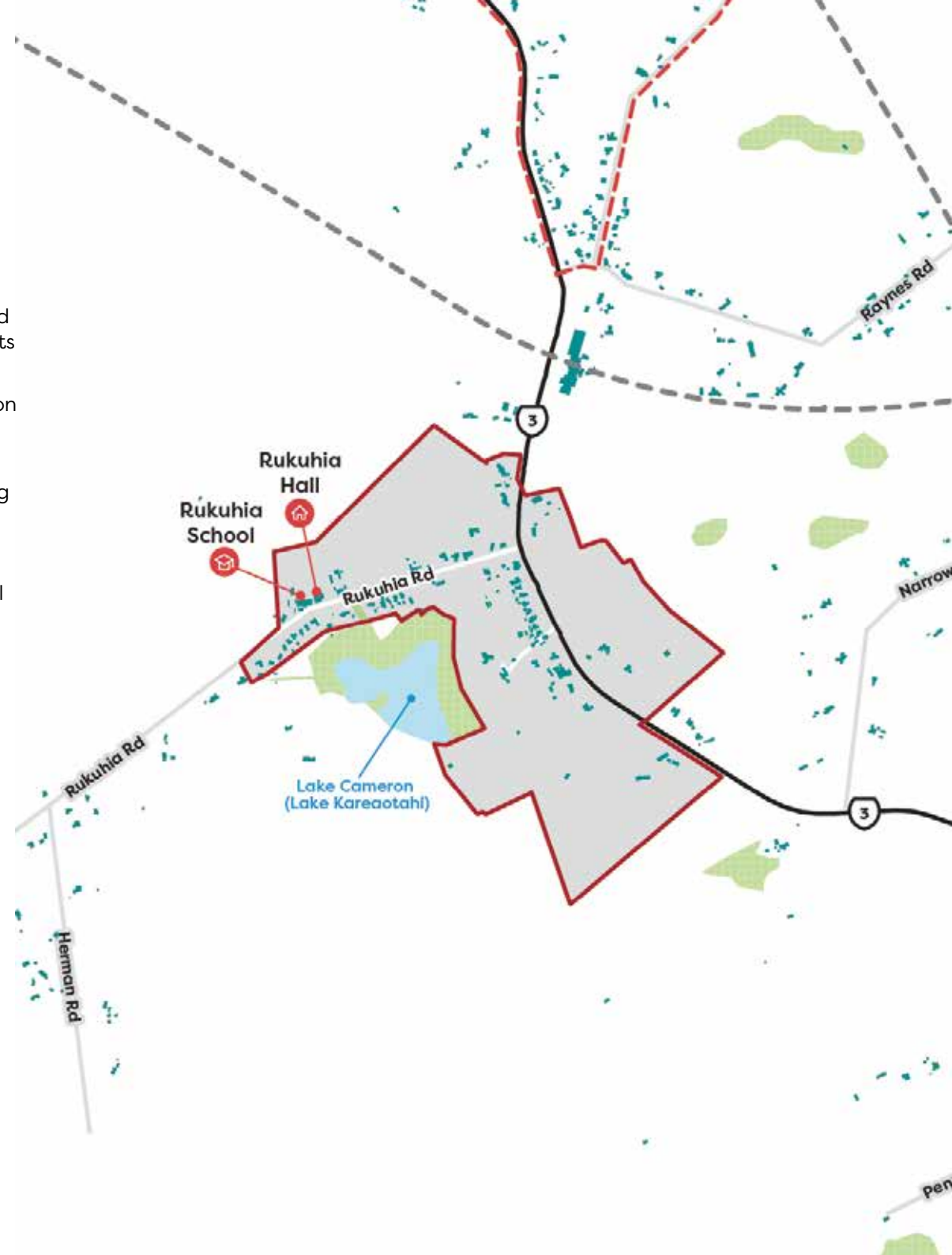
Rukuhia is currently home to 200 residents and by 2050, the population is projected to increase to 350 residents, adding 100 additional dwellings. Growth is limited by the surrounding geology (peatland).⁵⁴

Rukuhia will be considered through the recommended master planning exercise undertaken for the northern Waipā / southern Hamilton area, focused on the airport environs. It is adjacent to the South Hamilton Future Development Area, abutting the Southern Links Road project, and is near to the airport and related commercial developments. It will change as these development areas evolve.

Map Legend

- State highways
- Roads inside boundary
- Roads outside boundary
- - - Southern Links Designation (a new state highway and local road network in Hamilton South)
- Rivers, large streams, lakes
- Parks, reserves, forest and vegetation
- Existing buildings 2021
- Town boundaries 2021
- - - Hamilton Urban Boundary

⁵⁴ NIDEA 2021 population projections



Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing	<ul style="list-style-type: none">• Impact of the Southern Links project on the community needs to be carefully planned for, to effectively manage effects on the community.
Economic development	<ul style="list-style-type: none">• Interest in having a convenience store established.
Environment	<ul style="list-style-type: none">• Strong interest in peat lake protection.• Interest in having walkways around the peat lakes.• Support for native plantings, particularly around the peat lake and on marginal farmland.
Heritage, arts and culture	<ul style="list-style-type: none">• Need for a youth or community centre nearby.
Parks and public facilities	<ul style="list-style-type: none">• Add public uses to peat lakes (including Lake Cameron) so they are valued more.
Transport	<ul style="list-style-type: none">• Support for cycleways to link with Hamilton's urban cycle network through to Ōhaupō and the airport area.• Need for a footpath network connecting to the airport.• Concerns about traffic speeds, pedestrian access, particularly around the school.



Hamilton Airport environs

Key trends and influences

The Hamilton Airport sits in the north of the district, near the border with Hamilton City. This locality is a vital part of the regional economy, providing for both freight and passenger travel. Titanium Park is the area's business centre, capitalising on the opportunities provided by the airport. Nearby, the Mystery Creek area serves as one of the district's key events location and supports the infrastructure provided by the airport.

Titanium Park is expected to remain a strong growing industrial centre. The Northern Precinct is the last precinct to be developed within Titanium Park. Its industrial node is projected to grow beyond its current 130 ha by 2050.⁵⁵

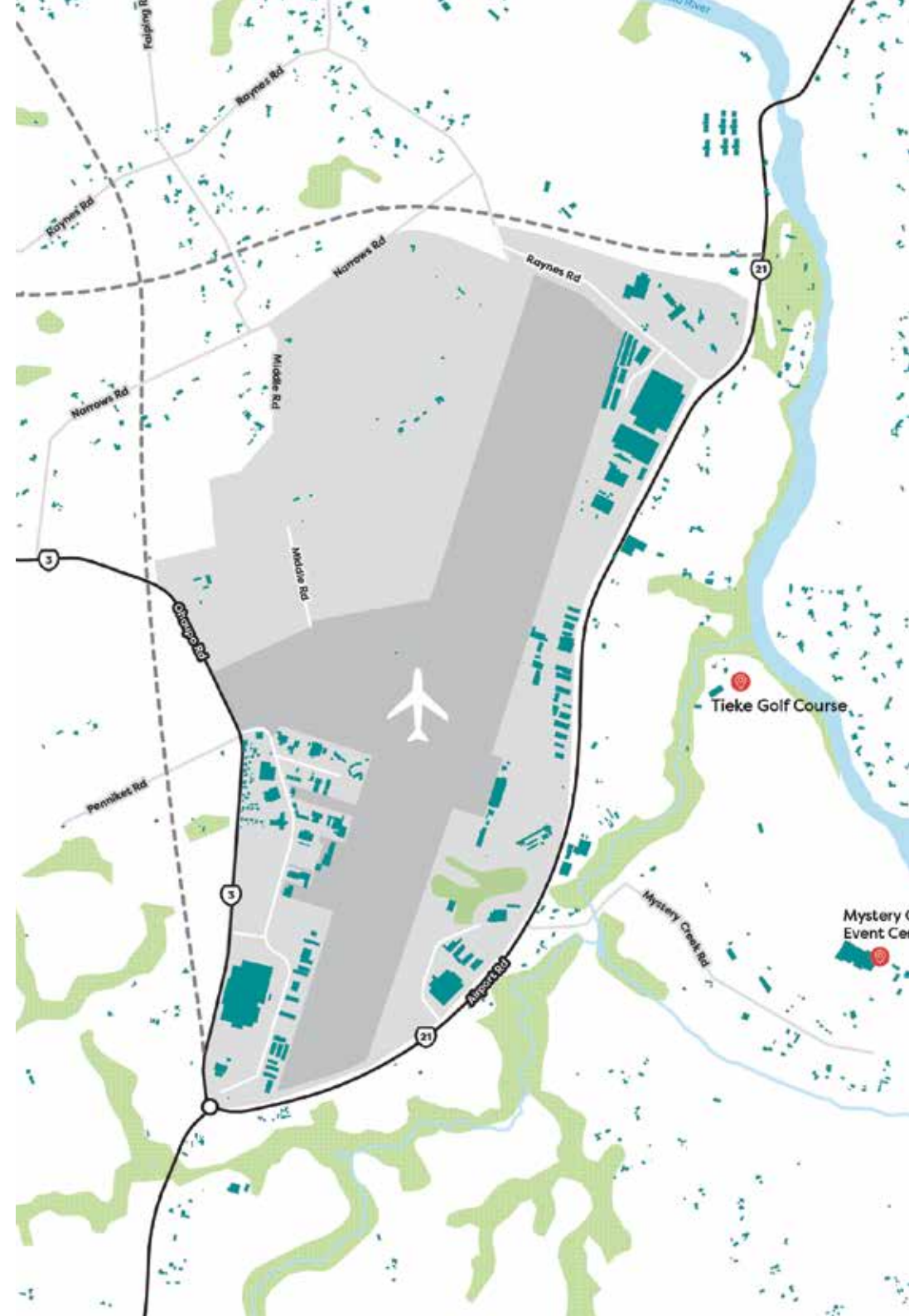
Mystery Creek Events Centre and Tieke Golf Course are substantial commercial activities in the area. Mystery Creek hosts around 100 events annually and can exceed 25,000 visitors per day, with transport network levels of service being an ongoing issue at busy times.

The airport and surrounding development area are partly serviced for wastewater. The Cambridge Wastewater Treatment Plant will receive tankered wastewater from the airport in the interim until the Southern Wastewater Treatment Plant is in operation and associated connecting pipework installed.

Map Legend

— State highways	— Rivers, large streams, lakes
○ Roads inside boundary	■ Parks, reserves, forest and vegetation
— Roads outside boundary	■ Existing buildings 2021
— Southern Links Designation	■ Airport northern business precinct
- - - (a new state highway and local road network in Hamilton South)	

⁵⁵ Future Development Strategy, Future Proof, 2024. Note, this includes some areas which are yet to be confirmed through relevant processes.





Community priorities from Ahu Ake engagement

The Future Proof Strategy identifies the area as a strategic industrial node, with Council seeking to provide further industrial development here in collaboration with Future Proof partners.

⁵⁶Because of the airport's proximity to Hamilton City and Waikato District, it is important that changes to development patterns are planned at a sub-regional level and are agreed between Councils and landowners.

Success of the area is influenced by the availability of wastewater services, completion of Southern Links to resolve transport capacity challenges, and the future urbanisation of the South Hamilton future urban area (north of the Southern Links road project).

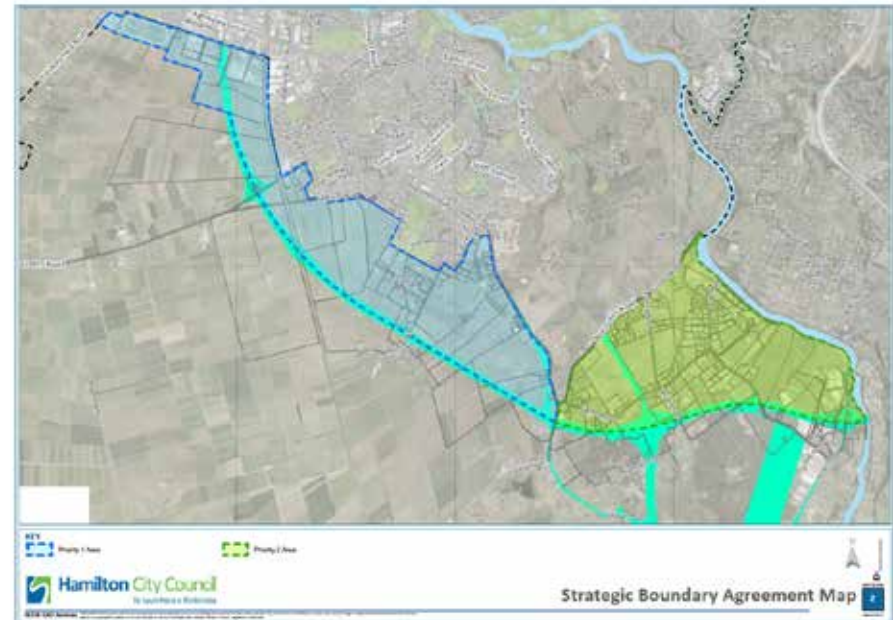
A master planning exercise is proposed for this area and the southern boundaries of Hamilton (i.e. SL1 and 2) due to the many parties involved. Its purpose is to facilitate development and to define a more detailed long-term vision and understanding of infrastructure requirements. This will enable a collaborative approach to deliver a strategic growth area that unlocks the benefits of an important commercial node that adds to the identity and economic opportunities of Waipā district and the broader subregion.

⁵⁶ Note the form and function of the corridor will potentially be reviewed

South Hamilton future urban area

The Hamilton Urban Growth Strategy 2023 identifies a future development area in Waipā district. This encompasses an area north of the future Southern Links designation, abutting Hamilton City's boundary. It is the subject of a strategic land agreement between Waipā District Council and Hamilton City Council that identifies a process for the proposed transfer of land into the jurisdictional boundary of Hamilton City Council.

In 2024, part of the proposed land transfer has been identified as a listed project in accordance with the Fast-track Approvals Act 2024 (FTA Act 2024). It is intended to support forthcoming residential and industrial developments.





Ōhaupō

Key trends and influences

Ōhaupō village is the second residential village in Waipā and is located centrally in the district. It has a low-density village character. The settlement provides diverse amenities with commercial services but is not presently serviced by wastewater infrastructure.

Future development will allow for sustainable growth that delineates the boundary between the town and the surrounding rural environment and provides strong links between the two areas.⁵⁷ Under current planning settings, Ōhaupō is projected to grow to a population of approximately 900 people by 2050 according to the NIDEA 2021 population projections.

Looking beyond 2030, there is a long-term proactive need to comprehensively plan for the expansion of Ōhaupō beyond its current scale into a larger village. This recognises growth pressures and the feasibility of wastewater services in the future when the Southern Wastewater Treatment Plant is completed.

In the future, wastewater discharge from Ōhaupō, which presently discharges from private land to groundwater, could affect the peat lakes and presents a long-term risk to water quality. To safeguard and improve the peat lakes, Ōhaupō may become serviced with reticulated wastewater infrastructure over time.

It is on the planned future frequent public transport network, which will create quick and convenient connections to Hamilton, the Airport/Cambridge and Te Awamutu, by bus as the service develops over time.

Map Legend

- | | |
|--------------------------|--------------------------------|
| — State highways | — Rivers, large streams, lakes |
| ⋮ Rail | ▒ Parks and open spaces |
| ○ Roads inside boundary | ■ Existing buildings 2021 |
| ○ Roads outside boundary | — Town boundaries 2050 |

⁵⁷ Ōhaupō Concept Plan, 2010





Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- When considering the possible expansion of Ōhaupō, use the Future Development Strategy process and the Waipā 2050 Growth Strategy to test the potential for Ōhaupō expansion. The timing of this will be determined by future land supply requirements and infrastructure requirements through the Futureproof Strategy.
- Infrastructure, including public facilities, should be in place before new development occurs.
- New development needs to respect the village's character, including the scenic views and incorporate lots of trees.
- Discourage ribbon development along the state highway.
- There was general acceptance and support from the community of the intent to plan for additional growth in the long term.

Economic development

- A new town centre will be needed with expansion.
- The national wetland centre is a top destination.

Environment

- Impacts on the natural environment from growth will need to be considered, including protecting gully networks.

Heritage, arts and culture

- The Ōhaupō Sports and Recreation Centre is the main social hub, a new town centre will need to provide for additional community space if growth occurs.

Parks and public facilities

- Desire for more parks and public facilities to accommodate planned and new growth (basketball court, dog park, etc).
- Ensure that school requirements are considered when planning any expansion areas.

Transport

- Structure plan the community to accommodate any planned expansion, including an approach to managing vehicle kilometres travelled (VKT), connecting Frequent Public Transport to the airport employment growth area, and locating any new town centre off SH3.
- Footpaths on both sides of roads are needed.
- Consider a path connecting the main street to the Ōhaupō Sports and Recreation Centre via Roly Fields Park
- Consider pedestrian access and bus service to Lake Rotopiko.
- Cycleway and walkway- Ōhaupō lakes circuit- Rotomanuka, Rotopiko, Lake Ngā Roto.

Three Waters

- Consider providing three waters services, this is a pre-requisite to intensified development.
-

Centre-south: Te Awamutu, Kihikihi, and areas west

Overview

The southern central area is focused on the neighbouring towns of Te Awamutu and Kihikihi. These two towns sit at an important road junction on the regionally important State Highway 3, connecting Hamilton south through the King Country to Taranaki.

District arterial roads link these towns to the surrounding productive dairy farming area: west to Pirongia, east to Cambridge, and southeast to Maungatautari and Arapuni. Te Awamutu is situated on the north-south trunk rail link between Wellington and Hamilton and goes through to Auckland, even though the town no longer has a railway station.

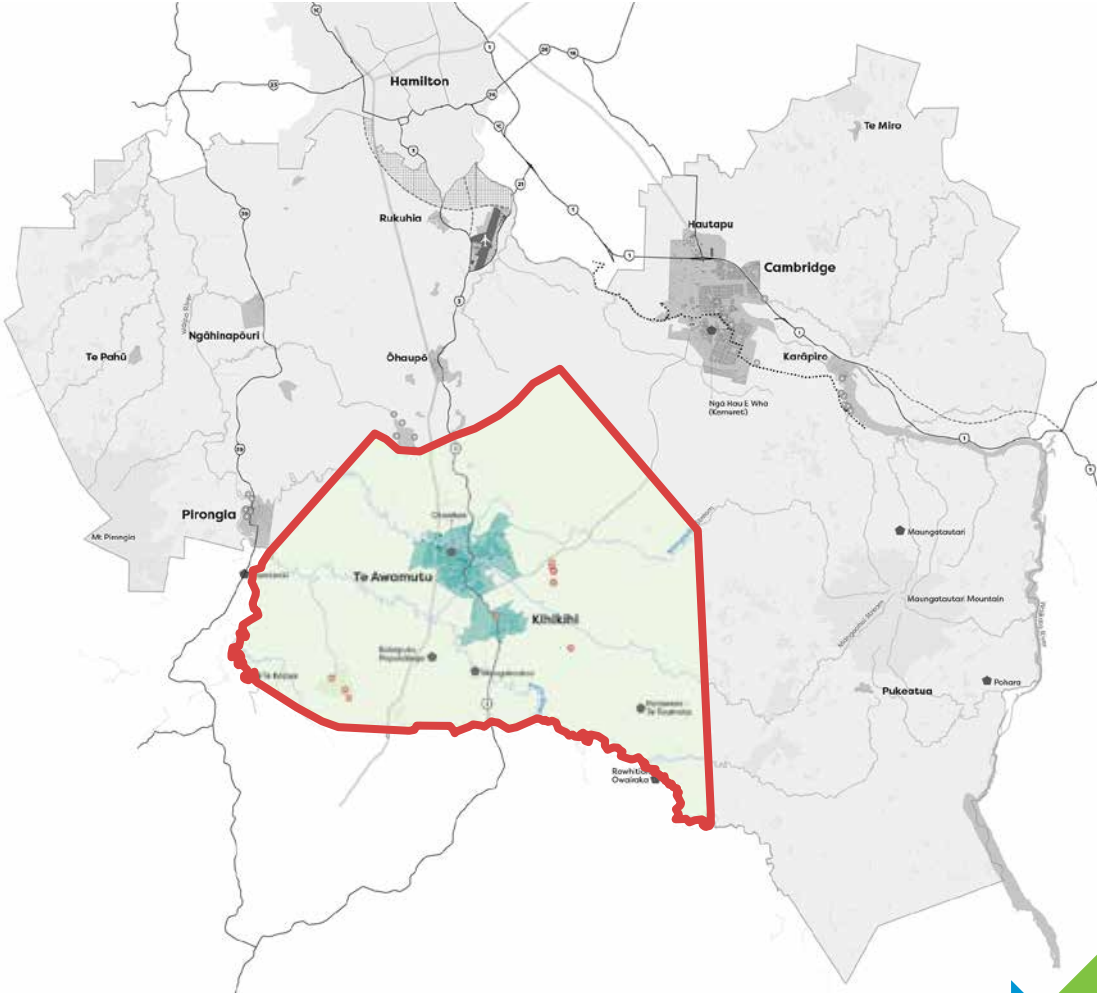
Te Awamutu is a crucial agricultural service centre and employment hub, housing one of Fonterra’s larger dairy-producing factories.

This region is steeped in the history of Māori settlement, and the Te Ara Wai Journeys site provides an in-depth look at the final conflicts of the Waikato land wars at Rangiaowhia-O-Rākau in 1864.

The area marked the southern boundary of the Waikato Land war-related land confiscation, as depicted in the name of Frontier Road just north of the Puniu River.

Iwi Affiliations in the area:

Maniapoto / Ngāti Raukawa / Waikato -Tainui (*Te Kāhui Māngai*)



Map Legend

- District boundary
- State highways
- Rail
- Te Ara Wai Journeys
- Marae
- Forested - vegetation
- Rivers, Large streams
- Urban Areas 2011
- Scenario Areas 2050





Te Awamutu

Key trends and influences

The vision from the town concept plan (in 2010) focused on Te Awamutu being a place with these primary elements:

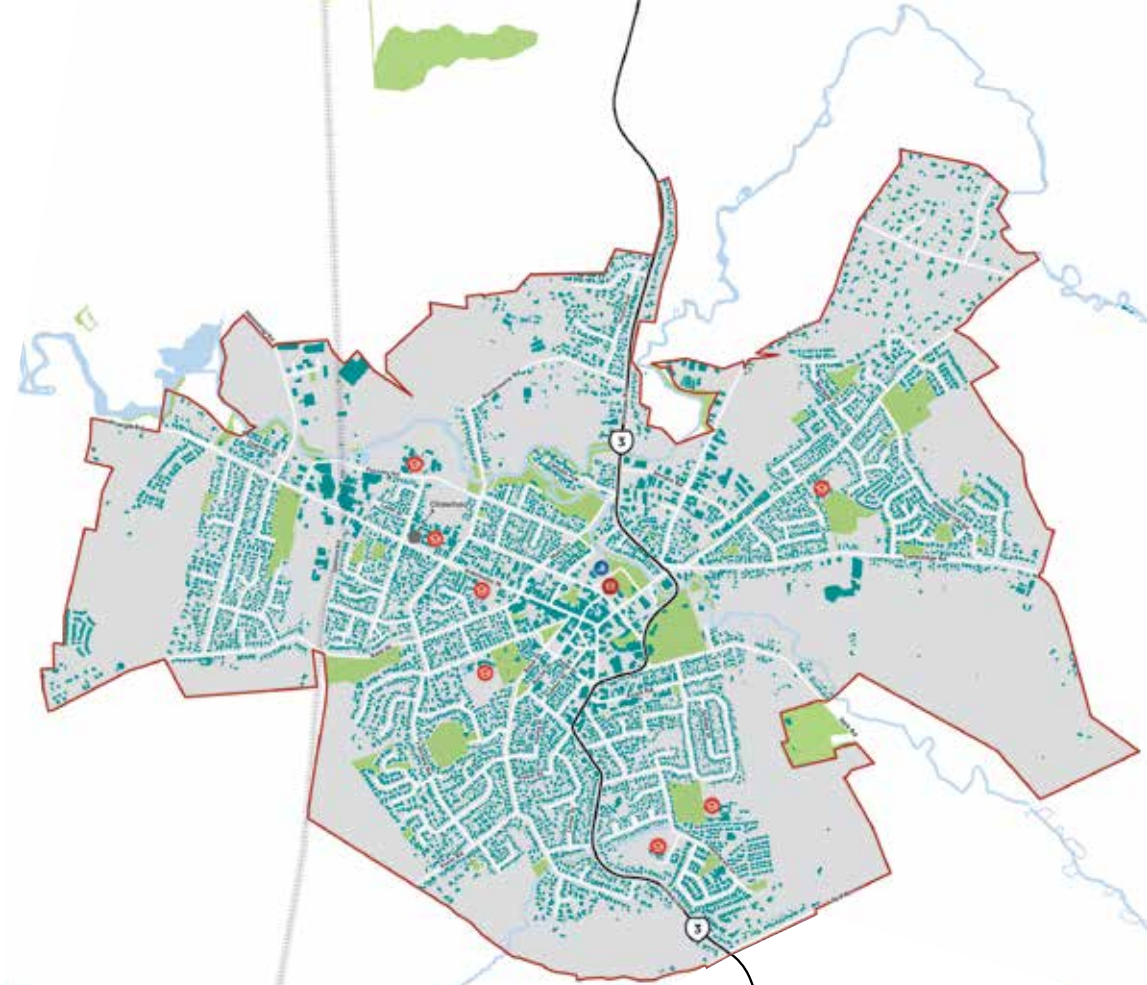
- A vibrant town centre – the Heart of Te Awamutu – that blends the modern and historical to provide a unique ambience and provide for a diverse and open, inclusive community.
- Pirongia maunga, Maungatautari, Kakepuku, and the Waipā peat lakes are taonga – treasured national storehouses of biodiversity.
- A well-defined urban area distinctively separated from the productive rural hinterland.
- A preferred location to live, work, and play where development and growth are planned and managed in harmony with the local environment.
- Dairying remains at the heart of the local community, where world-class practices support high levels of economic wellbeing and ensure sustainability.

Historically, population projections have combined Te Awamutu and Kihikihi. These estimates project that the population in this combined area will grow from over 15,000 in 2018 to approximately 22,400 people in 2050.⁵⁸

Te Awamutu has seen some of the highest growth in employment across the district, particularly in the town centre and on industrial/business lands in the northwest and northeast of town. It is an important rural service centre that connects the surrounding rural areas.

Te Awamutu is between two stepping stones, which are areas along the ecological corridor, between Maungatautari and Mt Pirongia. There is a focus on native planting by the waterways and areas of cultural significance are highlighted.

⁵⁸ NIDEA high-growth population projections (2021)



Map Legend

- State highways
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- Parks and open spaces
- Existing buildings 2021
- Town boundaries 2050
- Marae

Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing	<ul style="list-style-type: none">• Support for more housing choices with good quality apartments and multi-unit developments, which need to include the provision of community spaces and facilities.• Concern over the impact that intensification could have on the character of Te Awamutu and concern the “small town feel” and community cohesion will be lost.
Economic development	<ul style="list-style-type: none">• There is a desire to see more retail and commercial uses in Te Awamutu.• Support for more activities for youth, particularly in evening hours.
Rural economy	<ul style="list-style-type: none">• Support to maintain high-class soils for primary production purposes.
Environment	<ul style="list-style-type: none">• Emphasis on maintaining and expanding tree canopy, and considering the habitat benefits this provides.• Consider quality of stormwater management system outputs.
Heritage, arts and culture	<ul style="list-style-type: none">• More community events/activities are needed. Some ideas include an annual run, fundraisers, themed parties, Matariki celebrations, outdoor concerts.• Working towards establishing Te Ara Wai Journeys in the area.
Parks and public facilities	<ul style="list-style-type: none">• Interest in a youth recreation centre, a mental health/wellbeing centre, community gardens, and sports and recreation facilities including parks.
Transport	<ul style="list-style-type: none">• Safe cycling options and bike lanes are generally supported, including bike racks in town and connection from Te Awamutu to Kihikihi, to Pirongia, and to Kakepuku.• Zebra crossings are encouraged, as are more comprehensive and widened footpaths in some locations near playgrounds and on the outskirts of town.





Kihikihi



Key trends and influences

Kihikihi is a small urban centre just south of Te Awamutu. The town has a strong sense of Māori and European history. Along with colonial heritage, the Māori presence in the community is emphasised by the Rewi Maniapoto Reserve (privately owned) and a strong sense of history that has arisen through the town due to the New Zealand Wars.⁵⁹

In 2009, a vision was developed by representatives of the community of Kihikihi, that by 2050 Kihikihi is a vibrant thriving shopping centre which includes a post office with banking facilities, a medical centre, regular public transport for young and old and a good sporting centre for all sports. It will also celebrate its cultural historic sites, history and its uniqueness in Aotearoa.⁶⁰

The Kihikihi Urban Development Plan identifies a need for around 260 new dwellings within Kihikihi by 2050. These new houses are expected to be delivered by infill of existing residential lots. Adjacent large lot growth cells, between Kihikihi and Te Awamutu, enable around 189 ha of large lot residential development, which will add to the vibrancy of the community providing these areas are well connected.⁶¹

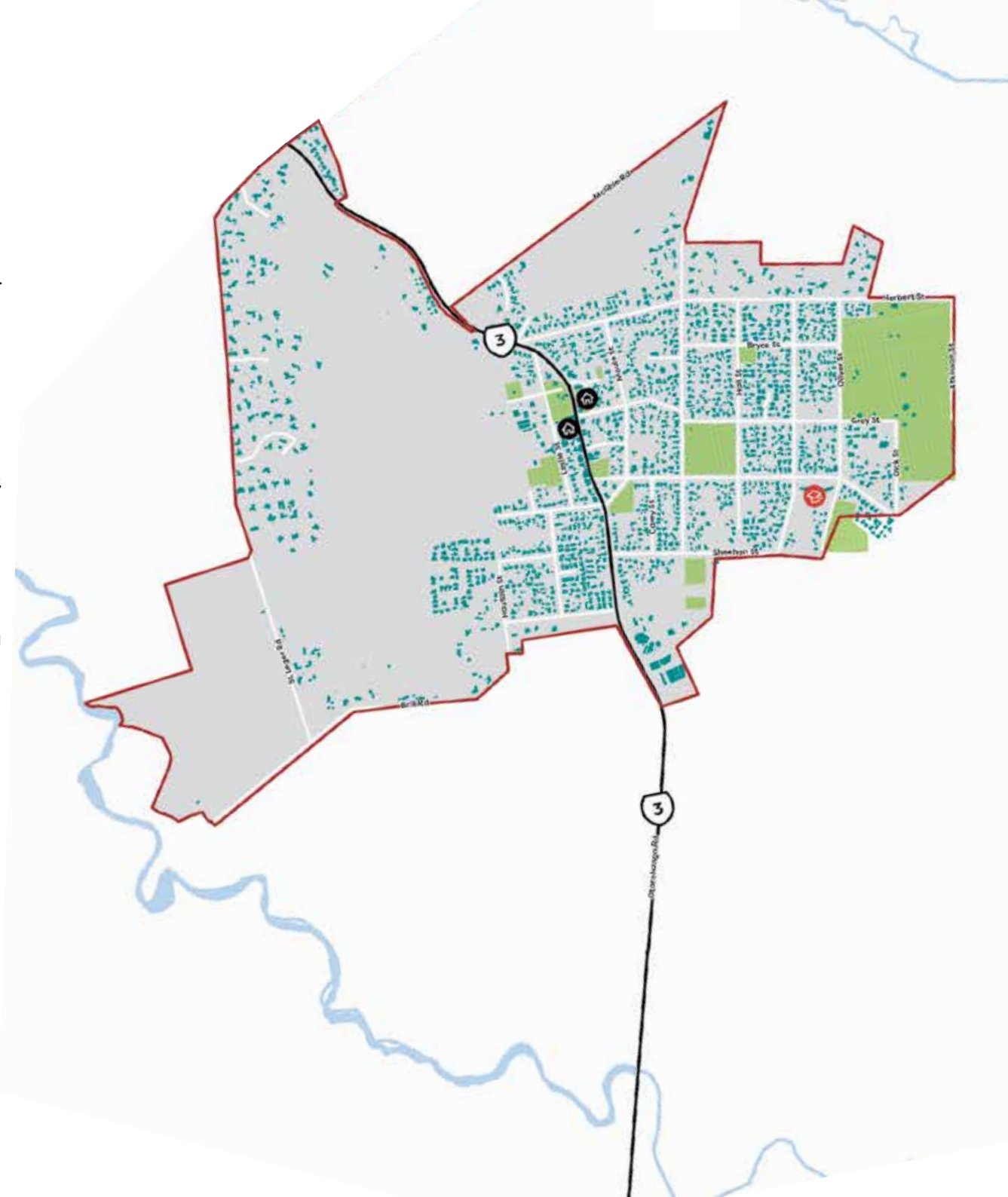
Map Legend

 State highways	 Parks and open spaces
 Roads inside boundary	 Existing buildings 2021
 Roads outside boundary	 Town boundaries 2050
 Rivers, large streams, lakes	

⁵⁹ Kihikihi Urban Development Plan, 2021

⁶⁰ Kihikihi Town Concept Plan Draft Analysis, 2009

⁶¹ Waipā 2050 Growth Strategy (WDC, 2017)





Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- Incorporate a lot of greenspaces into new developments.
- Access to affordable housing is a concern.
- Support for papakāinga to happen now.

Economic development

- Interest in more local retail and commercial services.

Environment

- Support for native plantings on streets and public spaces, riparian areas –particularly around walking trails.

Heritage, arts, and culture

- Support for artwork on buildings and improvements to the town aesthetics.
- Add and improve signage for historic sites.
- Consider a heritage building/museum that showcases the town’s history.
- Consider a festival of lights, and events with local artists and musicians.
- Support for the school to expand the mara kai.

Parks and public facilities

- Strong interest in a youth / recreation centre, and for more playgrounds.
- Invest in active recreation around Kakepuku.
- More public recycling facilities.

Transport

- Support for cycleways, including those currently in planning.
 - Interest in more pedestrian crossings for the main street, including signalised ones.
 - Interest in more regular bus services to towns and to Hamilton.
 - Concern over the condition of walkways / footpaths which require improvement.
 - Concern over speeds around the school, and on other busy streets.
 - Interest in cycle connections to Kakepuku and to Tokanui.
-



Southeast: Pukeatua

Overview

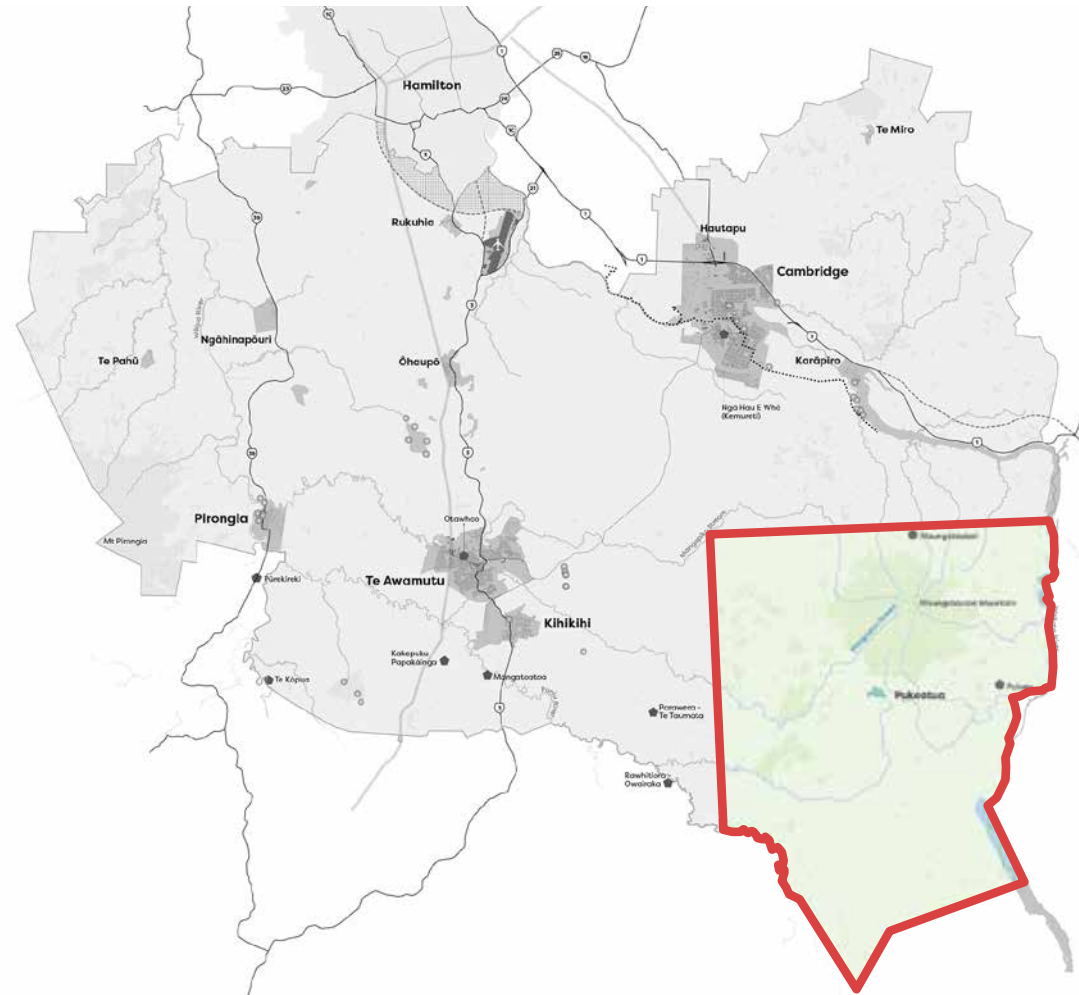
This southern corner of the district has a rural feel and is one of the least populated areas in the Waipā district. There are only a few small settlements in the vicinity, such as Pukeatua, Pohara Marae, and Westlea Road.

The main focus of this area is Maungatautari Mountain, which houses a sanctuary of national significance and is a popular tourist destination within the region.

Another prominent geographic feature of the area is the Waikato River, which borders its northern edge and is home to two hydro dams, Arapuni and Karāpiro. These dams play a significant role in hydroelectricity production and serve as important water recreation areas for the surrounding sub-region.

Iwi Affiliations in the area:

Ngāti Korokī Kahukura / Ngāti Raukawa (*Te Kāhui Māngai*)



Map Legend

- District boundary
- State highways
- Marae
- Forested - vegetation
- Rivers, Large streams
- Scenario Areas 2050

Pukeatua

Key trends and influences

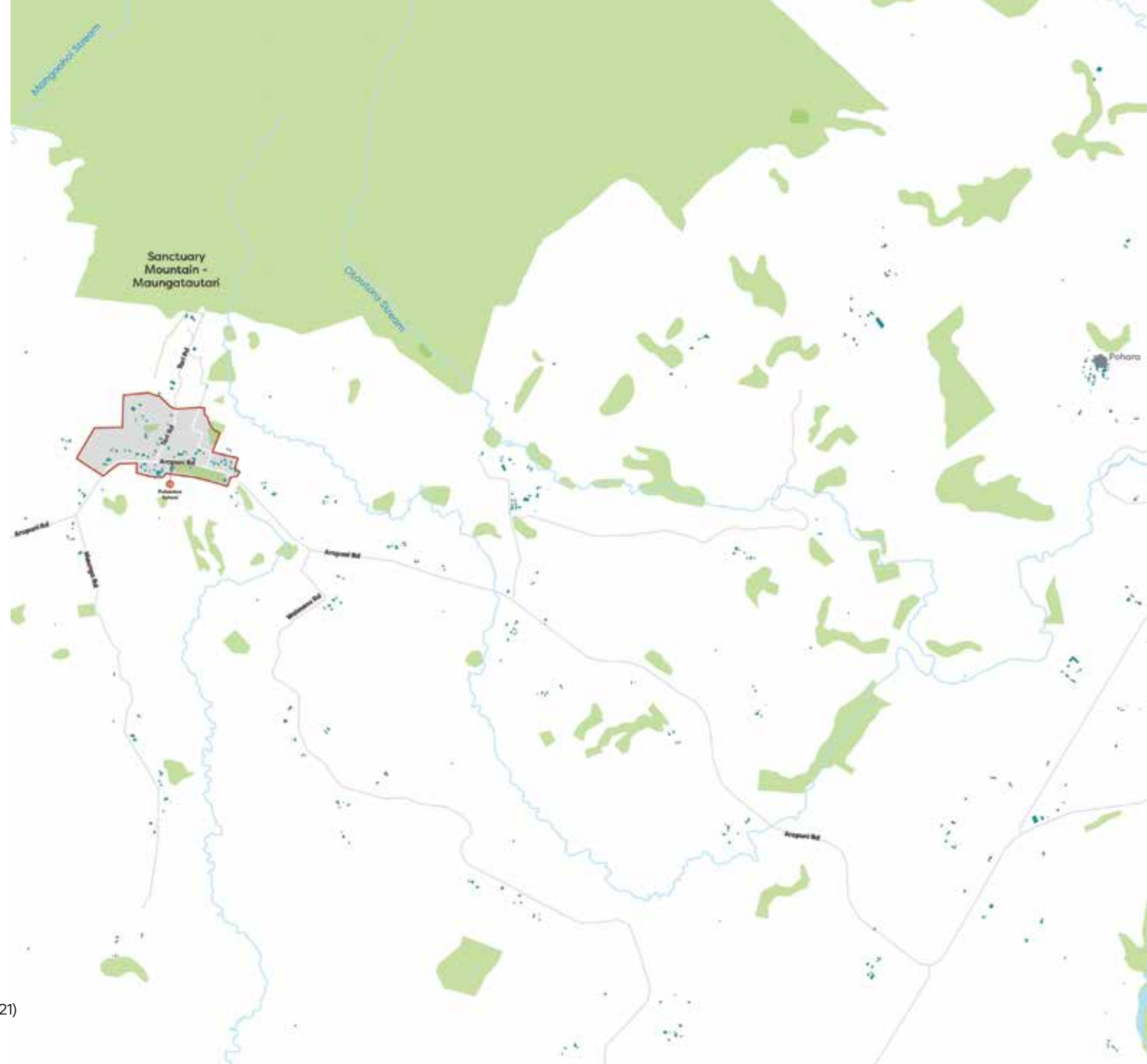
Pukeatua, located in the southeast of the district, is a low-density rural village of 50 residents. It is not serviced with public water and wastewater. By 2050, the population of Pukeatua is expected to remain static. Should there be any unexpected demand for further residential growth, there is capacity within the village to accommodate this.⁶²

Nearby Maungatautari is a highly valued natural area, protected through the avoidance of intensive development and a buffer zone between the village and the maunga. Maungatautari also generates local tourism, which has created some local commercial growth in tourist-based facilities.

Map Legend

- State highways
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- Parks and open spaces
- Existing buildings 2021
- Town boundaries 2050

⁶² NIDEA population projections adopted by Council (2021)



Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- A small amount of growth would help sustain the community.

Rural economy

- Awareness of increased carbon farming activities nearby.

Environment

- Support for native plantings and habitat improvement, including support from Council for planting on private lands.

Parks and public facilities

- The village hall is well used, and needs ongoing maintenance.
- More school related events would be welcomed, including at the village hall.
- Expand bridle trails.
- Support for reopening the walking track to Maungatautari.
- Tennis courts could be upgraded, with additional play facilities like bike skills or similar.

Transport

- Speeds are a concern. A traffic island at the start of the 60km zone entering the village could help.
 - Footpath access to all properties.
-





Northwest: Pirongia, Te Pahū, and Ngāhinapōuri

Overview

Te Pahū, Ngāhinapōuri and Pirongia, situated on the northwestern sides of the district, have been appealing to new residents due to their outstanding natural beauty and welcoming environments.

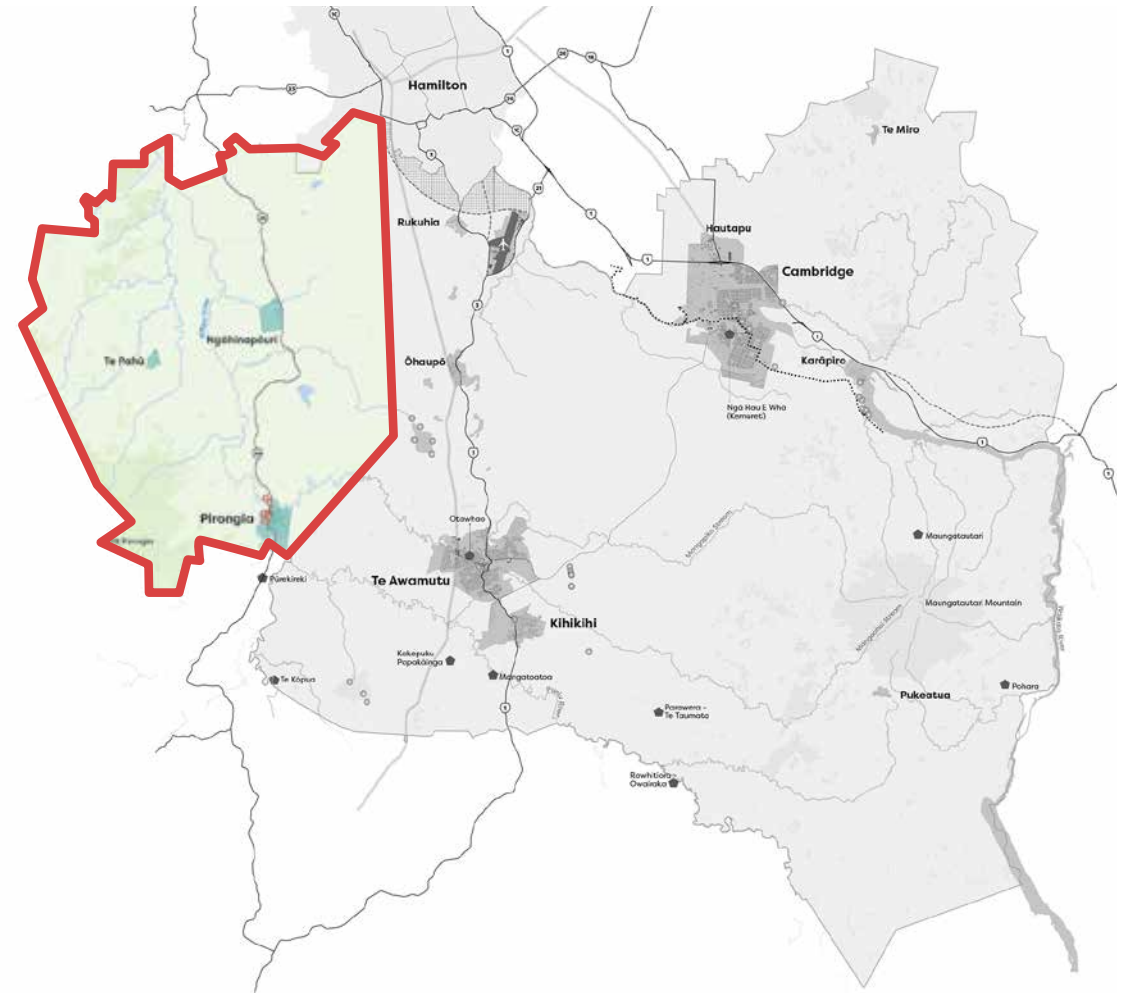
Te Pahū is nestled in a hilly, sparsely populated, and somewhat secluded part of the district. It is connected to the rest of the area by two bridges over the Waipā River at and near the village of Pirongia.

The hilly terrain of Te Pahū and Pirongia Mountain sets them apart from the flatter land to the east of the Waipā River towards Ngāhinapōuri. This area holds historical significance, and the Te Ara Wai Journeys outlines the events that have shaped the region and the district. The Musket Wars, a series of as many as 3,000 battles and raids fought throughout New Zealand among Māori from 1807 to 1837, and the New Zealand Land Wars, during which the British Crown invaded the Waikato in 1863-4 and confiscated 1.2 million acres of Māori land, are part of the historical narrative.

Pirongia constitutes five of the Te Ara Wai Journeys sites, including The Granary, King Tāwhiao and Early Settlement, Alexandra Redoubt, Alexandra East Redoubt, and Mātakitaki Pā.

Iwi Affiliations in the area:

Maniapoto / Waikato-Tainui (*Te Kāhui Māngai*)



Map Legend

- | | |
|---------------------|-----------------------|
| District boundary | Forested - vegetation |
| State highways | Rivers, Large streams |
| Te Ara Wai Journeys | Urban Areas 2011 |
| Marae | Scenario Areas 2050 |



Pirongia

Key trends and influences

Pirongia is a smaller village in the southwest of the district. It has a current population of about 1,500 residents, with large lot residential properties and some commercial activity making up the low-density character village. The population is projected to increase to 2,000 by 2050⁶³.

The village is largely unserved by sewerage and stormwater infrastructure, resulting in minimum lot size requirements to ensure onsite sewage disposal and stormwater management. If wastewater services were to be provided in the long term, densities and population could increase as the lot size requirements would be relaxed. There are currently no plans to provide wastewater services however this is proposed as a long-term area for investigation through Ahu Ake.

Pirongia village sits near Pirongia mountain, which has significant biodiversity value, hosts the Pirongia Forest Park (a protected area), and supports recreational pursuits. It also anchors one end of the Maungatautari to Pirongia Ecological Corridor. A mountain bike park is a popular facility on the mountain slopes.

The township we know today has a rich history dating back to the 1860s, a time marked by conflicts in the Waikato region during the New Zealand Land Wars. It hosts significant connections to the Māori King and the Kīngitanga.

In 2020, the Pirongia Village Concept Plan Refresh was prepared, capturing the community vision and key objectives.

Map Legend

— State highways	⊙ Te Ara Wai Journeys
⋯ Rail	▭ Parks and open spaces
— Roads inside boundary	▭ Existing buildings 2021
— Roads outside boundary	— Town boundaries 2050
— Rivers, large streams, lakes	

⁶³ NIDEA population projections (2021)



VISION



In 50 years **Pirongia village is renowned for its close community ties, with a mountain and waterways that are accessible and full of vitality. It has people-friendly streets, recreational and leisure activities and strong links to its heritage.**

E aro ana ki te ripa tauārai o Pūāwhē, ki te iwi e arohatia nei.

Acknowledging the ridge that leads to Pūāwhē*

* 'Pūāwhē' is an old name for Pirongia mountain and iwi have asked that what is now called 'The Cone' be recognised with that name.

Objective 1 - A people-friendly village well served by a variety of recreational and leisure facilities and commercial services for residents and visitors.

Objective 2 - A village which makes the best of its natural assets by improving their health, access to the Waipā River and Mount Pirongia.

Objective 3 - A village that retains strong links to its heritage and unique culture and identity through storytelling and wayfinding.

Objective 4 - A village with a safe, well connected walking and cycling network meaning walking and cycling is a pleasure for all ages.





Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing	<ul style="list-style-type: none">• Retain village atmosphere, character, and size.• Apply landscape design guidelines in new subdivisions/developments so developments fit in and support village character.
Economic development	<ul style="list-style-type: none">• Support for more streetlights.
Rural economy	<ul style="list-style-type: none">• Protect areas of high-class soils.
Environment	<ul style="list-style-type: none">• Protect Waipā River with a buffer from development.• Continue restoration/weed control of Mangapiko stream.
Heritage, arts and culture	<ul style="list-style-type: none">• Improved public signage for heritage sites in and around town.• Recognise archaeological sites.
Parks and public facilities	<ul style="list-style-type: none">• Expand and improve the mountain bike park.• Improve signage at Rangimarie Park.• Renovate the town hall to make it more multi-purpose.• Consider other recreational needs like a skate park, water park etc.
Transport	<ul style="list-style-type: none">• Opening the bridges for cyclists and pedestrians.• Concern over speed limits in the town, particularly south of the northern bridge.• Support for bus services to Hamilton via other centres.• Cycle connection from Pirongia to Te Awamutu.

Te Pahū

Key trends and influences

Te Pahū is a small settlement in this area but is significant in having a primary school and the Te Pahū Hall, which provide important focal points for the rural residents of the area.

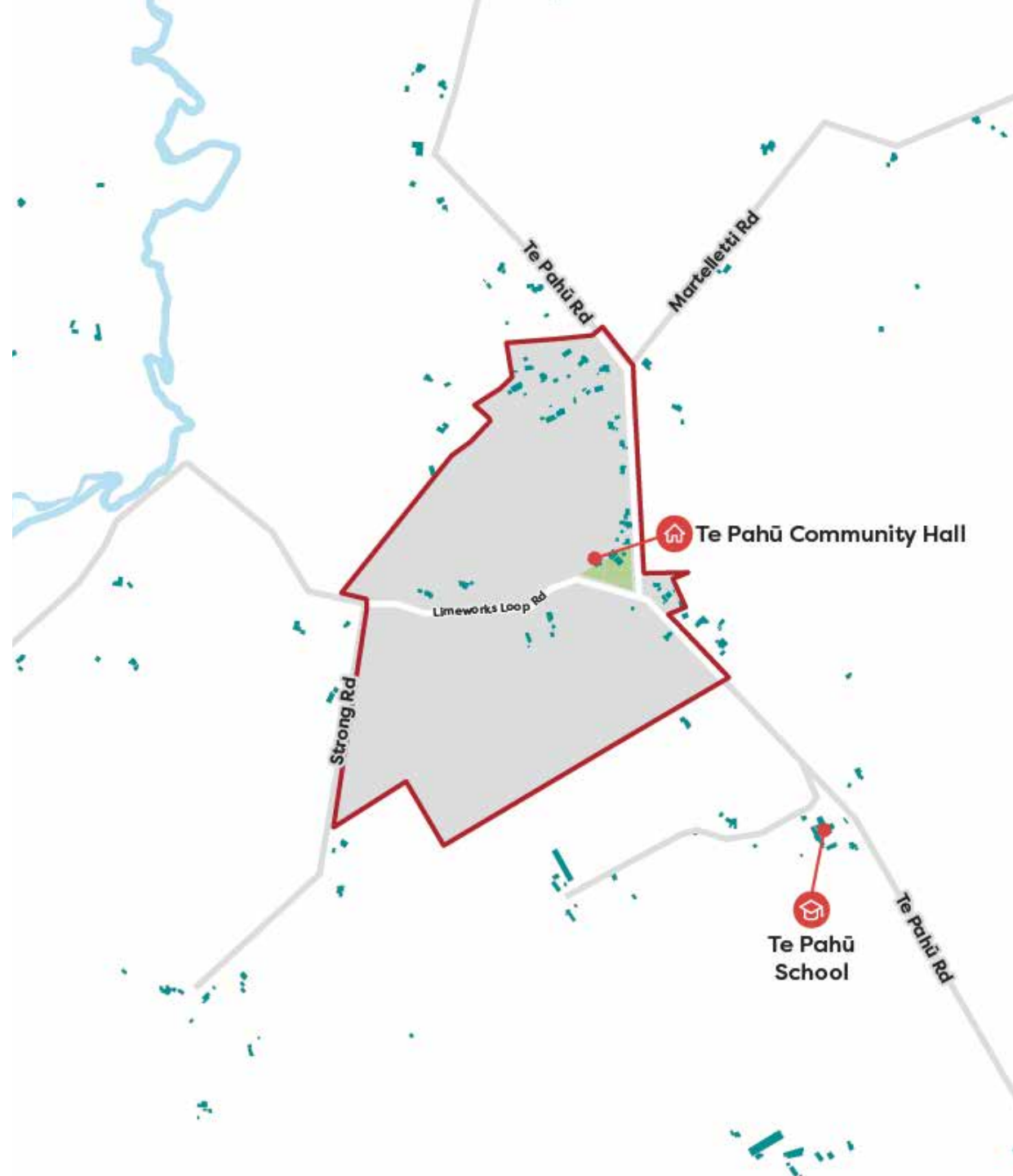
By 2050, the population of Te Pahu is expected to remain static. Should there, however, be any demand for further residential development, there is land available in the village for expansion of the residential settlement.⁶⁴

Previous development has been scattered through the area and along Te Pahū Road, rather than focused on a village. The grouped orientation of the new development areas should encourage an improved cohesiveness for the community near to the school and hall.

Map Legend

- State highways
- ⋯ Rail
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- ▭ Parks and open spaces
- ▭ Existing buildings 2021
- ▭ Town boundaries 2050

⁶⁴ NIDEA Population projections (2021)



Community aspirations collected during Ahu Ake engagement

Placemaking, Future Development and Housing

- Maintain the existing village boundaries and do not seek to expand further.

Economic development

- Interest in seeing more commercial accommodation options.
- Enable a local commercial service or rural pub to be established.

Environment

- Support for native plantings in public areas and riparian areas.

Parks and public facilities

- Community hall needs investment – new roof and changes to increase usage.
- Interest in a public place for dogs to be walked.
- Interest in a cemetery being created.
- Interest in a food forest.

Transport

- Concerns raised about pedestrian safety through town.
 - Consider a pedestrian / cycle bridge to connect with Ngāhinapōuri.
-





Ngāhinapōuri

Key trends and influences

Ngāhinapōuri is a small village in the northwest of the district, comprised of large lot residential developments. The village has developed around the amenity provided by the local golf course and has remained compact rather than spreading along the State Highway.

In 2018, the village was home to approximately 200 residents. According to the NIDEA 2021 population projections, the village's population was anticipated to remain stable, as the surrounding rural areas were expected to see a decline. However, despite these projections, there has been noticeable residential development in the village, leading to an increase in its population. This demand for housing is likely influenced by the village's proximity to Hamilton and the presence of its existing primary school.

An updated concept plan was prepared in 2021 to provide an overall concept that combined individual residential growth cells, a commercial block adjacent to the school with new park space, and to resolve access issues at the SH39 intersection.⁶⁵

Map Legend

- State highways
- ▬ Rail
- Roads inside boundary
- Roads outside boundary
- Rivers, large streams, lakes
- ▨ Parks and open spaces
- Existing buildings 2021
- Town boundaries 2050

⁶⁵ Ngāhinapōuri Village Concept Plan (WDC, 2021)



Community aspirations collected during Ahu Ake engagement

Placemaking, Development and Housing

- Intent to remain a smaller community with a rural character and village feel.

Heritage, arts and culture

- Interest in educational opportunities to learn about the village's cultural/heritage significance/stories of the land.

Parks and public facilities

- Interest in a large, multi-purpose community hub.
- Consider re-establishing the cemetery on Old School Road.

Transport

- Strong support for the Ngāhinapōuri / Mangohia walkway.
 - Cycleway connection to link schools, along the river.
 - More walking and cycling connections.
 - Interest in seeing improvements at the highway access for turning movements.
 - Speed near the school on the state highway is too high.
-



