

Town Strategies 2013–2033

Morrinsville

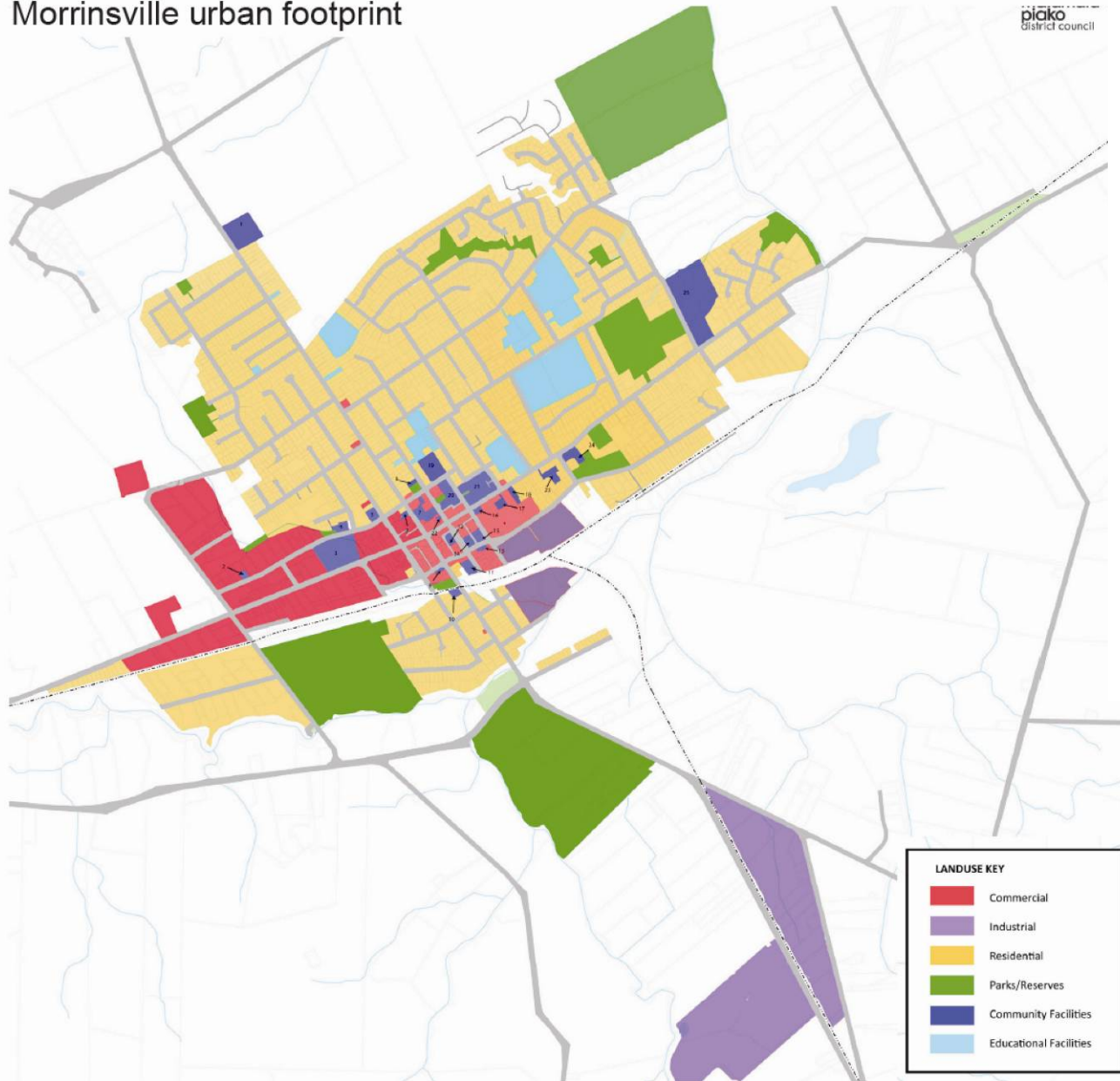


“We want Morrinsville to be a community that is free of discrimination and poverty, and that supports one another at times of need. We see public art as being important now and in the future. Entrances will show off our town and its heritage buildings will be improved.”

(Morrinsville Community Outcomes 2010)

Morrinsville urban footprint

piako
district council



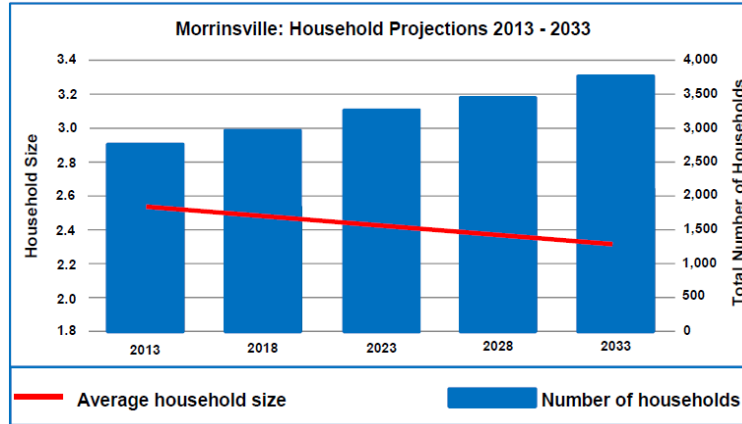
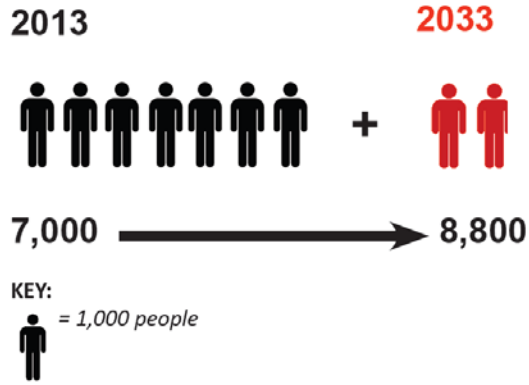
1 Introduction

This Section looks at the projected growth and changes in the demographic composition of Morrinsville's population, its land budget, and transport and infrastructure networks. It also discusses the application of urban design principles to guide the town's future development.

Opportunities and constraints are identified, and alternative development options are outlined.

The options are evaluated, taking into consideration the opportunities and constraints, consultation, and urban design criteria.

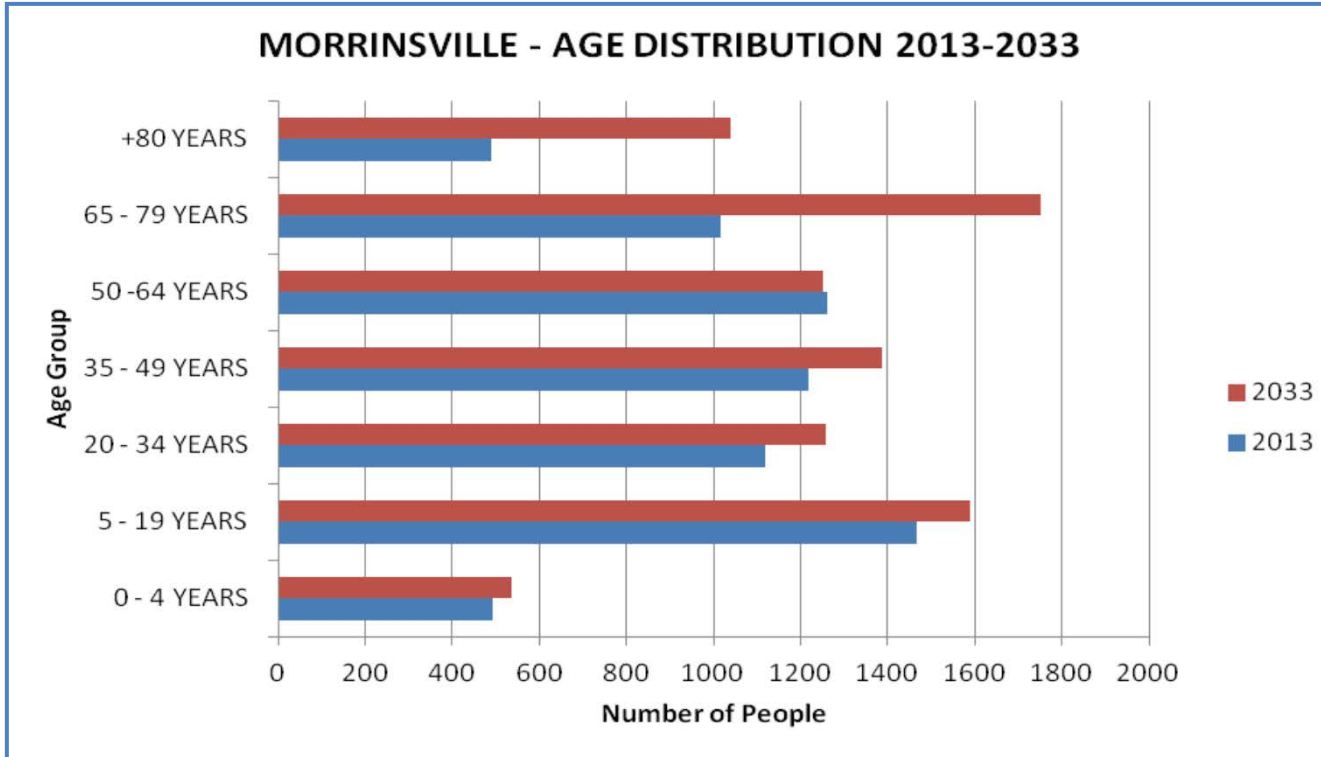
Based on the evaluation a preferred development strategy that ensures the integration of the town's future land uses with its transport and other infrastructure networks, is recommended.



2 Demographics

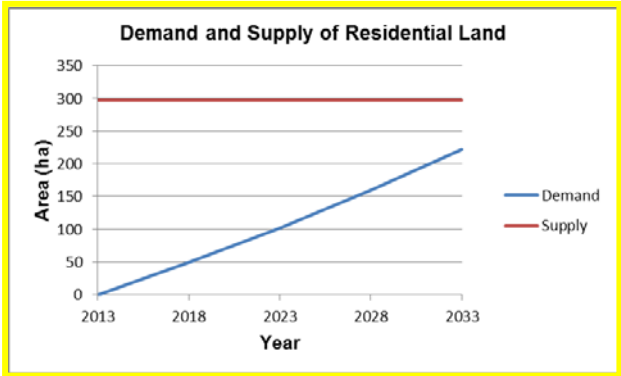
Morrinsville is the largest of the three towns with a current (2013) population of around 7,066 people, representing 2,782 households. The population of the town is estimated to increase by about 80 – 100 persons per year, to a total of 8,817 by the year 2033. The number of households is also predicted to increase by approximately 40 – 55 per year to 3,768 in 2033. The blue bars in the chart at the top of the page show the increase in number of households for five-year intervals during the twenty-year planning horizon. With ageing of the population, the household size is estimated to steadily decrease from 2.54 persons per household (2013) to 2.34 persons by 2033. The decrease in household size is shown by the red line that cuts across the blue bars in the same chart.

While the town’s population is projected to show only moderate growth, more significant changes in the demographic composition are expected to occur. In line with global and national trends, growth will be characterised by an ageing population. The adjacent chart at the bottom of the page shows the current (2013) and predicted (2033) age distribution of Morrinsville’s population. The majority of the increase in population will occur in the population groups older than 65 years, with the population in the younger age groups remaining relatively stable.

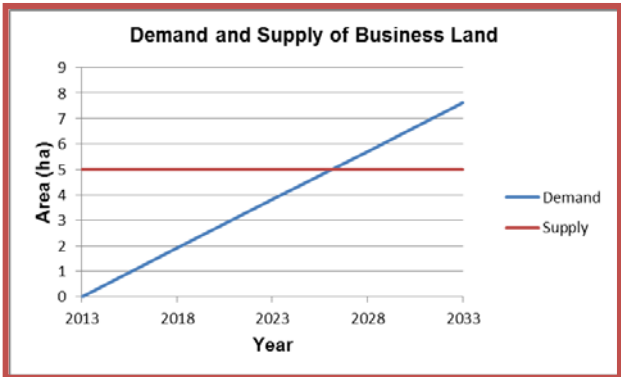




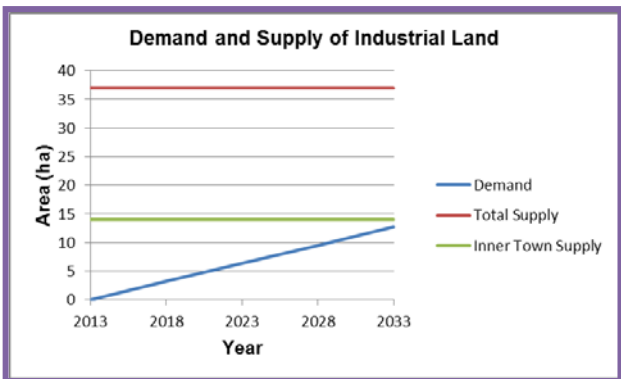
Total developed: 307 ha
Total zoned and vacant: 298 ha
Additional land required by 2033: 222 ha
Surplus of zoned land: 76 ha



Total developed: 54 ha
Total zoned and vacant: 5 ha
Additional land required by 2033: 8 ha
Shortfall in zoned land: 3 ha



Total developed: 53 ha
Total zoned and vacant: 37 ha
Additional land required by 2033: 13 ha
Surplus of zoned land: 24 ha



3 Land Budgets

Residential

There is a supply of 298 ha of vacant Residential and Rural-Residential zoned land in Morrinsville (shown by the red line in the adjacent graph). It is estimated that there will be a demand for 222 ha of residential land by 2033 (the blue line in the adjacent graph). Therefore, there is a surplus of 76 ha of land zoned for residential purposes.

Business

There is a supply of 5 ha of vacant Business zoned land in Morrinsville (shown by the red line in the adjacent graph). It is estimated that there will be a demand for 8 ha of business land by 2033 (the blue line in the adjacent graph). Therefore, there is a shortfall of 3 ha of land zoned for business purposes, with more land likely to be required prior to 2028.

Industrial

There is a total supply of 37 ha of vacant Industrial zoned land in Morrinsville (red line in the adjacent graph). Of the total supply, 13 ha is located within the town (green line in the graph) with the remainder in the Bolton Rd area south of town. It is estimated that there will be a demand for 13 ha of industrial land by 2033 (blue line). Therefore, there is a surplus of 24 ha of land zoned for industrial purposes. However, if most of the demand is for land in town, then the supply will start to run out by 2033.

4 Transportation

Road network

The town strategy must recognise the significance of State Highway 26 and Morrinsville-Tahuna Road as the highest order roads, by avoiding development that uses these main through-corridors for local traffic functions and by limiting the number of vehicle entrances.

Little change in the inter-regional traffic flows through the town is expected. Consequently, a dedicated urban bypass around Morrinsville will not be warranted during the planning horizon. However, alternative links to the west and east, from Morrinsville-Tahuna Road, should be identified.

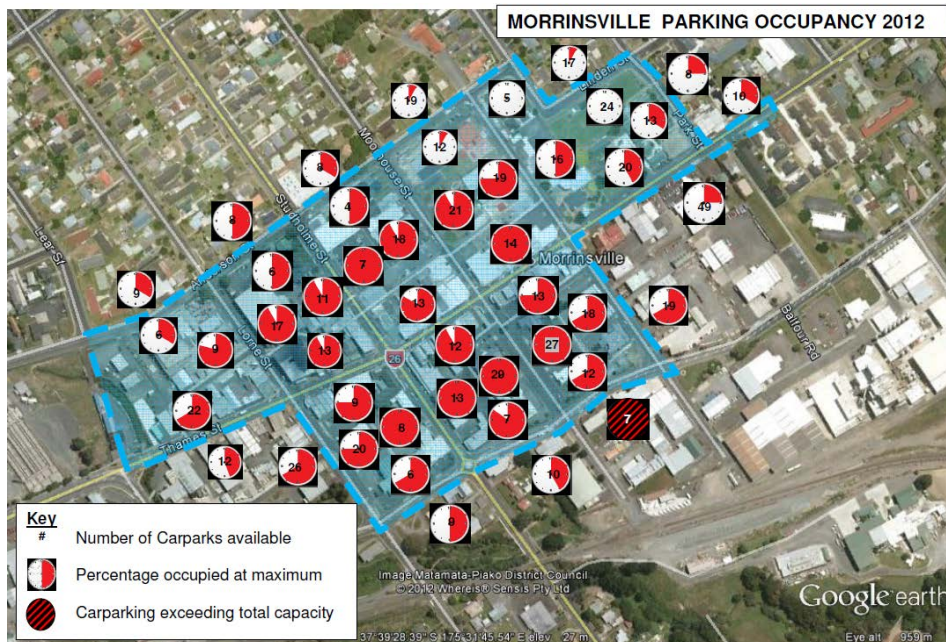
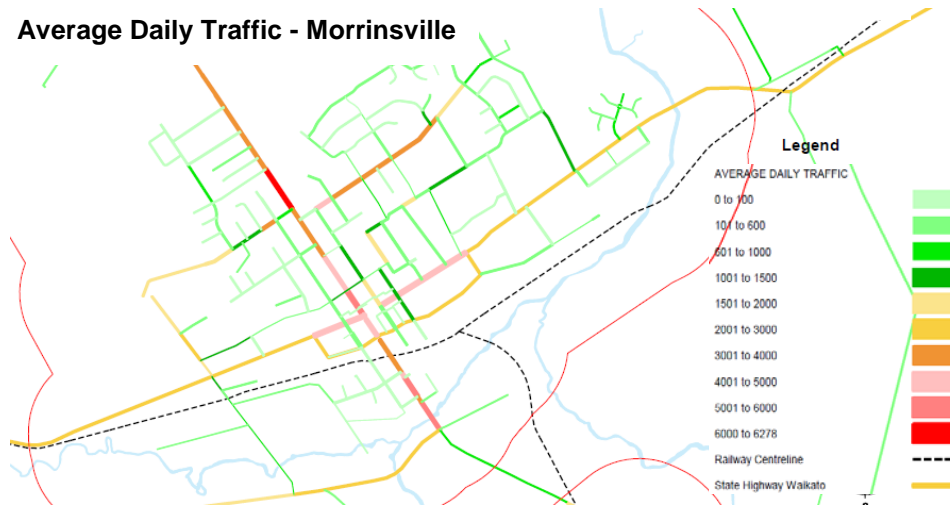
The town's road network carries relatively low traffic volumes and little change is predicted. The busiest routes (3,000 – 6,000 vehicles per day) are State Highway 26, sections of Thames St, Studholme St and Coronation Rd, shown in red, pink, and orange in the side-bar to the left. Assessment of the road network has not indicated a need to exclude parts of the town from consideration for future development or intensification.

Town centre parking

There are approximately 760 public parking spaces in the town centre. The location of these spaces is shown in the map to the left, with the red circles indicating peak occupancy. Parking spaces nearest to the retail "core" have a high rate of occupancy. Overall, parking has not reached critical levels as, even during peak times, car parking will usually be available within a short walking distance from the retail "core".

No significant increase in parking demand in the town centre is predicted during the planning horizon and the provision of additional public parking is not envisaged. Should parking become increasingly constrained, the issue can be addressed through demand management options such as enforcement of time limits or charging for parking in the retail "core".

Average Daily Traffic - Morrinsville



5 Infrastructure

Water

The current average daily water demand, including industrial use, equates to approximately 746 litres/head/day, or 5,272 m³/day, with peak usage/day at 7,400 m³. The projected growth of Morrinsville will increase the average daily demand to 6,000 m³/day, peaking at 8,400 m³/day.

The consented water-take limit of 12,000 m³ per day from the Topehahae Stream is adequate to meet future demand. However the capacity of the water treatment plant and gravity trunk main is limited. Additional treatment and storage capacity may be required towards the end of the planning horizon.

Sewer

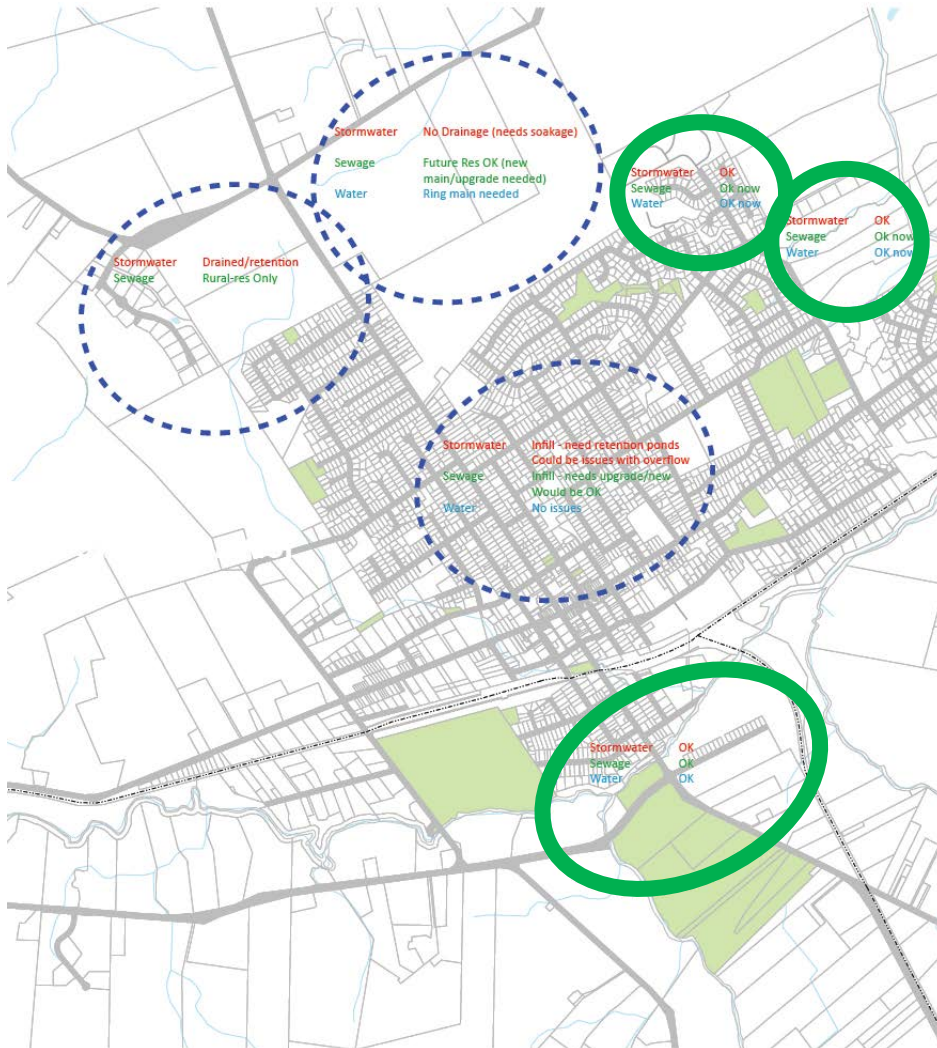
The town's average daily discharge of wastewater is 5,200 m³/day (740 litres/head/day), with peak flows in the order of 17,000 m³ during wet weather. The projected growth will discharge an additional 350 m³ of wastewater per day.

A new treatment plant with a capacity of 12,500 m³ per day with additional storage capacity to treat peak flows during subsequent days is currently being constructed and will be adequate to meet the town's future needs. However, the trunk sewer main between Lorne Street and the treatment plant is predicted to require replacement by the end of the planning horizon.

Stormwater

The capacity of the town's reticulated stormwater system is constrained. Increases in stormwater as a result of the predicted development will need to be detained on-site.

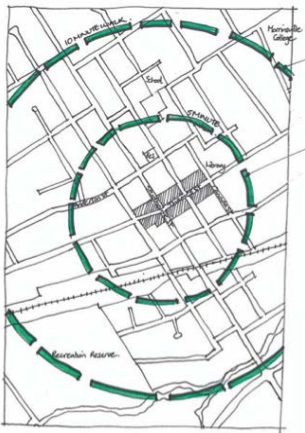
The areas around Morrinsville golf course and Eynon Road, indicated by the green circles on the map in the side-bar, are considered most suitable for future development, as far as provision of reticulated infrastructure is concerned.



6 Urban Design

The table below summarises key urban design principles and objectives and their application in the preparation of Morrinsville's town strategy:

Morrinsville



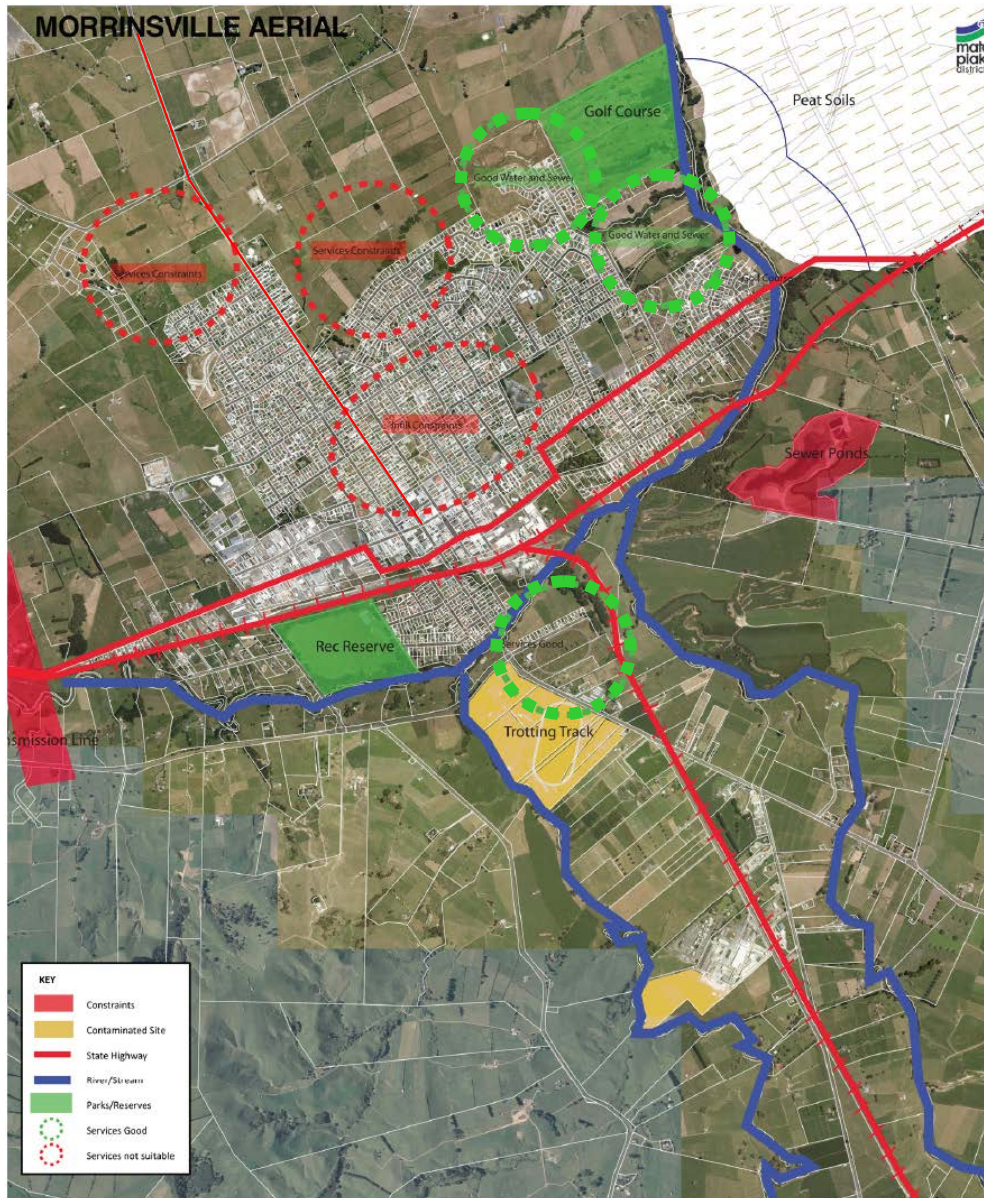
Principle	Urban Design Objective	Application in Morrinsville
Consolidation and dispersal	<ul style="list-style-type: none"> • Increase employment and residential capacity, where appropriate. • Focus walkable nodes and businesses on arterial routes so they benefit from the movement economy. • Provide compact and efficient public open spaces near the core, and larger ones towards the periphery. 	<ul style="list-style-type: none"> • Concentrate future business within the existing Business Zone along the State Highway, towards Hamilton. • Concentrate residential development to the north adjoining the golf course where there is capacity for services and close proximity to existing schools. • Concentrate medium-density housing in the centre of the town – where community facilities are within walking distance. • Extend the existing industrial area, at the existing fertiliser depots, where the receiving environment is already made up of non-residential uses.
Integration and connectivity	<ul style="list-style-type: none"> • Develop a logical structure of connected routes. • Provide cycle and pedestrian routes that offer good continuity. • Integrate public and private transport networks with each other, and with the land uses they serve. • Promote a well-connected local movement system which is well integrated with land uses. • Provide street connections to the adjoining neighbourhoods. • Ensure busier roads and arterials still have lively frontage conditions; provide service lanes where direct access is unachievable. 	<ul style="list-style-type: none"> • Create a new road link between Morrinsville-Tahuna Road and State Highway 26 which improves connectivity between the north-west and south-west of Morrinsville. • Create a continuous track along the Piako River which provides for cycle and pedestrian movement. • Locate future residential areas adjacent to the golf course where it will be well connected with existing development. • Locate future business adjacent to the State Highway within the area already zoned for Business (and therefore creating lively frontage) but also provide alternative access from local roads. • Potential pedestrian link from Morrinsville College through to the town centre. This linkage will enable students to have a safe and easily navigable route from school to town and will ensure that walking is a viable option for students to get from one place to another. • Potential pedestrian “green” link between Morrinsville College and the start of the river walk. • Identify and upgrade key routes between focal points and especially routes commonly used by the elderly. Links between retirement villages and destinations within the town should be safe and easily navigable by motorised scooter/wheelchairs with ramps and adequate footpath widths. These will be considered at a more detailed structure plan scale once the town strategies have been confirmed. • Industrial development occurs in the vicinity of existing rail links and major transport routes.



Principle	Urban Design Objective	Application in Morrinsville
Diversity and adaptability	<ul style="list-style-type: none"> • Locate new land uses where they will achieve good synergy with existing uses. • Ensure adjacent uses are compatible. • Provide an appropriate distribution of amenities, such as shops, schools and parks, where the communities they serve can easily access them. • Plan for a range of employment, residential and community uses, which co-exist in a manner that strengthens the local condition and adds diversity. • Consider how the layout will accommodate changes in use over time. • Promote mixed-use buildings. • Develop highly connected street networks that can support a range of activities, which may change over time. 	<ul style="list-style-type: none"> • Locate future industrial to the south adjoining existing industrial and the trotting track. Therefore, compatible with existing uses and reduces reverse sensitivity effects. • Concentrate medium-density residential to the east of the town centre where the amenities (library, schools, shops) are located and from where the amenities can easily be accessed. • Concentrate residential uses on the one (northern) side of the State Highway to avoid exacerbation of community severance. • Concentrate business, commercial and industrial uses to the west of the town centre, consistent with the existing land use pattern. • The commercial precinct towards the west, adjoining the New World, will provide for a mix of business, light industrial and industrial uses, depending on future demand. • Allowing for residential uses in the upper floors of buildings in the town centre, to increase diversity and enhance viability. • Provide a larger range of residential zoning to accommodate a spectrum of housing typologies so as to cater for the diverse needs of the community.
Legibility and identity	<ul style="list-style-type: none"> • Celebrate regional landmarks and natural features. • Use rivers and ridgelines to define the edges of communities. • Promote an urban form and movement network that is easily understood and negotiated. • Link landmarks and nodes with strongly defined paths. • Use contrast and differentiation in design to make each public space memorable. 	<ul style="list-style-type: none"> • Integrate the golf course by extending residential uses to the north and north-east, and enhance linkages with the town centre, which will enhance the value of the historic heritage items in the Morrinsville town centre, such as the Nottingham Castle Hotel. • Use the Piako River to define the eastern and south-eastern boundaries of Morrinsville. • Use river walk to connect golf course with recreation ground. • Provide and improve links from the new residential areas to the schools and community facilities in the town (e.g. library, event centre). These will be considered at a more detailed structure plan scale once the town strategies have been confirmed.

Principle	Urban Design Objective	Application in Morrinsville
Environmental responsiveness	<ul style="list-style-type: none"> • Provide catchment management plans that define areas for urban concentration, and habitats and natural features for retirement for stormwater management. • Consider the distribution of open spaces, and the relevance of their size and function. • Protect ecologically sensitive habitats such as streams and wetlands. • Use large park areas, river or stream edges and waterfronts as opportunities to integrate ecological restoration. • Provide for continuity of green networks where the specific movements of wildlife, or waterways, require this. 	<ul style="list-style-type: none"> • Locate future development where services can cater for it (e.g. the area adjoining the golf course). • Create a “green buffer” adjoining Piako River to protect the ecological habitat. • Provide for continuity of “green” networks along Piako River to support movement of wildlife. • Locate new development away from peat soils (e.g. the Horrell Road area). • Protect the health and wellbeing of the rivers for future generations. • Direct rural-residential development away from high quality soils (where possible). • Minimise encroachment onto farm land by concentrating future development within the existing urban-zoned “footprint”.





7 Opportunities and Constraints

The development opportunities and constraints that informed the strategy for the future expansion of Morrinsville are shown on the map in the side-bar and are summarised below:

Opportunities

- **Services** (water, stormwater and wastewater) - there is additional capacity for new development and for intensification of existing development in the areas around the golf course and in the vicinity of Eynon Road (green circles).
- **Golf course** – the area adjoining the golf course has high amenity, with unobstructed views towards Mount Te Aroha.
- **Recreation reserve** – the reserve has potential for active and passive recreation.
- **River** – potential for continuous pedestrian linkage/cycleway (blue lines).
- **Inter-regional access** – State Highway 26 and Morrinsville-Tahuna Rd (red lines).

Constraints

- **Services** (water, stormwater and wastewater) – there are limitations on the provision of reticulated services to the north of Morrinsville, and on intensification of the area east of the town centre (red circles).
- **Flood hazard** – the area adjoining the water courses (blue) is susceptible to flood hazard.
- **Peat soils** – the area east of the golf course (Horrell Road) contains peat soils that limit the potential for urban development.
- **Transmission line** – will have adverse visual and amenity effects on development in close proximity (red band).
- **Sewer ponds** – development in proximity may be susceptible to odour effects, and can cause reverse-sensitivity effects.
- **Railway line and state highway** (red line and red-hatched line) - Development in proximity is susceptible to noise and vibration effects. These corridors also divide the town. New development should ideally be located north of State Highway 26 to avoid being divided from the town centre, community facilities, and the schools.

8 Development Options

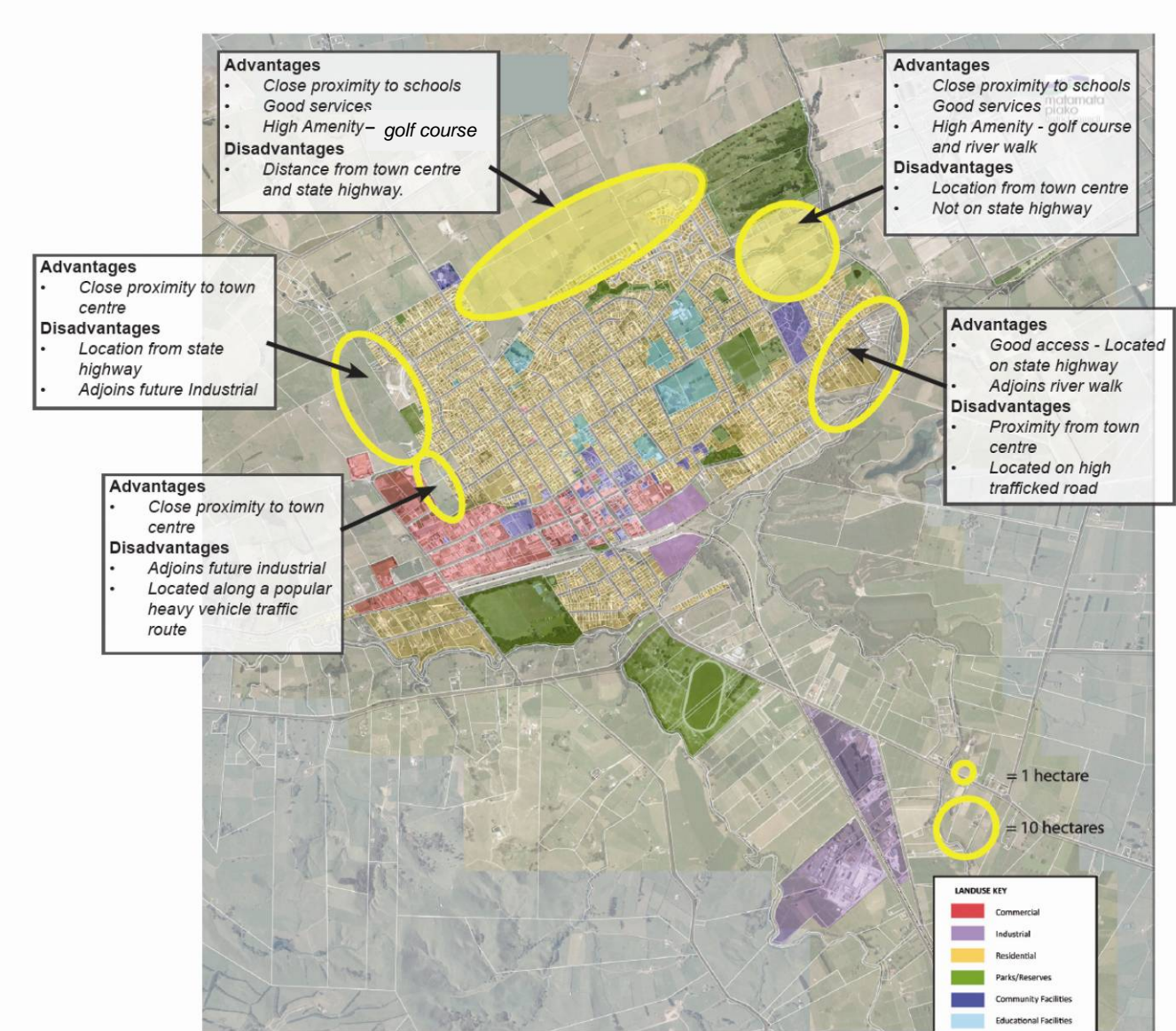
Residential

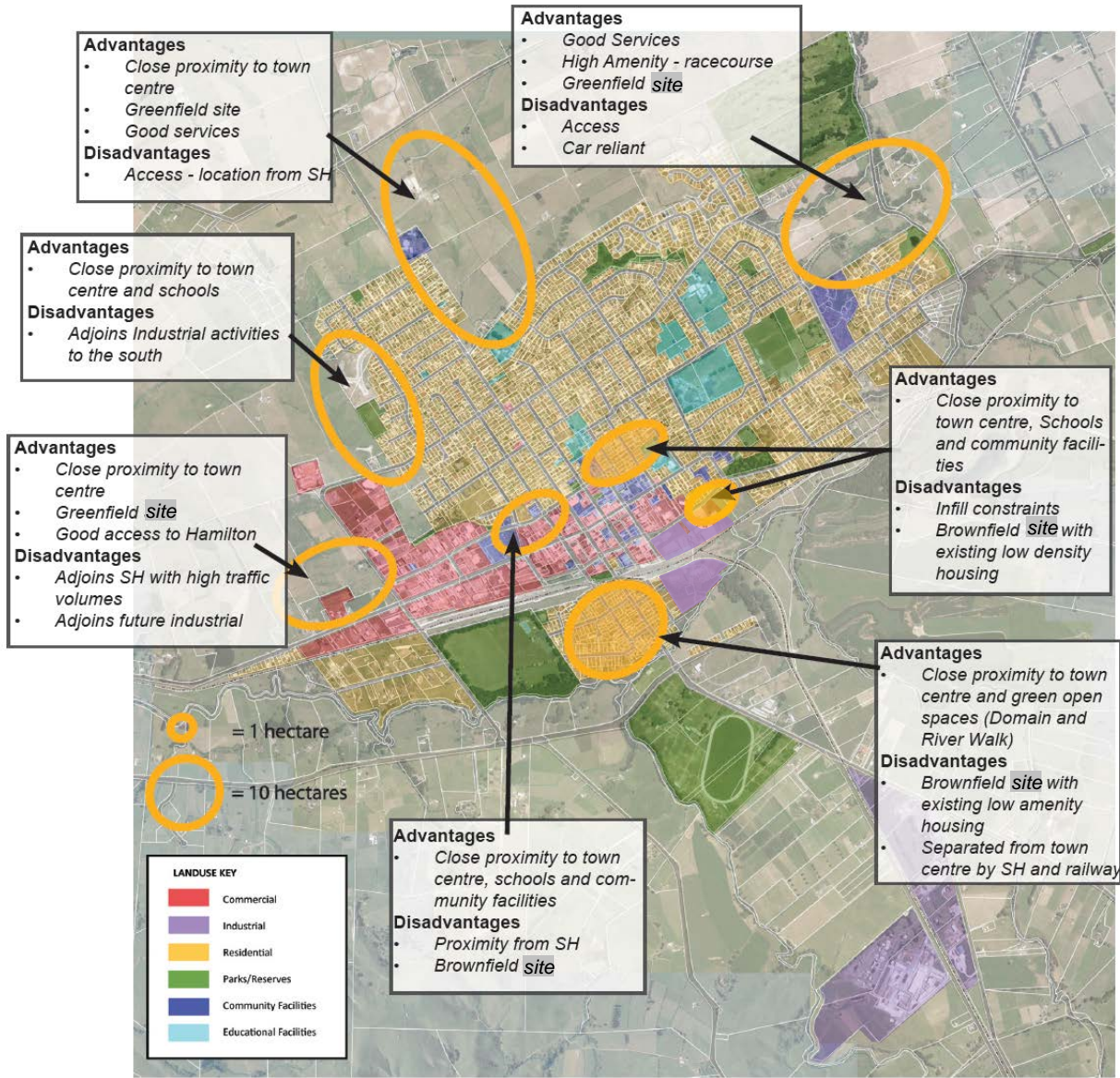
Existing residential development in Morrinsville is predominantly located to the north and east of the town centre. There is also a small “pocket” of residential development to the south of the town centre, state highway, and railway line; east of the recreation grounds.

The current pattern of residential development is characterised by low-density detached houses. The area surrounding the town centre has a slightly higher density due to more recent infill subdivision.

The yellow circles on the map in the side-bar show the different options for greenfield residential development. The preferred options are shown as solid yellow circles. These options are preferred because of the proximity of the areas to existing schools (shown light blue) and open space/sport facilities (green), the enhanced amenity created by the adjacent golf course, and the suitability of the elevated landform for residential development.

It is envisaged that low-density detached housing will continue to predominate in the new residential areas, while a medium-density zone will be created to accommodate other housing options, as described below.





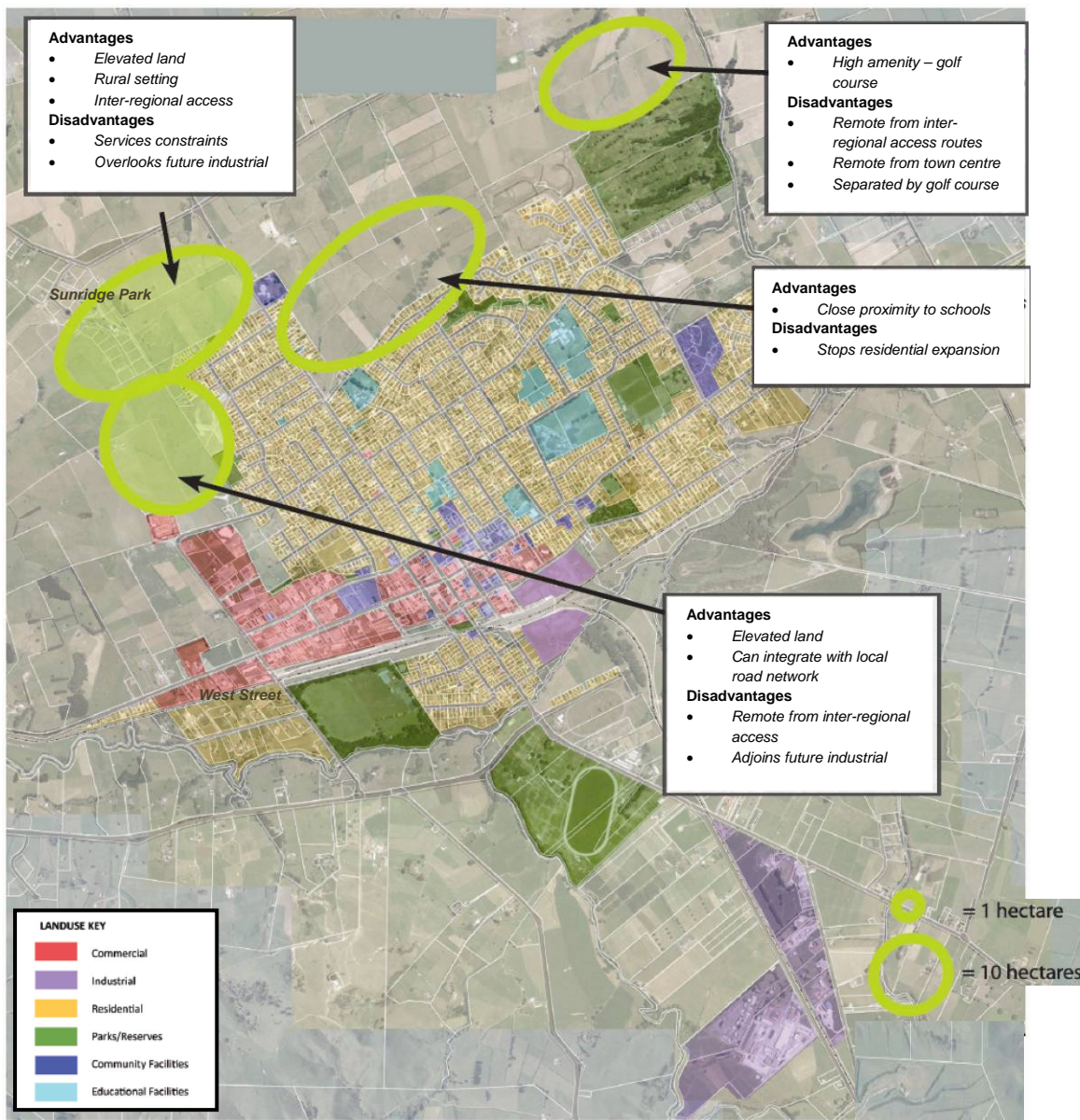
Medium-density residential

It is recommended that the development strategy for Morrinsville should identify areas that are suitable for medium-density residential development. Whereas the residential areas of Morrinsville currently contain predominantly detached and semi-detached dwellings, the proposed medium-density areas will be suitable for other housing typologies (such as group, cluster, or row-houses, and retirement cottages), at a slightly higher density than the other residential areas.

Provision for medium-residential development is considered to be an appropriate response to the likely long-term trend toward an ageing population and associated need for more variety in available housing options. Setting aside specific areas for medium-density residential use means that additional demand on roads and services due to intensification can be anticipated and planned for. It also means that these areas can be developed with their own unique appeal, without impacting on the established character of the rest of the residential area.

The map in the side-bar shows the various options considered for medium-density development (orange circles). Of the options considered, the two preferred options (solid orange) are:

- The areas to the north-east and east of the town centre which provide easy access to shops and other amenities; and
- The southern residential area, adjacent to the recreation ground which has good access to open space.



Rural-residential

Existing rural-residential development in Morrinsville occurs in two areas:

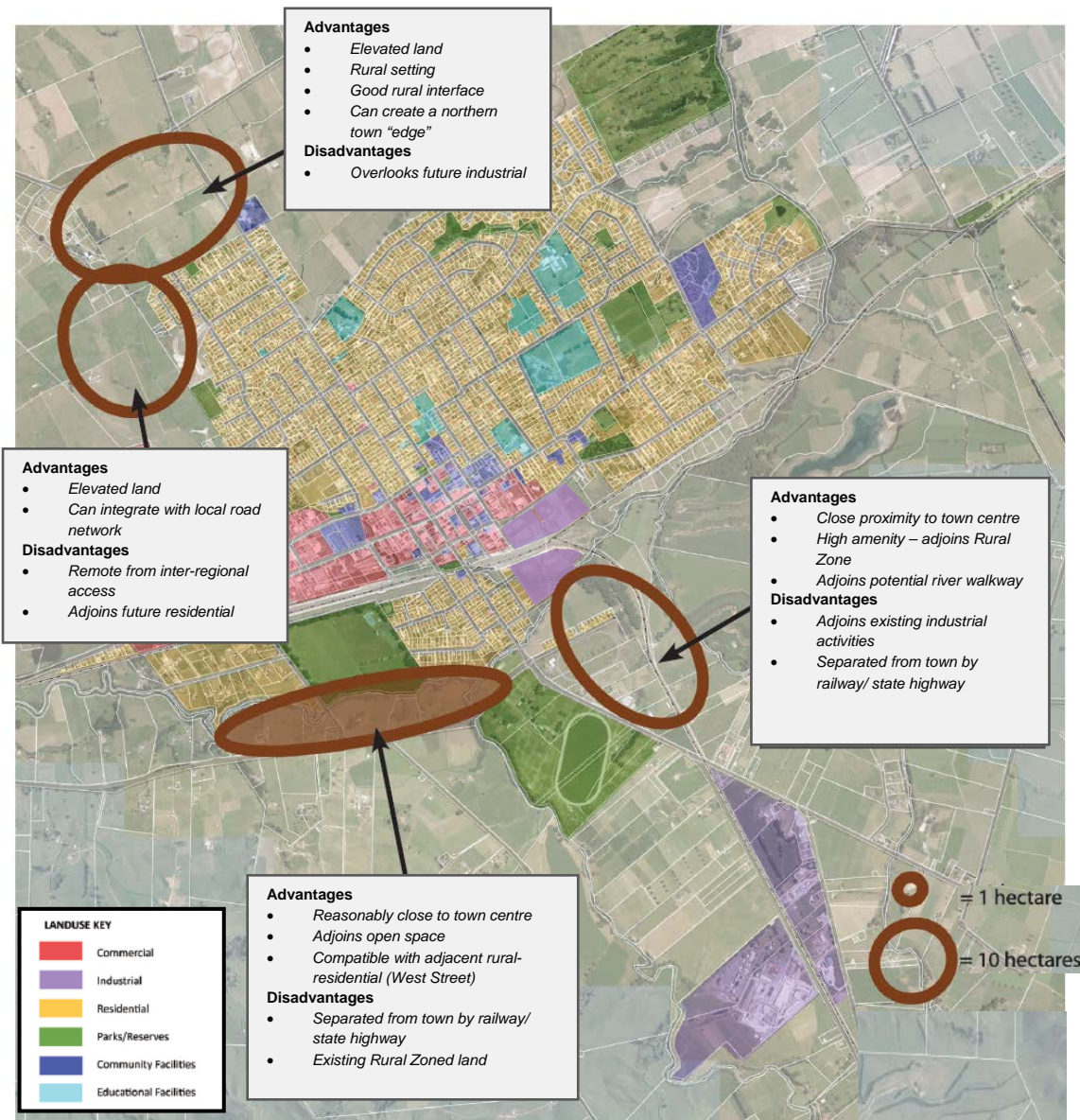
- The north-western periphery of town (Sunridge Park); and
- The south-western periphery (West Street), south of the state highway and railway line.

Lot sizes in Sunridge Park vary from 3,000m² – 5,000m², while the West Street area includes larger lots of up to 1 ha. The West Street area is connected to the town’s reticulated water and wastewater systems. Sunridge Park is not connected and relies on on-site water storage and wastewater disposal.

The green circles on the map in the side-bar show different options for rural-residential development. The text boxes on the map indicate the advantages and disadvantages associated with the various options.

The preferred option for future rural-residential development is the area on the north-western periphery of town (solid green). The area comprises elevated land with uninterrupted views, well suited to high amenity rural-residential development, accessible from a through-route (Morrinsville-Tahuna Road) and able to be integrated into the town’s local road network.

Long-term, it is envisaged that the rural-residential areas (both West Street and Sunridge Park) will be able to be further intensified through infill subdivision, depending on demand and the availability of reticulated services. To this end, building platforms and future road connectivity will need to be pre-determined so as not to compromise later subdivision. This will enable the town to grow beyond the planning horizon, by means of further intensification rather than to sprawl beyond these limits.



Lifestyle living

It is recommended that the development strategy for Morrinsville include a "lifestyle living" option. The lifestyle living area will differ from the rural-residential area in that further subdivision is not envisaged. Rather, large lot sizes will be retained to preserve the rural-residential character of the area for the long-term.

The introduction of the lifestyle living concept will appeal to those rural-residential dwellers who seek assurance that their privacy and amenity will not be eroded over time through infill subdivision.

To preserve the appeal of the lifestyle living area, minimum lot sizes will be larger than in the other rural-residential areas. The lifestyle living area will rely on on-site services and will not be connected to the town's water or wastewater reticulation. Road formation standards will also be different, reflecting the area's peri-urban character. It is envisaged that the lifestyle living area will be used for small-scale farming, whereas the rural-residential area will more closely resemble a large-lot residential area.

Three options for lifestyle living were investigated (brown circles), namely: the north-western area (Sunridge Park); the area south of West Street between Kuranui Road and the Waitakaruru Stream adjoining the recreation grounds; and the Eynon Road area opposite the trotting track.

The preferred option is the area south of West Street, along the Waitakaruru Stream. Land parcels in this area are already small with limited productive capability. The area integrates well with a future pedestrian link along the Waitakaruru Stream and Piako River. Future subdivision in this area will enable the completion of a continuous esplanade reserve. The area will furthermore serve as a defensible "edge" at the southern boundary of the town and create an appropriate interface with the adjacent Rural Zone to the south.

Business

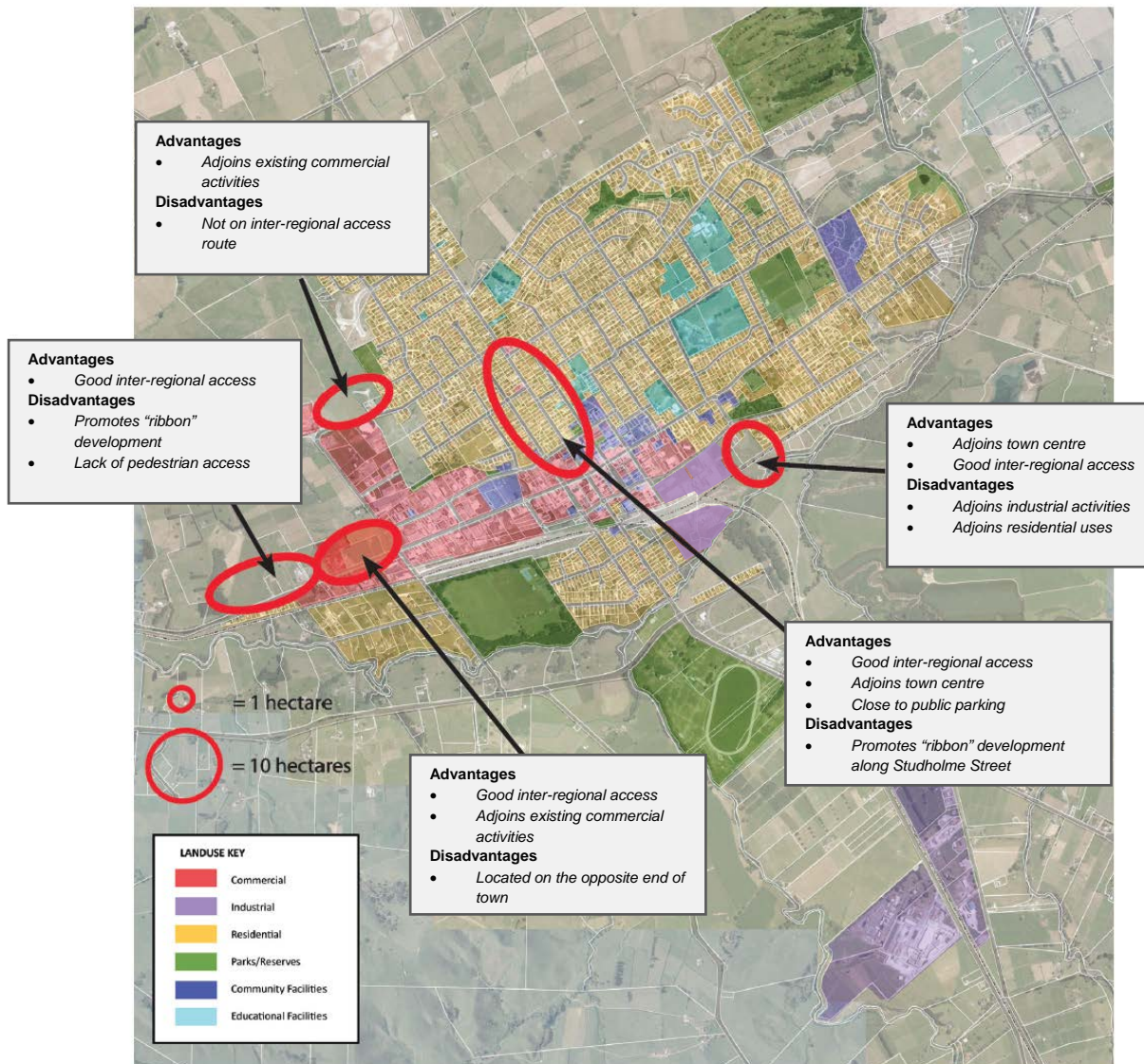
Morrinsville's Business Zone comprises a 1.5 km linear "strip" of land straddling Thames Street, between Canada Street in the east and Avenue Road in the west. The town centre and main retail area is confined to the eastern part of the Zone. The area west of Marshall Street is more commercial in character with a mix of uses including the stockyards, grain storage, service industry, and the motor trade. While currently zoned Business, the western-end, beyond the Avenue Road intersection, is still largely vacant.

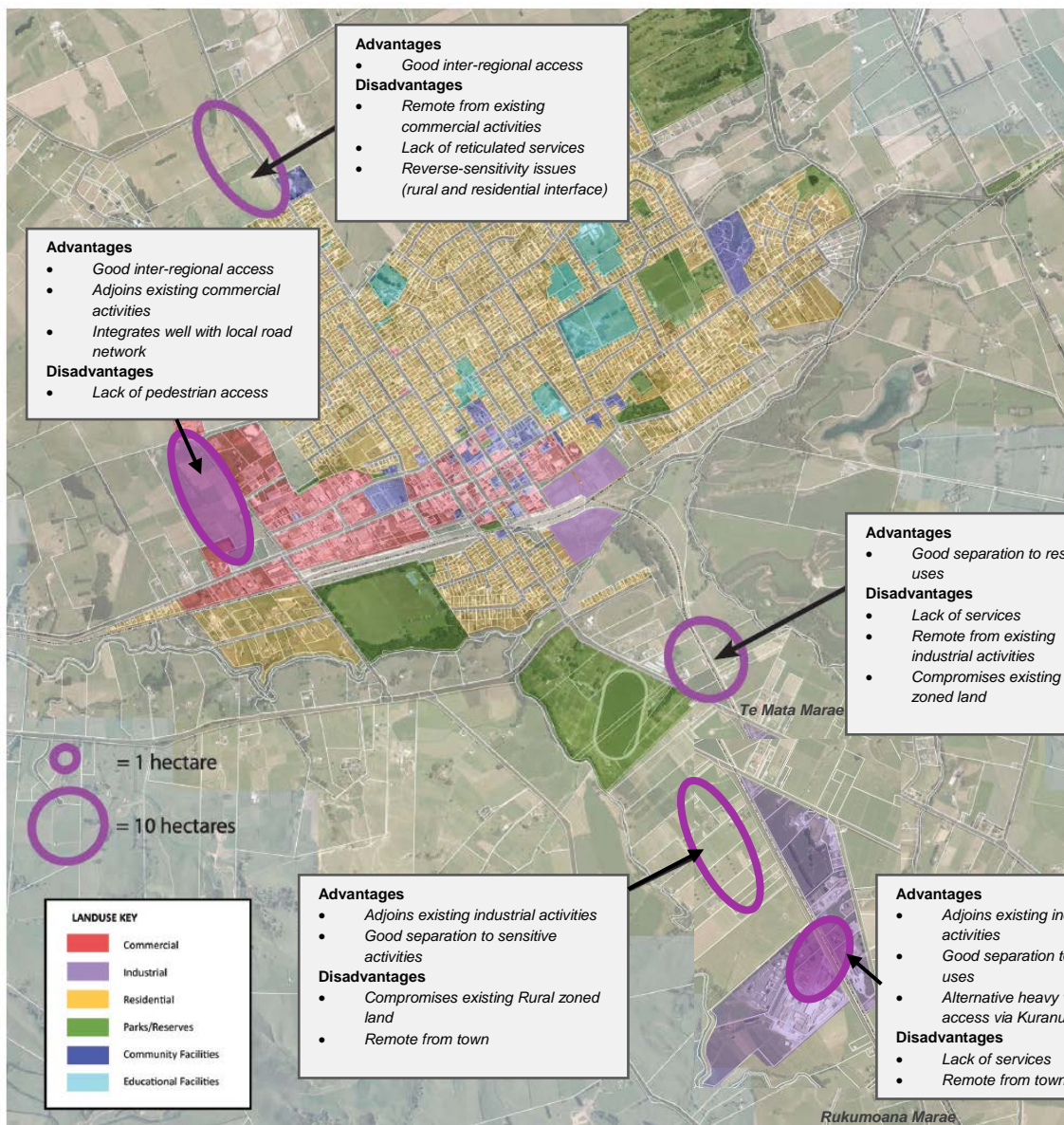
Five options for the expansion of business uses were investigated. These options are shown on the map in the side-bar (red circles) and include areas to the east, west, north, and north-east of existing retail and commercial development.

The preferred option (solid red) is at the western-end of the existing commercial development, on the vacant Business zoned land referred to previously, with the option to expand north along Avenue Road, away from Thames Street (State Highway 26).

The main benefits of the preferred option are:

- Good access to an inter-regional route (State Highway 26),
- The area connects well with existing commercial uses and is separated from residential areas;
- Freight movements are likely to be predominantly from and to the west, in the direction of Hamilton. This will minimise the need for heavy vehicles to travel through the town, to access the area.





Industrial

Many of the land uses currently located in the western part of Morrinsville's Business Zone are more industrial than commercial in nature. Some of these uses such as the stockyards and grain silos are a legacy of the historic development of Morrinsville. More recent service industry was established under the operative District Plan provisions that permit light industry in both the Business and Industrial Zones.

Other industrial uses have established south of the town, in two adjacent areas. The first area, along Morrinsville-Walton Road, comprises heavy industries such as fertiliser and chemical manufacturing. The second area, along Bolton Road, includes conventional industries such as a transport depot, concrete manufacturing plant, and other light industries.

Five options for industrial expansion were considered, as shown on the map in the side-bar (purple circles). The preferred options (solid purple) are:

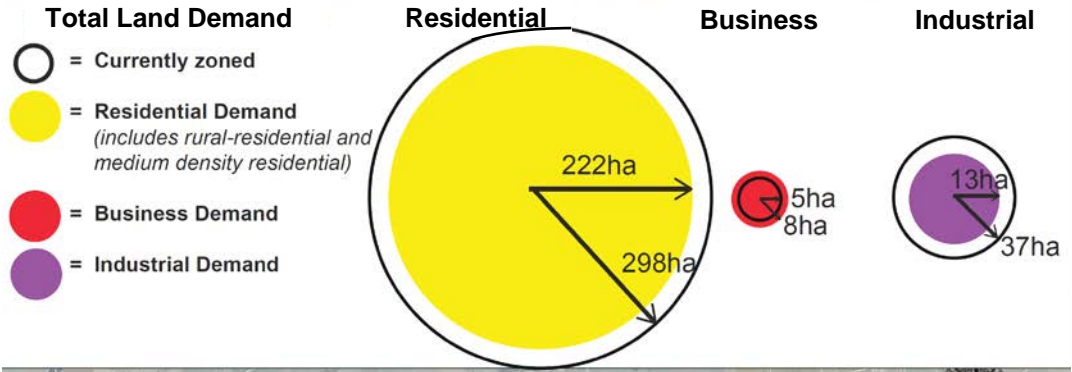
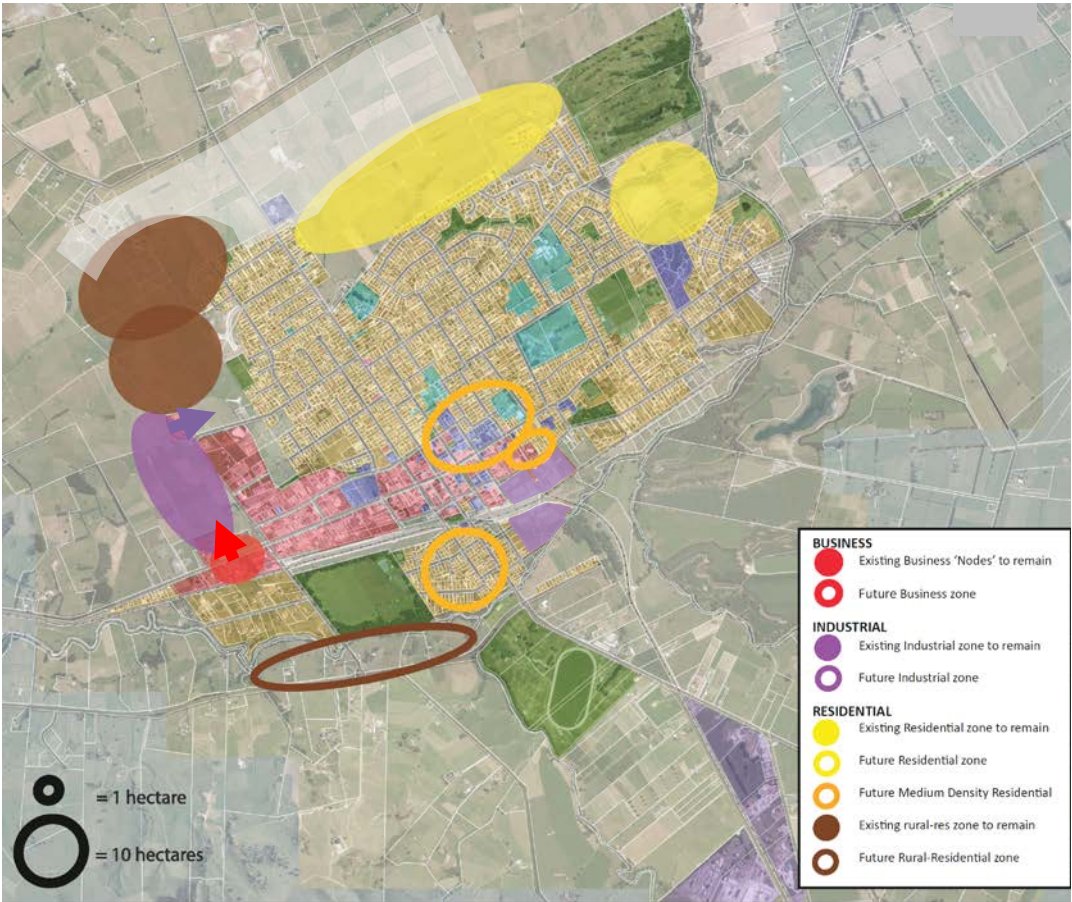
- An inner industrial area, adjacent to the existing commercial development, on land already zoned Industrial; and:
- Further development within the outer industrial area located south of Morrinsville, on land already zoned Industrial.

The inner industrial area will appeal to service industries, dependent on a central location for customer contact. The outer industrial area will have land available to locate new heavy industry as well as light industries that are less dependent on passing trade or customer contact.

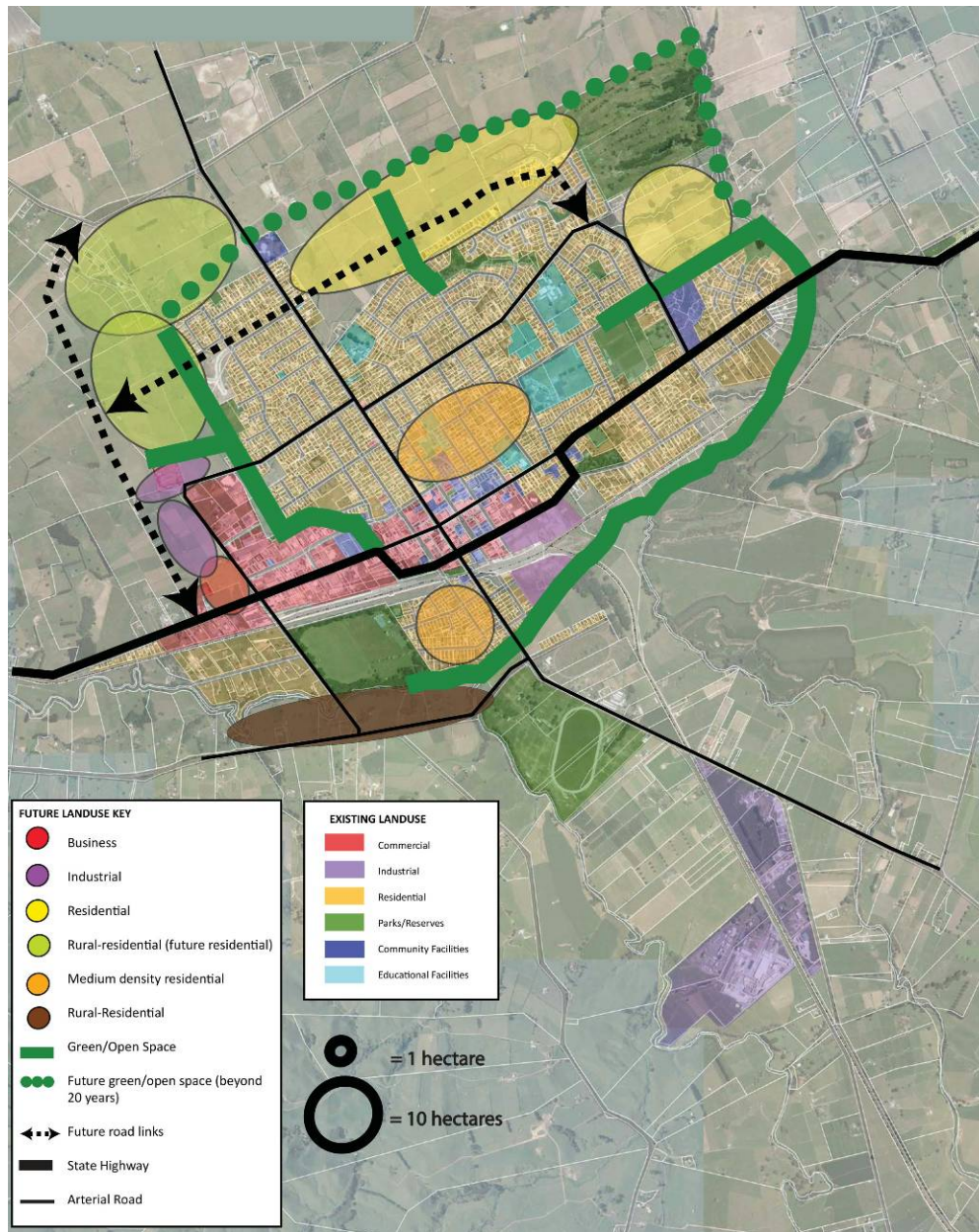
9 Preferred Options

The map in the side-bar shows the current urban zones that make up the town of Morrinsville (background colours), overlaid with the preferred development options as previously described. The circular scale at the bottom of the map shows the amount of land that is currently zoned and still vacant (black circle), compared to the projected demand for each land use (filled circle). In summary:

- Residential:** Low-density residential development is proposed on the northern and north-eastern periphery of town on vacant land already zoned Residential (solid yellow circles). Medium-density residential development is proposed to the east of the town centre and on the southern periphery of town, on already developed land currently zoned Residential (orange circles). Rural-residential development is proposed on the north-western periphery of town, on vacant land already zoned Rural-Residential (solid brown circles). A new Lifestyle Living area is proposed south of West St on land currently zoned Rural (brown circle).
- Business:** Business development is proposed to the west of the existing commercial area along State Highway 26 on vacant land already zoned Business (solid red circle), with the potential to expand to the north on vacant land zoned Industrial (red arrow).
- Industrial:** It is recommended that the existing Industrial zoned land on the western periphery of town be retained (solid purple), and expanded to the north-east (purple arrow) on existing Rural-Residential zoned land along Snell Street. In addition, it is recommended that the existing Industrial zoned land south of town be retained (but not expanded).



The area of land shaded grey, to the north of town, is currently zoned Rural-Residential but is not required during the 20-year term of the town strategy.



10 Town strategy

The town strategy for Morrinsville, based on the preferred development options described in the previous sections of the report, is shown on the map in the side-bar. The map indicates how the existing and proposed land-uses are to be integrated with the town's transport network and infrastructure.

From an integrated development perspective, the key elements of the strategy are:

- A compact urban form that preserves as much land as possible for productive use and directs development away from the electricity transmission corridor west of town;
- Focussing development to the north of the main transport corridors. This will avoid new development being divided from town, by the state highway and railway line;
- Using existing watercourses to create a defensible "edge" at the southern and eastern town boundaries;
- A well-connected local road network that links all parts of the town, minimising travel distances, enabling local traffic to use local roads, and supporting walking and cycling as alternative modes of transport by ensuring route continuity;
- Continuous pedestrian links/cycleways that connect the town centre, schools and open spaces and create buffers between adjacent sensitive uses; and:
- Minimising heavy vehicle movements through town by locating intensive industrial uses to the south where alternative access can be gained via Kuranui Road.