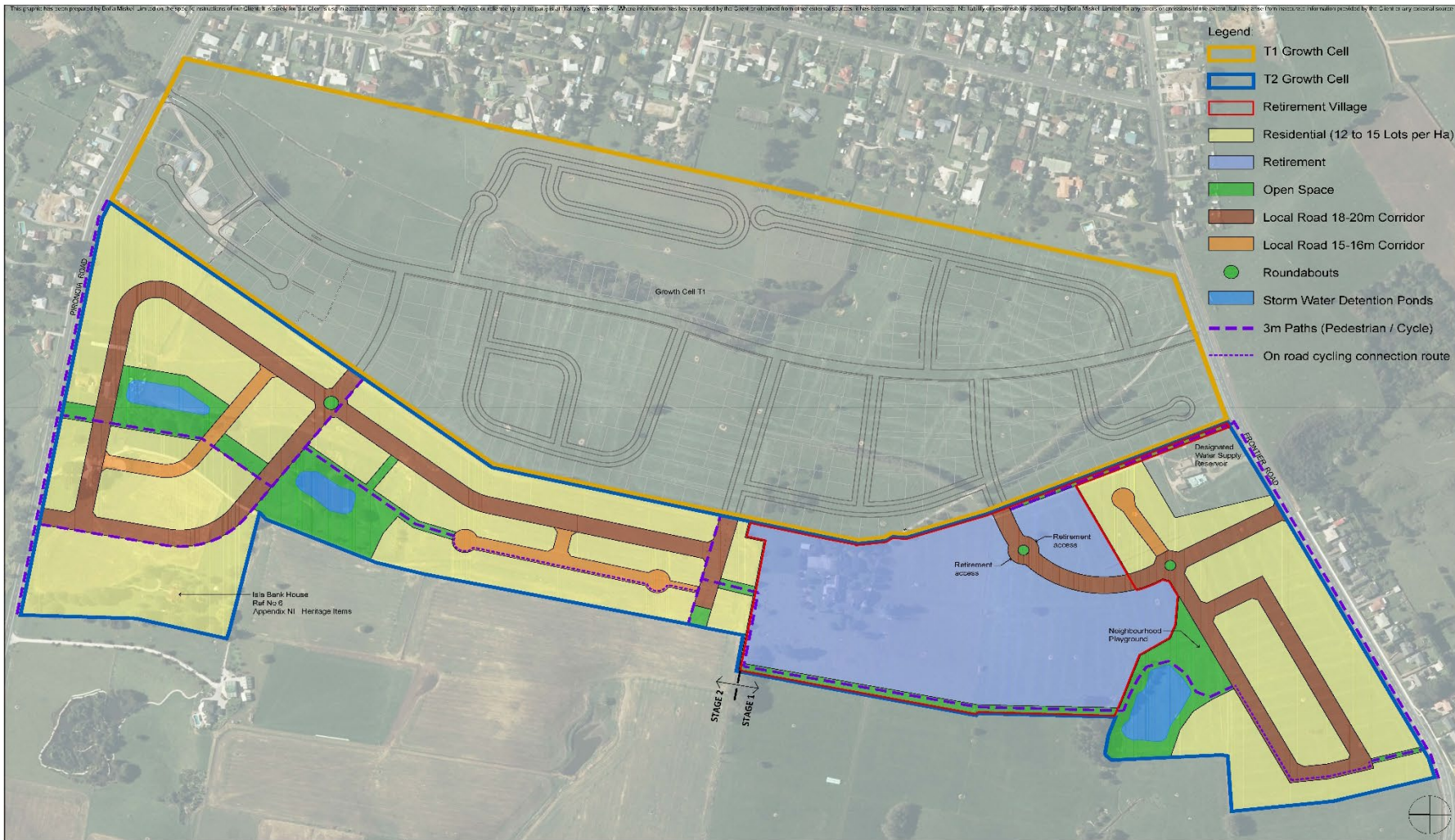


Appendix S23 – Te Awamutu T2 Growth Cell Structure Plan



REV	DATE	DESCRIPTION	BY
1	22/01/20	Engineering	MFC
2	22/01/20	Pre-engineer Concept	MFC
3	26/01/20	Final Concept	MFC
4	28/01/20	Final Concept	MFC
5	10/02/20	Update Retirement T2 Growth Cell	MFC
6	12/02/20	Clarifications	MFC
7	16/02/20	Final Structure	MFC

APPROVED	DATE	FOR
[Signature]		Sanderson Group
[Signature]		CD/CA/PL/PL/MT/PS
[Signature]		ESD
[Signature]		SP/ART/ES
[Signature]		Boffa Miskell - Wairua Environmental

T2 Structure Plan
T2 Structure Plan

Drawn	Scale	Area	Date
Jacob	1:2000 @ A1	1:4000 @ A2	08/06/2020

DRAWING NO: **BM200127_001**

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S23.1 Purpose

- S23.1.1 The purpose of the T2 Growth Cell Structure Plan is to enable general residential development and to incorporate a site strategically located in the centre of the cell for a retirement village, integrated with residential development to the north and south.
- S23.1.2 The Structure Plan is to integrate with and complement the adjacent T1 Structure Plan area and existing residential development on Frontier Road and Pirongia Road.
- S23.1.3 The structure plan covers an area of some 38ha and is located at the western extent of Te Awamutu.
- S23.1.4 The structure plan is divided into two stages, with the southern Stage 1 (18.2ha) able to be developed initially and the northern Stage 2 (22.8ha) identified for development beyond 2035.

S23.2 Key Elements

- S23.2.1 The Structure Plan is designed to have a clear and legible structure, with pedestrian and cycle connections throughout the site connecting to Pirongia Road to the north and Frontier Road to the south and integrating with the adjacent T1 Growth Cell Structure Plan. The pedestrian/ cycle connection through the retirement village is to be accommodated within a multi-use stormwater/open space swale running along the western boundary.
- S23.2.2 The Structure Plan provides three local road connections into Growth Cell T1. A supporting network of local roads and cul-de-sacs for access are also shown. The internal local road cross-sections are based on an 18-20m corridor width and a 15-16m corridor width as shown on the Structure Plan. These indicative widths allow for flexibility in final cross-section design.
- S23.2.3 The open space network has multiple functions of pedestrian and cycle access, stormwater detention and treatment ponds, stormwater treatment swales, ecological rehabilitation and recreational space.
- S23.2.4 Key design drivers are to provide an appropriate rural interface to the west and a positive interconnected relationship with adjacent residential development to the east.
- S23.2.5 The Structure Plan is staged so that the southern half (Stage 1) is enabled for development initially, with the northern half (Stage 2) identified for development beyond 2035.

S23.3 Design Objectives

- S23.3.1 Create a walkable greenfields residential area that connects seamlessly to the neighbouring T1 Growth Cell and supports the neighbourhood commercial centre in T1.
- S23.3.2 Provide strategic east-west road connections.
- S23.3.3 Provide for a range of housing types, achieving a yield of 12-15 units per net developable hectare, with higher density development being provided through a retirement village typology.
- S23.3.4 Ensure that residential development adjoining Frontier Road and Pirongia Road is sympathetic to existing residential development.

- S23.3.5 Provide for vistas over adjoining rural land to Mt Pirongia and Mt Kakepuku.
- S23.3.6 Recognise the visual and landscape sensitivity of the interface with rural land to the west.
- S23.3.7 Reduce vehicle speeds on Pirongia Road and Frontier Road to reflect their urban character and manage the transition from a rural to an urban traffic environment.

S23.4 Design Measures

The proposed design measures to address the above key objectives are;

- S23.4.1 A buffer planting area along the western boundary, where residential development adjoins the rural area.
- S23.4.2 A combined open space area/shared pathway/stormwater swale adjoining the western boundary of the retirement village site.
- S23.4.3 A minimum building offset of 4m along the western rural boundary where residential subdivision adjoins the boundary.
- S23.4.4 A limit on fencing height of 1.2m along the Frontier Road and Pirongia Road boundaries.
- S23.4.5 A limit on building height of 5m on lots fronting Frontier Road and Pirongia Road boundaries.
- S23.4.6 A specimen tree planting requirement along the Frontier Road and Pirongia Road frontages.
- S23.4.7 Design integration of the Pirongia Road boundary treatment with the retention of the entrance gates associated with heritage item property (Isla Bank Villa – Appendix N1, Ref #6).
- S23.4.8 Speed change gateway treatments on Pirongia Road and Frontier Road at the western extent of the structure plan area with kerb build outs and supporting landscaping and signage.
- S23.4.9 Generally adopting the Residential Zone rules for consistency of built form and layout with adjoining residential development.
- S23.4.10 A design speed environment for internal roads of 40km/hr.
- S23.4.11 Provision of landscape plans at resource consent stage to include the following;
 - (a) Design approach
 - (b) Street tree and amenity planting
 - (c) Boundary treatments including planting and fencing
 - (d) Wetland and reserve planting
 - (e) Reserve and recreational play space
 - (f) Cycleway and pedestrian network
 - (g) Entrance and lighting features for the retirement village
 - (h) Communal recreational areas in the retirement village

S23.4.12 Indicative local road cross-sections

Road Reserve width	Carriageway width	Lane width	Cycle width	Street parking width	Front berm	Footpath width	Utilities corridor
18-20m	5.7m total width within the 18m reserve. 9m inclusive of 1.5-2m planted median within the 20m reserve.	5.7m total width within the 18m reserve. 3.5m each within the 20m reserve.	On-street in 40km/hr or lower speed zones. Shared environment plus off-carriageway paths in 50km/hr or above speed zones.	2.2m indented bays	1m both sides	2 @ 1.5m	2.55m both sides
15-16m	5.7m	5.7m total width	Shared environment on-street.	2.2m indented bays	-	2 @ 1.5m	2.55m both sides