

SOUTHLAND DISTRICT COUNCIL

TUATAPERE MAIN STREET DEVELOPMENT

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CIVIL | ENVIRONMENT | PLANNING

For



SOUTHLAND OPEN SPACE PLANNING | TUATAPERE MAIN STREET

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1 | PROJECT BACKGROUND

Tuatapere is a small rural town in the Southland region located along State Highway 99, approximately 8 kilometres from the Southern coast. The town's population is 540 people and the primary local industries are forestry and farming. The wider rural catchment has an additional 1,130 people. Mana whenua for the area are Ngāi Tahu, rūnanka Te Rūnanga o Ōraka Aparima, which has a marae in Colac Bay Ōraka (approximately 25 minutes away).

The community board would like to revitalise the main street of Tuatapere. They are wanting to explore options that will breathe new life into the commercial precinct of the town and make it a more attractive place to visit and encourage tourism within the town.

The Tuatapere Main Road commercial offering stretches 800 metres (10 mins walk), is mostly one sided, does not have a natural centre of the town and has multiple historic buildings that no longer house commercial or non-for-profit activities. This spreads out the activities, with limited opportunity to cluster similar or complementary activities to create an attractive atmosphere that will encourage visitors to stop and offer local residents reasons to come to town.

The intention of the report is to provide an urban development plan that identifies specific options about how to promote the town on the local and international market and make the main street more attractive to visitors. It aims to enhance the profile and economic prospects; improving the social and cultural well-being; ensuring the sustainability of the physical and built environment, including those of its elements associated with historical and cultural heritage.

2 | PROJECT PROGRAMME

PHASE 1 Project Kickoff

FEBRUARY 2022

Project kickoff meeting with Council to establish the key project objectives and processes to follow throughout the course of the project. Project scoping documents and early insights shared with Council and community board to confirm project direction.

PHASE 2 Site Analysis

MARCH 2022

Site visit and mapping of existing site conditions, uses, historic and cultural considerations. Meetings with community board, iwi, key council staff, key community groups and site users to understand community concerns and aspirations.

PHASE 3 Draft Tuatapere Main Street Development Plan

APRIL - MAY 2022

The draft Development Plan will incorporate findings from the site analysis and interviews with community representatives and will begin to articulate a visual development plan. The development plan will be presented to the Community Board for feedback.

PHASE 4 Tuatapere Main Street Development Plan

JULY - AUGUST 2022

The development plan will set a vision for Tuatapere and link the key moves with discrete projects and development opportunities for further detailed investigation and design including cost estimates.

WE ARE HERE

3 | SITE CONTEXT

Tuatapere is located 87km north-west of Invercargill and 9 km inland from Te Waewae Bay. The name Tuatapere consists of two conjoining Māori words, "Tūā": a ceremony performed before a gathering begins, and "tapere": a gathering for singing songs and playing games.

The town began as a sawmilling centre in the 1880s, and although two sawmills remain in operation, the primary businesses are now sheep, deer, dairying, native plant and potato farming.

Due to its location, Tuatapere provides the Southern gateway to Fiordland National Park and the recently developed Hump Ridge and Waitutu tracks. There are also a number of other natural attractions within close proximity to the town such as Lake Hauroko, Cliften Caves & Historic Bridge and Lake Monowai.

Tuatapere Hump Ridge Track

The Tuatapere Hump Ridge Track is a three-day loop walk that takes hikers along New Zealand's south coast, up to the Hump Ridge's subalpine zone, and across ancient viaducts through native woodland. The track currently starts in the Rarakau car park, around 30 kilometres from Tuatapere. The walk's southern leg follows the South Coast Track, which is maintained by the Department of Conservation.

The track is approximately 30km from the Tuatapere town centre. The track was first opened in 2001 as a response to the loss of NZ Forestry Services within Tuatapere, aimed to support the

community through introducing tourism and jobs. It is currently in the process of converting to Great Walk status, with construction beginning in 2022 and forecasted to be completed in late 2023.

The conversion of the Tuatapere Hump Ridge Track as a DOC Great Walk status is expected to help the community by providing jobs and bringing in revenue from track walkers. Tuatapere as a town needs to leverage this opportunity to showcase a menu of natural wonders and activities that are on its doorstep, which keep walkers and other travellers in the town and spending money on accommodation, food and attractions.

KEY

-  Project Area - Tuatapere Main Street
-  Roads



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4 | COMMUNITY ASPIRATIONS

Early Insights:

A series of interviews were held recently with community leaders, community board members, Waiau Area School. A summary of the early insights which have assisted in the background and research stage are noted below;

- Development of the Four Square Supermarket did not include any off-street carparking.
- The public toilet on the main road is tired and not up to modern tourism infrastructure standards.
- Approximately half of the commercial buildings are not inhabited by businesses that are open to the public.
- Tuatapere has an abundance of community buildings such as the memorial hall, scout hall, pipe hall and presbytern hall for a town of this size. The usage appears sporadic, currently spread between the various facilities.
- The Tui trails network is an excellent initiative to connect many of the natural and conservation areas in a series of trails.
- The school students do not have many after school attractions other than the swimming pool and the Scout Hall.
- There is little evidence that Tuatapere is a town that hosts tourism and hospitality businesses other than the Hump Ridge Track office/Museum and the Tui Base Camp.
- Tuatapere town is not promoted in a manner that it is a destination to explore the Fiordland National Park and many other attractions (like the Clifden Caves) aside from the Hump Ridge Track. If it can concentrate on being the base for nature, coupled with its rural services purpose then it can look to grow the tourism and farming economic opportunities within the town.



5 | DESIGN PRINCIPLES

Āpiti Hono Tātai Hono

Regional planning activities for Tuatapere, including any future regional spatial plan (Shaping Our Futures), should be undertaken with due consideration to the Ngāi Tahu ki Murihiku specific landscape assessment methodology outlined in Āpiti Hono Tātai Hono. Āpiti Hono Tātai Hono is a Southland-wide Cultural Landscape Assessment Study developed by Te Ao Marama Inc on behalf of Ngāi Tahu ki Murihiku, in partnership with Environment Southland, Southland District Council, Gore District Council and Invercargill City Council. This is to ensure future development protects cultural landscapes and sites of significance to Ngāi Tahu ki Murihiku.

Māori Design Principles

Tuatapere should be undertaken in partnership with Te Rūnanga o Ōraka Aparima following an agreed design framework to provide direction to project teams to proactively connect with Mana Whenua and work with their beliefs, principles, and goals to help shape the built environment and guide the design process. For the Tuatapere Main Street Development Plan, Te Aranga Māori Design Principles were used to guide the development of the Tuatapere open spaces. The key objective of these principles is to enhance the protection, reinstatement, development and articulation of Mana Whenua cultural landscapes and to enable all of us to connect with and deepen our collective appreciation of 'sense of place'.

Vision:

From the early insights interviews and background analysis a vision for the town could be:

By 2050, Tuatapere has consolidated its commercial core, with a revitalised rail precinct, a well curated visitor attraction and where the community comes together for memorable seasonal events.

The following design principles are proposed to guide the development of Tuatapere Main Street:

Te Aranga Design Principles

The key objective of the Te Aranga Māori Design Values and Principles is to enhance the protection, reinstatement, development and articulation of Tangata Whenua cultural landscapes and to enable all of us (Tangata Whenua, mataawaka, tauwi and manuhiri) to connect with and to deepen our collective appreciation of 'sense of place'. The following core Māori values have informed the development of the outcome oriented Te Aranga Māori Design Principles:

- Rangatiratanga
- Kaitiakitanga
- Manaakitanga
- Wairuatanga
- Kotahitanga
- Whanaungatanga
- Matauranga

Te Aranga Design Principles

Mana Rangatiratanga - Authority

The status of iwi and hapū as Tangata Whenua is recognised and respected.

Whakapapa - Names and Naming

Māori names are celebrated.

Taiao - The Natural Environment

The natural environment is protected, restored and / or enhanced.

Mauri Tū - Environmental Health

Environmental health is protected, maintained and / or enhanced.

Mahi Toi - Creative Expression

Iwi/hapū narratives are captured and expressed creatively and appropriately.

Tohu - The Wider Cultural Landscape

Tangata Whenua significant sites and cultural landmarks are acknowledged.

Ahi Kā - The Living Presence

Iwi/hapū have a living and enduring presence and are secure and valued within their rohe.

Urban Design Principles

Kaitiakitanga / Guardianship / Stewardship

Local residents and community groups are encouraged/supported to lead community-wide initiatives including but not limited to community planting groups, citizen science programmes, cycle safety events etc.

Engagement

Work with the public throughout the process to ensure that public concerns and aspirations for Tuatapere are consistently understood and considered.

Diversity

Work towards developing a healthy, diverse and 'complete' community that allows all members to live, work, play and learn within the community as they choose.

Integration of uses

Ensure that uses are integrated together (rather than separated) to ensure that complemented uses are co-located and the town centre can become an appealing destination that encompasses the economic and social needs of residents and visitors.

Connectivity

Connect Tuatapere to the landscapes, embracing its distinctive features. A connected network of walkways, cycleways and streets will allow for easy movement into and through the towns and the surrounding landscape.

Legibility

Create a network of streets, parks and civic spaces that are understandable and contribute to the visual character and legibility of the townscape.

Accessibility

Create barrier-free environments that enhance social interaction. Tuatapere becomes accessible to as wide a user group as possible, including children, elderly and people with health conditions or impairments.

Resilience + adaptation

Tuatapere is responsive to and have strategies in place to adapt to unforeseen / unexpected events including issues relating to sea level rise, extreme weather events, changing market conditions, economic contraction and changes in demographic trends.

Celebration

Places and spaces are provided for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.

Treasured

The stories, unique elements and local identity are revealed, maintained and/or enhanced within the design and aesthetics of the townscape

Safety

Tuatapere provides a safe network of paths, facilities and open spaces consistent with the Ministry of Justice's Seven Qualities of Safer Spaces: access; good surveillance and clear sightlines; clear and logical layout; a mix of activity; a sense of ownership; high quality environments; and where necessary, active security measures.

Revitalisation

Recognise the importance of Tuatapere heritage, conservation and landscapes, improving function and quality of life for local residents, whilst reinforcing the towns distinctive sense of place and community.

Feasibility + viability

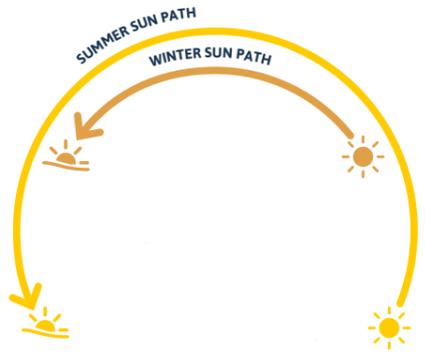
The development plan provides value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

A Living Document

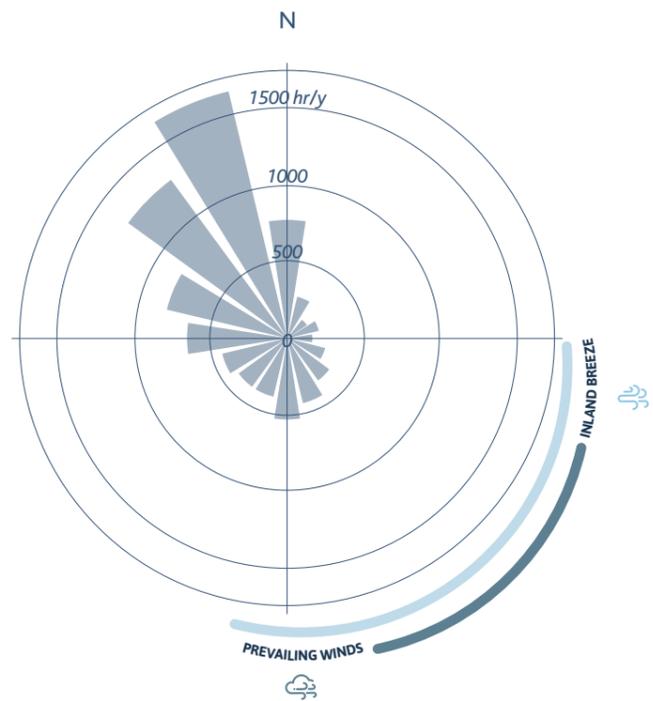
The development plans are monitored, reviewed and updated as required to ensure they remain current and continues to provide community and decision makers with the information needed to make informed decisions about the Tuatapere.

6 | TUATAPERE MAIN STREET OVERVIEW

Solar orientation



Predominant Wind Conditions



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7 | TUATAPERE MAIN STREET OVERVIEW + EXISTING SITE FEATURES

KEY

- Scope of Project
- LANDSCAPE ECOLOGY
 - Council Owned Properties
 - Native Vegetation
 - Main Street Hedge
 - River
 - Flood zone
 - Other Waterways

- CONNECTIVITY
 - State Highway 99
 - Secondary Roads
 - Other Vehicle Tracks

- ATTRACTION + DESTINATION
 - Key Locations
 - Tuatapere Rail Station building
 - Humpridge track Information Centre
 - Public Toilet
 - Memorial Library
 - Church
 - Park & Playground
 - Community Garden
 - Sports field
 - Waiiau Area School



8 | OPPORTUNITIES AND CONSTRAINTS

Constraints

Heritage Buildings

The Tuatapere historic and heritage buildings similar to other Southland towns are under threat of being demolished due to the level of seismic upgrades required and the cost of repurposing the buildings for another business use. Whilst most of these buildings are not heritage listed, collectively they form the historic core of the old commercial main street and therefore if they are replaced it is important that anything new reflects this historic look and feel.

Private Landowners Property

Council can do very little in private landowners' properties. It can only encourage landowners to improve their properties. Community groups, however, can apply for funding to paint old buildings, install feature lighting and work alongside landowners to keep their properties in a neat and tidy condition. Waka Kotahi (NZTA) could also paint the handrails on the bridge of the Waiau River. Council can only control what it does with its own land and influence outcomes through the District Plan and other non-statutory planning documents.

Waka Kotahi

Waka Kotahi administers the State Highway on behalf of the NZ Government. Any changes to the main street need to be cognizant of the over-dimensional route and safety requirements both in the design and in any future maintenance activities.

Council Owned Land

The legal status for the section of Council-owned land from the public toilet to the rail station appears to be a reserve. What options there are to operate commercial activity or even divest some of the reserve needs further legal investigation and advice.

Main Road Water Supply

The Main Road water supply asbestos-concrete (AC) pipe is approximately 50 years old. If there is a decision to provide a streetscape upgrade that includes the carriageway then the upgrade of this pipe will need to be factored in ahead of time or included in the construction phase. Other services may also need to be renewed if it is a substantial upgrade.

Main Road Parking

It is not completely clear where the parking is for the main road, what is Waka Kotahi controlled highway and what is private parking. A map to show the available parking will be created that attempts to clarify the situation for planning purposes.

Opportunities

Two Sided Main Street

Council owns a large strip of land that is identified as a reserve from the public toilet through to the end of the railway station (42,50 & 66 Main Road). It is currently used for parking, community buildings (plunket & pipe band hall) and the historic Tuatapere Rail Station. There is an opportunity to create a two sided main street from the Tui Base Camp building at Giles Street,

through to the end of the Plunket building. Some of this space could be provided for a re-imagined Rail Station, carriage and water tank, incorporating a rail cafe, new public toilet, visitor centre and Tuatapere Hump Ridge office. A second stage could see a museum being moved from the existing location to a purpose-built facility on the rail station site.

The Tui Trail

The Tui trail network which connects many of Tuatapere's open spaces is an excellent community initiative and asset to the town. Encouraging visitors to explore these trails and enhancing them as a point of difference is a 'low hanging fruit' opportunity. Establishing a waymarking system (incl maps) and a distinctive Waharoa or gateway feature, especially when it intersects the main street is an easy first step. Enhancing each trail so that there are distinctive points of difference for each one by adding in interpretation panels, art sculptures and natural play aspects for children are some ideas that could be investigated further.

Children of all ages

Bringing children of all ages back to the main street, would bring a sense of activity and play to the main street that is currently missing. There is an opportunity to explore whether the Tuatapere War Memorial Hall, Pipe Hall or one of the unused buildings in Main Street could be made into an indoor youth zone -for art, music, after school activities. This would require a dedicated coordinator but be managed by an existing community group or board.

Waiau River

Turning the town towards the River - when you pass through the main road from the south there is no reference to the Waiau River that flows behind it. The strategic acquisition of two scenic sections (49 and 55 Main Street) that could double as a village green, vista to the river & mountains and connection to the river and link to the Alton Terrace Walk. Some natural play equipment could be developed in the open space and boundary plantings. It would create a natural pause point for visitors to be able to picnic and stop on sunnier days.

67 & 69 Main Street Development

67 & 69 Main Street Development Site - this is a prime development site for tourism or hospitality businesses in the heart of the Tuatapere main street. How the future development fronts the street and accommodates car parking will be the key to how well it integrates and compliments the main street environment.

Gateway Treatments

First impressions are very important to encourage travelling visitors to stop and spend time. The main highway from the north and south could have a bunch of gateway treatments to welcome visitors, provide amenity along the wider corridor and screen unsightly features.

OPPORTUNITIES AND CONSTRAINTS

Opportunities

Main Street

There are no street trees in the main street thoroughfare yet there is ample space to provide strategic specimen trees and other features (e.g. timber town remnants?). The wood mill industrial activity at the south side of the town could be partially screened in partnership with the landowner with native planting and wood chip landscaping features.

Food Outlets

Tuatapere promotes itself as the sausage capital of New Zealand but it appears that only one store serves Tuatapere sausages. The number and quality of food outlets is important to attracting visitors and keeping them well catered for and encouraging them to stay multiple nights. If Tuatapere is pitching itself as a foodie place (supported by its agricultural catchment) it needs to offer more selection and alternatives along the main street.

Repurposing of the Rail Station

The re-use purpose for the rail station needs to be considered within the context of a revitalised main street offering. This includes the key moves discussed in the main street development plan.

If a rail tourism precinct is the preferred approach then a mix of activities not dissimilar to Oamaru Victorian Quarter could be considered:

<https://www.victorianoamaru.co.nz/>

This has a mix of food, drink, art galleries, traditional crafts and activities / attractions. All of these offerings did not eventuate immediately but were curated since the 1980s when the Oamaru Whitestone Civic Trust was established as a charitable trust.

It is an example of a community driven restoration project spanning decades, in New Zealand's most complete streetscape of Victorian commercial buildings. Tuatapere has some excellent examples of historic buildings but these need to be upgraded to seismic standards and a theme to bind them together.

9 | URBAN DEVELOPMENT RECOMMENDATIONS

In considering the design principles and evaluating the constraints and opportunities drawn from the early insights interviews, five key moves have been suggested to form the basis of a flexible masterplan.

These are intended to guide not only development of key public sector projects such as the rail station precinct but also be a catalyst to encourage the private sector to invest.

10 | TUATAPERE MAIN STREET KEY MOVES

1 | Consolidate village centre



- ▨ Intensified Commercial Zoning
- ▨ Extend Commercial Zoning
- ▨ New Urban Residential Housing
- Seal Railway Road
- Potential Street Network

- Rezone urban land to commercial to allow greater depth of commercial businesses close to the main road.
- Rezone rural land off Jenkins Road to residential to increase the amount of new residential housing close to the main street and sportsfield.
- Seal Railway Road to provide connection to the commercial area and better access to the railway precinct.

2 | Enhance Waiau River + Open Space Connections



- ▨ Potential Playground/Skatepark
- ▨ Potential Village Green
- - - Pedestrian Paths

- Provide a village green with the strategic acquisition of 49 & 55 Main Road properties.
- Provide a children and young people's space that includes a skatepark and or pump track and picnic tables for travellers to overlook the Wairau River.
- Provide pedestrian trails alongside the Wairau River.
- Connect sports reserve to village green and town gateway.
- Provide wayfinding and entrance signage for Tui Trails that intersect Main Road and SH99 to encourage people to stop and join the loop tracks.

3 | Upgrade Main Street

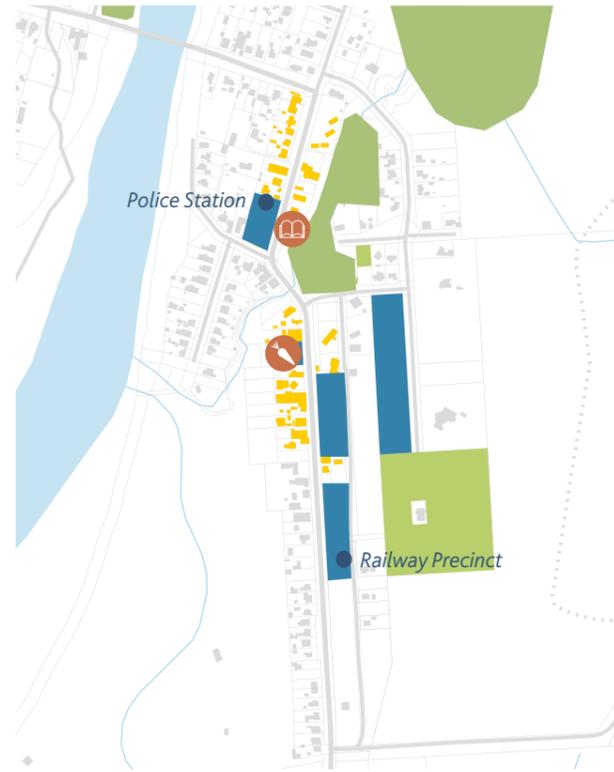


- Gateway
- P Improved Main Road parking
- Traffic Calming
- Ferry Road Intersection

- Create a series of gateways at thresholds into the town that signal the entrances into the town, start of the residential housing, commercial area and open spaces.
- Revitalise existing buildings to encourage travellers to pause.
- Provide pedestrian crossing facilities and traffic calming devices to slow vehicle speeds and allow easy access to new railway precinct as part of a town gateway.
- In conjunction with Waka Kotahi, provide a more efficient parking space arrangement along that seeks to make better use of the land and ease of access for local and visitor needs. Include parking provision for larger vehicles such as trucks and tractors who service the rural catchment.
- Tighten up the Ferry Road - Main Road intersection so it has wider footpaths to host alfresco eating and encourages people to explore both sides of the street.
- Paint parking lines along Ferry Road to create an easy parking option.
- Paint the Waka Kotahi handrails and investigate whether the concrete wall adjacent to the bridge is suitable for an artwork.

TUATAPERE MAIN STREET KEY MOVES

4 | Develop Main Street



- Double sided Main Road
- Strategic New Development Sites
- Local Saturday Morning Market
- Library

- Create a double sided commercial main street
- Create opportunities for markets to bring local produce from the country to the town. In winter this could be located in the memorial hall.
- Encourage farm to plate food businesses to showcase local agriculture and horticulture .
- Investigate the viability of Council and/or joint development partner developing a retail or hospitality offerings in a series of well designed buildings fronting the Main Road. Could be relocatable buildings similar to the Country Lane developed business village which repurposed buildings from the old Lakeview Campground in Queenstown and gave them a new life <https://www.countrylane.nz/photos>
- Open up access to a refreshed mini golf course as an activity that people can do whilst they are visiting the town.
- Create an invest Tuatapere portal to encourage would be developers to invest in the commercial precinct.

5 | Small Projects



- Repainted Main Road buildings
- Native Planting to Replace Macrocarpa Hedge

- Engage with local artists to create a Tuatapere colour palette which can be used as a project to provide painting of the Main Road buildings which seeks to provide a colourful interlude on the travellers Tuatapere experience.
- Encourage more community meeting opportunities by opening the library up more often for different parts of the community - i.e. workers, school students, parents. Investigate whether a Heartland Centre could be included in the library for government services.
- Remove the large macrocarpa hedge and replant with smaller native variety that does not shade out the area in the morning.
- Screen the industrial activities - there are several industrial sites at the entrance to the town and next to the Wairau River. Low maintenance, attractive native planting beds could be introduced in partnership with the land owners to screen out some of the industrial activities. The proposed vegetation would still allow vistas into the timber mill to acknowledge the history of timber processing in Tuatapere.
- The proposed vegetation would still allow vistas into the timber mill to acknowledge the history of timber processing in Tuatapere.
- Opportunity for recycling materials from around the town and rural area to reflect the rural heritage/context.

11 | TUATAPERE MAIN STREET MASTERPLAN

KEY

LANDSCAPE ECOLOGY

- Parkland amenity
- Waterways

CONNECTIVITY

- Roads
- Pedestrian paths

PUBLIC AMENITY

- Library
- Local Saturday Morning Market

NEW INITIATIVES

- Intensified Commercial Zoning
- New Urban Residential Housing
- Strategic New Development Sites
- Sealed Railway Road
- Potential Street Network
- Potential Playground/Skatepark
- Potential Village Green
- Gateway
- Improved Main Road Parking
- Traffic Calming
- Improved Ferry Road Intersection
- Repainted and Create Commercial Main Road Buildings
- Native Planting to Replace Macrocarpa Hedge

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12 | TACTICAL METHODOLOGY

'Tactical urbanism' is a design methodology and engagement strategy that involves implementing temporary interventions to test designs with the community in a low-cost, low-risk and low-commitment way. This has been demonstrated in other small and large towns in New Zealand and internationally, to empower the community to trial a design out for themselves and provide feedback before a permanent design is implemented. Such an approach could be used to test some of the Tuatapere Main Street key moves, such as the potential traffic calming measures, changes to parking and testing out the creation of a double-sided main street.

Our experience both here and overseas shows us that successful spaces are created by shaping our towns and cities in ways that allow more people to move around more efficiently, and in creating vibrant spaces for people to enjoy. These sorts of changes in our streets can be challenging to deliver, and towns and cities are finding that experimenting with changes can help people reimagine their streets, ultimately leading to the successful implementation of projects in the long-term.

As a design methodology and engagement strategy, Tactical Urbanism involves implementing temporary 'tactical demonstrations' and 'trial interventions' to test living, breathing versions of designs with communities in real time. This real-world testing focuses on delivering streets that put people first – making them safer and more liveable. The tactical methodology is a collaborative design process which allows the community to be directly involved in shaping the way a project is created and delivered. The process involves designing with the community rather than for the community, resulting in a design that is generated as much by the community and collaborators as it is by the designers.

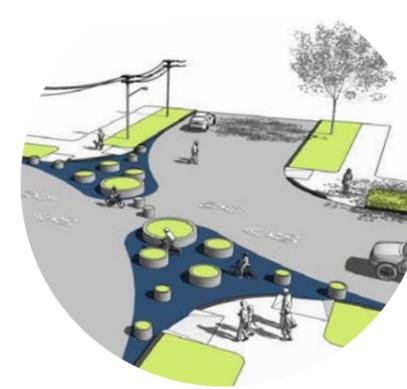
Waka Kotahi provides a funding programme termed Innovating Streets for People to harness this tactical approach. All Councils have been invited to submit their projects to bid for specific funding packages with projects in Gore and Invercargill successful in gaining funding from this programme. This programme is likely to be opened up again in near future and requires strong community support, backed by Council and a robust strategy (this document could be a key supporting piece).



Demonstration Event

A small event is staged over one - two days to socialise and test a proposed use or a series of alternate uses and explore the potential of the project. Successful features and lessons learnt are incorporated into the next phase of the project. The areas of the design that don't work are refined and re-tested through an interim design.

Example: The through road at an intersection is closed to vehicles for a day as part of an activation event to test and socialise the proposal.



Interim Installation

An updated design is installed for 3 - 6 months with more durable materials to observe and test changes in behavior, potential safety issues and effects on the road network and further refine the design.

Example: The through road is closed to vehicles for 6 months utilising large planters and super graphics.



Permanent Installation

Lessons learnt during the interim installation are fed into the design of the permanent installation.

Example: The through road intersection is closed permanently to traffic by extending the kerb into the existing carriageway (and integrating water sensitive design into the area) while still allowing pedestrians and cyclists through.

INCREASING TIME AND INVESTMENT REQUIRED FOR IMPLEMENTATION

** The methodology presented above is an overview only. Specific project plans would need to be developed on a project-by-project basis.*

13 | POTENTIAL INTERVENTIONS

1A | Food Festival Demonstration Event | Pipe Band Hall Carpark



The Tactical Urbanism methodology could be used to test some of the key moves articulated for the Tuatapere Main Street including making the main street double-sided; greening the street and the thematic use of 'timber' in the streetscape with planter boxes referencing the heritage beginnings of Tuatapere. The Tactical Urbanism methodology could also be used to test traffic calming measures and safer crossings.

Activation events such as a Tuatapere 'Food Festival' would provide good community feedback on the viability of these initiatives and would be a good opportunity to promote the town.

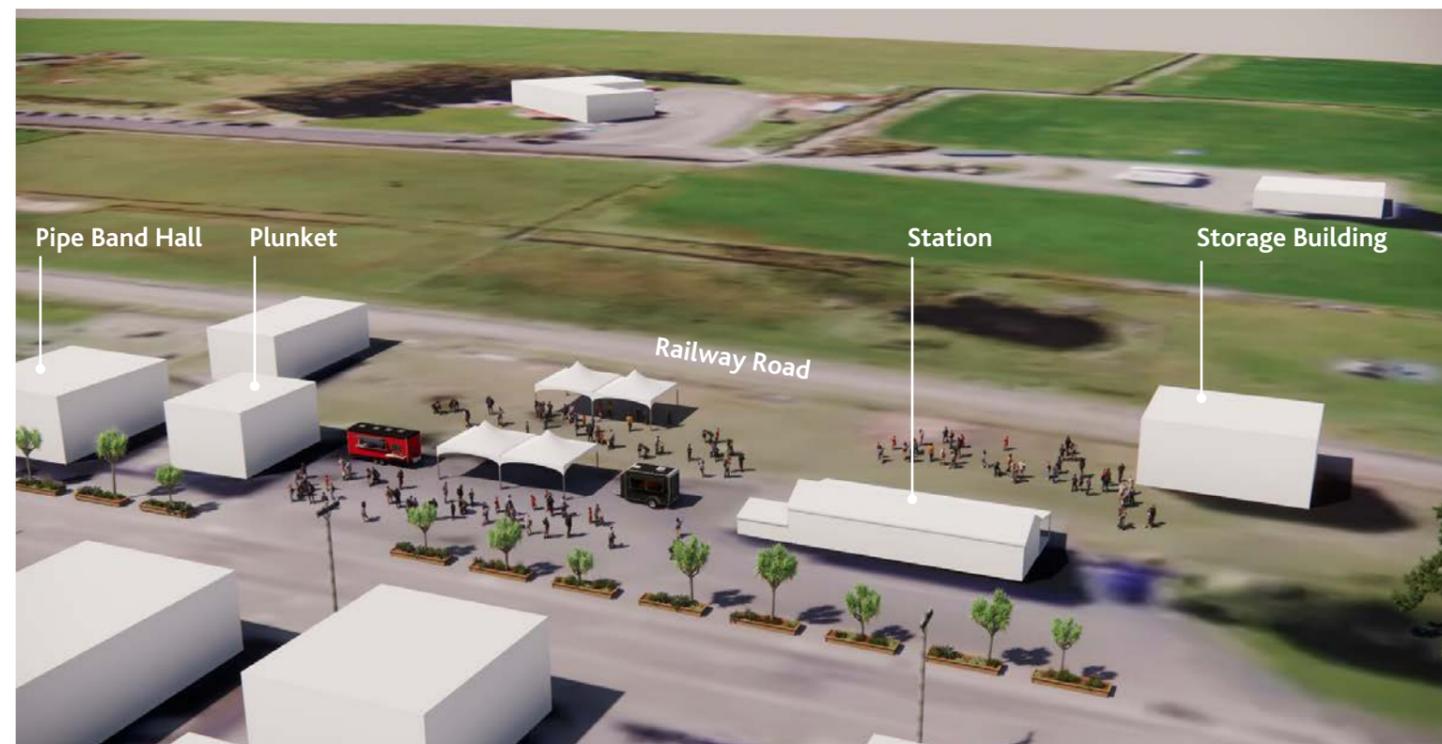
1B | Potential Future Development | Pipe Band Hall Carpark



Should the demonstration event prove to be successful, and if the community supports the direction of these initiatives, the next steps could be to plan for future rezoning and development based on the outcomes of the codesign process with the community.

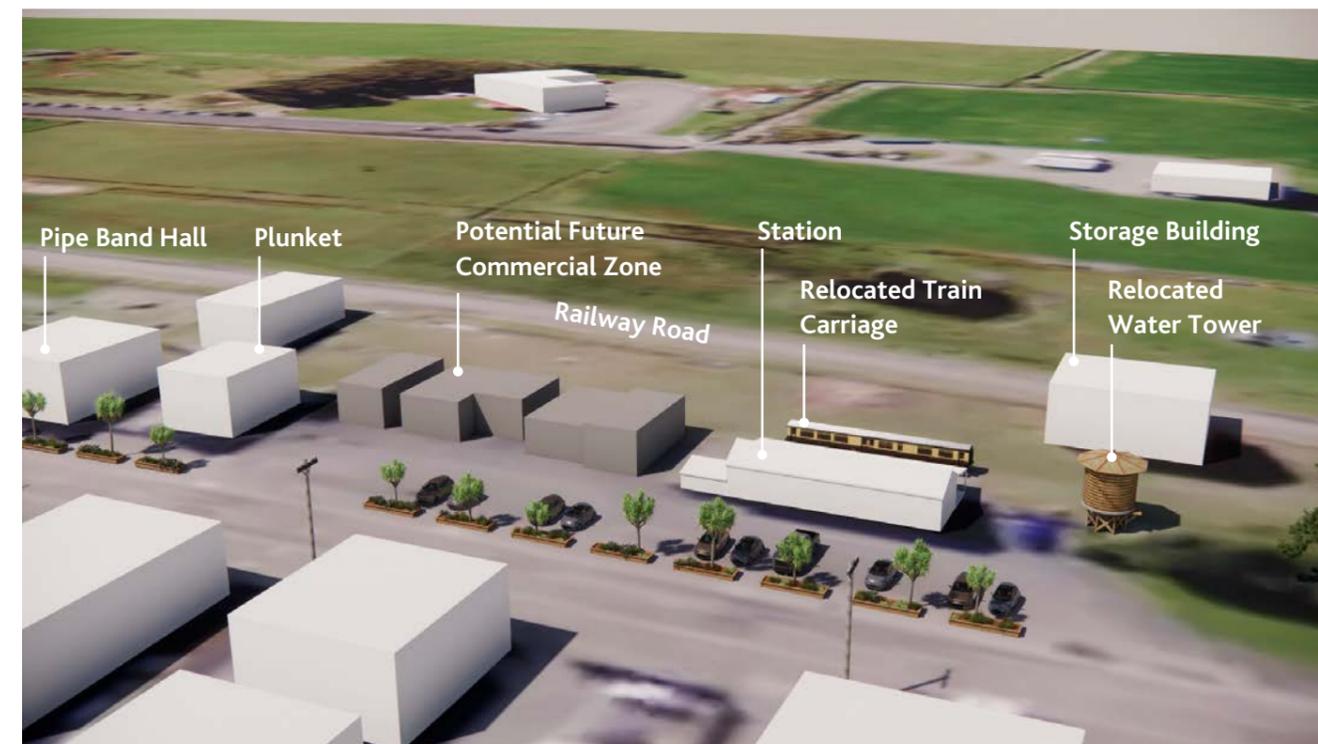
13 | POTENTIAL INTERVENTIONS

2A | Food Festival Demonstration Event | Train Station



The Tactical Urbanism methodology could also be used to test the repurposing of the old Tuatapere Railway Station and Railway Storage Buildings as tourism related ventures with an activation event used to test out potential spatial layouts for the precinct.

2B | Potential Future Development | Train Station



An historic railway station precinct would support Tuatapere's role as a gateway to the Hump Ridge Track.

Tuatapere as a town would benefit from leveraging the anticipated increase in tourists from the Hump Ridge Track to showcase a menu of natural wonders and activities that are on its doorstep, which keep walkers and other travellers in the town and spending money on accommodation, food and attractions.

13 | POTENTIAL INTERVENTIONS

3A | Main Road / SH99 (Near Gillies St) | Existing



Looking south from near the Gillies Street intersection, the Tuatapere Main Road has the appearance of a rural highway and is predominantly hard surfaces with large expanses of asphalt and an extra wide concrete footpath on the supermarket side with overhead power lines.

The businesses and amenities such as the public toilet are spread out along the main road and there is little to indicate that this is a town centre or a place to stop.

The Tuatapere Hotel and Tui Base Camp on one side of the road and the Four Square Supermarket on the other side, with parallel parks on both sides of the road. There is a slip lane and additional parallel parks from the hotel through to the public toilets. There are no street trees on the main road in this area.

3B | Main Road / SH99 (Near Gillies St) | Proposed



Interventions on the main road are intended to create a sense of arrival so that passing tourists have visual cues to stop in Tuatapere.

The long-term vision would be to create a focused area of development that supports the tourism infrastructure present and includes the following moves:

- Create a double-sided main street with commercial buildings on both sides of the street to build on the existing tourist infrastructure in this area - refer to the Rail Station options analysis
- Break up the extent of asphalt with pockets of planting and street trees within timber planters that could build on the timber industry heritage of Tuatapere.

13 | POTENTIAL INTERVENTIONS

4A | Main Road / SH99 (Near Hungry Hippo) | Existing



Looking north on the main road from around the Hungry Hippo, the road has predominantly hard surfaces with parallel car parks on both sides of the road and a large car park between the public toilet and the Pipe Band Hall.

There is a large shelterbelt adjacent to the carpark which obscures views through to the campground on Railway Road. There are small areas of planted beds adjacent to the RSA Memorial Hall.

4B | Main Road / SH99 (Near Hungry Hippo) | Proposed



Interventions on the main road are intended to create a sense of arrival so that passing tourists have visual cues to stop in Tuatapere.

The long-term vision would be to create a focused area of development that supports the tourism infrastructure present and includes the following moves:

- Create a double-sided main street with commercial buildings on both sides of the street to build on the existing tourist infrastructure in this area - refer to the Rail Station options analysis
- Break up the extent of asphalt with pockets of planting and street trees within timber planters that could build on the timber industry heritage of Tuatapere
- Remove the shelterbelt planting and replace with suitable low native planting to allow views through to the tourism infrastructure (campground and mini-golf) on Railway Road.

13 | POTENTIAL INTERVENTIONS

5A | Main Road / SH99 (South of Rail Station) | Existing



Looking north on the main road from the end of the timber yards, the main street has the appearance of a rural highway and is predominantly hard surfaces with large expanses of asphalt but is starting to indicate the arrival into a town settlement by the residential housing on the left hand side of the road.

There is residential housing on one side of the road with a narrow footpath with a grass berm strip next to the kerb. The opposite side of the road features a large shelterbelt adjacent to the old railway line.

5B | Main Road / SH99 (South of Rail Station) | Proposed



Gateway signage at this point would emphasise the sense of arrival into Tuatapere. The town could continue with its branding as the 'Sausage Capital of New Zealand' with signage and sculptures often used by small centres to provide visual landmarks.



Tuatapere could also consider leveraging its new role as the 'Gateway to the Hump Ridge Track' and use branding such as hiking equipment to highlight the tourism infrastructure present for this cohort of tourists.

13 | POTENTIAL INTERVENTIONS

6A | Main Road / SH99 (near Jenkins Road) | Existing



Looking north on the main road from near Jenkins Road as you enter Tuatapere, the first sight of the town is the industrial timber yards with corrugated iron buildings and stacks of timber. The timber yards have white picket fencing on one side of the road edge and post and rail fencing on the other side.

6B | Main Road / SH99 (near Jenkins Road) | Proposed



Planting suitable trees in front of the timber yard fences would help to soften the industrial appearance of the entrance to town and help elevate the tourist experience of entering the town from this route. Lower planting on the other side of the road would also help to screen the industrial activity in this area.

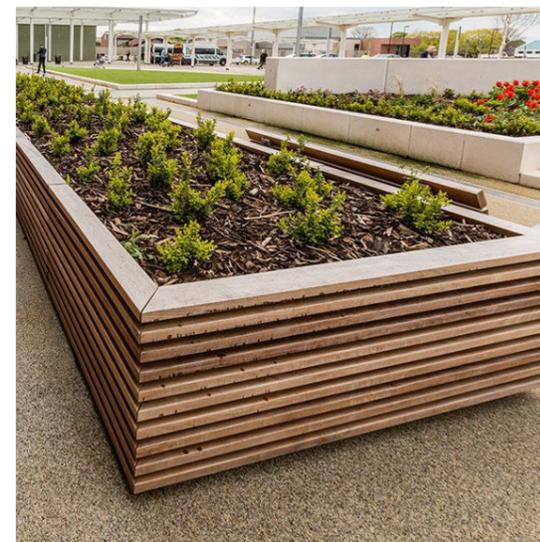


14 | LOOK AND FEEL

Tuatapere Main Street has large areas of asphalt with minimal street furniture and street planting.

Timber planter boxes at intervals along Main Street could be crafted by a local craftsman and would add significantly to the visual amenity of the street.

The thematic use of 'timber' in the streetscape beautification could be used to reference the heritage beginnings of Tuatapere.



15 | TUATAPERE MAIN STREET NEXT STEPS

Following the phase 3 and community engagement, the next steps for this project is to take the community feedback and amend the document to include an itemised implementation plan. This will cover the main initiatives identified in the flexible masterplan including who will lead and assist, the estimated budget & funding sources required and the timeframe for completion.

This development plan is scheduled to be reviewed and adopted by the Te Wae Wae Tuatapere Community Board in August 2022. Funding for the implementation plan will be considered in the 2023-2033 Southland District Council Long Term Plan which has its own consultation process beginning in the first quarter of 2023.

16 | TUATAPERE MAIN STREET COMMUNITY FEEDBACK SOUGHT

Community feedback is important to help prioritise the projects and to help the Community Board understand whether the community believes the key moves will help develop some of the town's untapped potential.

- 1. Do the believe these key moves will help to address some of the opportunities and constraints the town is facing?
If so why or why not? ?*
- 2. Do you think that if there is increased opportunities to move to and buy residential land in Tuatapere, that this could create an increase in business growth and vibrancy in the main street? If so, why or why not?*
- 3. If these key moves go ahead, would you like to see some of them trialled through temporary events/activities prior to a full funding commitment being made for the permanent solution?*