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LOCAL TOURISM PLANNING  
AND URBAN DESIGN:  
THE REINFORCEMENT OF "IMAGE" AT  
NATIONAL PARK TOWNSHIP,  
TONGARIRO  
NATIONAL PARK

A thesis presented in partial fulfilment of the requirements  
for the degree of Master of Philosophy in Regional Planning at  
Massey University.

Brent A Vivian  
1990

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# CHAPTER 1

## LITERATURE REVIEW: 'IMAGE' REINFORCEMENT AND URBAN DESIGN

### 1.1 INTRODUCTION

The Ruapehu District Council wishes to promote and develop National Park township as an attractive tourist destination in light of there being a number of development opportunities for the township. However, achievement of these opportunities is constrained by the fact that the township has a significant 'image' problem at both the pre and post-visit stages of the 'recreational experience'. This has been indicated by summer and winter surveys of users of Tongariro National Park and surrounds, conducted from January to March, and August to September 1989.

As such, the findings of these surveys (summarised in Appendix 1) provide the basis for a statement of the problem situation and study goals which will indicate how the local tourism planner can contribute to overcoming an image problem of National Park township and thereby help fulfil the township's tourism potential.

Before this is undertaken, however, it is necessary to understand the implications of an 'image' problem, the urban design goals that the local tourism planner can adopt to address this problem, and the planning tools available to the planner to facilitate achievement of these goals.

Chapter 1 will therefore involve:

- defining 'image' as it has been applied in the geographical and tourism literature.
- demonstrating why it is important, economically, for a tourist location to evoke positive 'induced' and 'organic' images in people.
- outlining the context in which a favourable 'image' should be sought (in terms of each stage of the 'recreational experience' framework).
- identifying the goals which contemporary urban design should seek to incorporate as guidelines, and describing the nature of design guides.

## 1.2 DEFINING 'IMAGE'

### 1.2a 'IMAGES' IN GEOGRAPY

#### *Introduction*

In the geographical literature, the term 'image' has appeared under the guises 'spatial image', 'mental map', and 'cognitive map', and been used to refer to:

"a cognitive representation of the nature and attributes of the spatial environment."

(Downs and Stea, 1973, P79)

The use of the former term, first introduced by Boulding (1956) and Lynch (1960), has subsequently declined due to its use in a misleading and restrictive way to emphasise the 'seeing' aspect of imagery, leading some people to equate imagery with the cognitive equivalent of vision (Downs and Stea, 1973). As a consequence, 'cognitive map' is now the preferred term.

### *The Cognitive Mapping Process*

A suggestion of the process involved in the derivation of a 'cognitive map' is given in the following definition of 'cognitive mapping':

"Cognitive mapping is a process composed of a series of psychological transformations by which an individual acquires, codes, stores, recalls, and decodes information about the relative locations and attributes of phenomena in his or her everyday spatial environment."

(Downs and Stea, 1973, P9)

These transformations are in effect a series of stimulus-response type activities of unknown physiological and controversial psychological origins. While it is beyond the scope of this project to investigate the origins of these particular transformations, it is useful to clarify the meaning of 'cognition' in a spatial context and to outline the nature and functions of the cognitive mapping process in light of the potential impact of this particular process on tourism behaviour and therefore on the economy of a tourism dependant town.

In a spatial context, cognition is concerned with the way in which people apprehend, observe and understand the objects and events outside of their immediate visual, aural (hearing), and olfactory (smell) surroundings which are not linked to their immediate behaviour. In this respect, 'cognition' differs from 'perception' by scale as the latter relates to objects and events in ones immediate environment (Down and Stea, 1973).

Stemming from this is the function of the cognitive mapping process which is to enable people to make informed locational decisions about where to travel and what to expect to see at a particular destination. The end product of this process is the 'cognitive map'; the nature of which is dependant upon two main sources of information (Down and Stea, 1973):

The first of these sources is direct information received through the sense modalities, which are visual, tactile, aural, olfactory and kinaesthetic, upon visit to the destination (Down and Stea, 1973). In this respect, visual observations are the most important as 'seeing is believing', while aural, tactile and olfactory senses serve to enrich and expand our visual images, which may be influenced by vivid, emotionally charged memories of past events and scenes (Tuan, 1974).

The second source of information is vicarious, which refers to face-to-face and second-hand contact, for example, through verbal description, a cartographic street map, a T.V film, a colour photograph, or a travel brochure. In this respect, the way in which people process vicarious information may lead to their 'cognitive map' of a particular destination being either incomplete, distorted, schematized (the categorising of spatial information, for example, according to convention) or augmented (containing fictitious elements) in relation to reality (Down and Stea, 1973). This may also occur as a result of distorted advertising of a particular destination and this needs to be borne in mind in relation to peoples expectations of places which are partly derived from advertising.

## 1.2b 'IMAGES' IN TOURISM

### *Introduction*

The definition of the cognitive mapping process and the summary of its nature and functions provide an understanding of the term 'image' in a spatial context. As such, it gives an appropriate background in which to consider 'image' as it has been applied in the tourism literature.

In the tourism literature, a differentiation has been made between an 'induced' and 'organic' image (Gartner and Hunt, 1987, in reference to earlier work by Gunn, 1972). Both of these terms will now be discussed:

### *Induced Images*

An 'induced' image refers to the negative and/ or positive impressions (or perceptions) and evaluations held individually or collectively of a travel location to which people haven't been to before. (Gartner and Hunt, 1987, in reference to earlier work by Gunn, 1972; World Tourism Organisation, 1979; McLellan and Foushee, 1983). It may be acquired through direct and vicarious sources, such as conversations with acquaintances, advertising and promotion, news accounts, and editorial stories (Gartner and Hunt, 1987, in reference to earlier work by Hunt, 1971).

Direct attempts to create a favourable induced image at a place is known as boosterism. In the United States alone, there are 183 cities and towns that boast the epithet 'Gate' or 'Gateway' to emphasise their respective character as a passageway or route. Differing in approach but not in aim are postcards, which project a clear, visual image of the worthiness of a main street, a park, or a memorial, in order to capture the essential character of a town or city (Tuan, 1974).

It is important to recognise that induced images can vary markedly according to a person's age, home residence, individual characteristics, and interests (Pearce, 1982). People interested in camping, for example, will have an image of a place which will differ from that of people who seek other forms of accommodation (La Page and Cormier, 1977). This tends to suggest that significant differences exist in the cognitive maps of different groups.

### *Organic Images*

An organic image is the impression (or perception) formed by the tourist through actual visitation of a travel location (Gartner and Hunt, 1987, in reference to earlier work by Gunn, 1972). As with an induced image, an organic image may involve an evaluative component. This type of image is derived from our visual, aural, and olfactory sense modalities, and involves, for example, an evaluation of the location and surroundings, the authenticity of the site, the weather, social encounters, and the hospitality of the resident population. An organic image will also be influenced by individual attitudes, preferences, and the extent to which the expectations of the visitor are met.

As with an induced image, it is important to acknowledge that organic images can vary markedly according to a person's age, home residence, individual characteristics, and interests (Pearce, 1982).

### 1.3 THE BENEFITS OF 'POSITIVE IMAGE'

#### 1.3a INTRODUCTION

The role of a favourable image in contributing to the economic prosperity of a tourist location will now be considered. This is necessary because without evidence of the benefits that accrue to a community as a consequence of image enhancement, there is no justification for attempting to achieve this.

The distinction made between an induced and organic image will provide the framework in which to consider this:

#### 1.3b INDUCED IMAGES

Hunt (1971, 74), Mayo (1973), and Embacher and Buttle (1989) have recognised that the induced image that potential travellers evoke of a tourist location when they are thinking about and planning for a trip, is a critical factor in determining whether they actually visit that destination. Fridgen (1984) has noted that induced images can influence spending patterns, planned length of stay, and planned activity patterns. Research conducted by Gartner and Hunt (1983) has quantified these assertions by finding, circumstantially, that non-resident travel to the state of Utah, in the United States, from 1971 to 1983, increased at the same time that image improvement occurred, and that one of the two main reasons for this trend was an induced factor.<sup>1</sup> This means that 'induced image' is extremely important because it affects the likelihood of a place fulfilling its tourist potential and accruing the economic benefits derived from this. A distorted, negative image, for example, of the natural environment, climate, and people of a place will detract from it benefiting economically from tourism (Gartner and Hunt, 1987, in reference to earlier work by Hunt, 1971).

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<sup>1</sup>For an examination of the methodology, results and discussion of this study refer to: Journal of Travel Research; Volume 26, Number 2; Fall 1987; Pp 15-19

### 1.3c ORGANIC IMAGES

Work by Kaplan and Talbot (1983) has found that for people back from a wilderness experience, negative experiences fade, while the more positive experiences are recalled with more accuracy (Fridgen, 1984). However, this does not address the often reported case in which a traveller will remember a serious negative event or circumstance for years (Fridgen, 1984).

In terms of the implications of a traveller returning home with a negative organic image of an overseas country, Pieruccina (1974) has stated:

"The adverse publicity this country receives in a local pub when a dissatisfied Briton returns home from his trip to the United States cannot be offset by spending thousands of dollars in the promotion of United States Travel Brochures"

(Pieruccina, taken from McLellan and Foushee, 1983, P2)

This indicates that in order for a tourist location to fulfil it's tourist potential and accrue the economic benefits that accrue from this, it is essential to ensure that the tourist returns home with a positive organic image of the place they have visited.

## 1.4 CONTEXT OF 'POSITIVE IMAGE'

### 1.4a INTRODUCTION

Having established the economic reasons why it is desirable for a place to have a positive image, it is necessary to consider the 'image' conditions required at all stages of the 'recreational experience framework' in order to ensure that a tourist location will benefit economically from tourism.

The 'recreation experience' framework was developed by Clawson and Knetsch (1966), and has been credited by Fridgen (1984) with providing a meaningful link between environmental and social processes, and travel and tourism behaviour (Fridgen, 1984).

The induced and organic 'image' conditions required at each step of this framework will now be discussed.

### 1.4b INDUCED IMAGE

#### *Anticipation*

At the anticipation stage of the recreation experience, potential tourists plan and think about their trip. As they do this, they consult with direct and vicarious sources of information including brochures. It is therefore imperative that advertising and promotional brochures invoke a positive induced image of a location. As Mayo (1973) has stated, whether an induced image is a true representation of what a destination has to offer, is less important than the fact that as far as each potential tourist is concerned, their image represents reality.

Little (1967) (taken from Gartner and Hunt, 1987) and Goodrich (1978) have suggested how a positive induced image may be achieved. They state that astute advertising and marketing of the unique and diverse facilities of a given area

can play an important role in improving image and capturing the economic benefits that can be derived from tourism.

In this sense, 'unique' refers to the fact that every place has a combination of geological and human history, climate, socio-economic, religious, and political characteristics, plants and animals (etc), characteristics that make this particular place unique.

Rosenow and Pulsipher (1979) have stated that the unique features of a place are those that generally give a community a 'sense of place'. Similar in meaning are 'spirit of place' and 'genius-loci'. The Essex County Council (1973), Garnham (1985), and Park (1989) have referred to these terms as meaning 'special uniqueness', 'character', and the attendant 'spirit' allotted to every place at birth. Genius-loci will be the term adopted throughout the rest of this project to refer to these special characteristics of place.

#### *Travel to the Destination*

At this stage of the recreation experience, the induced image of tourists will be reinforced or tarnished as they travel to their chosen destination, especially if the means of travel is overland, by bus, car, or train. If the sights viewed in the approach to the chosen destination are contradictory to expectations, then the induced image that people have of their chosen destination will be negatively affected. In this respect, Evans and Wood (1980) consider that negative perceptions of scenic corridors increase as the number of artifacts of human intrusion increase. Undoubtedly, this is related to peoples expectations of what they will see in scenic corridors.

This point is important because it highlights the need to ensure that images derived from approach roads to tourist locations are consistent with the images projected of these places in tourist brochures.

#### 1.4c ORGANIC IMAGE

##### *Travel to the Destination*

It is important for communities en-route to other places to elicit the curiosity and empathy of travellers (Fridgen, 1984). Unfortunately, little research has been done regarding how this may be achieved, but significantly, Rosenow and Pulsipher (1979) have suggested that billboards are ineffective.

Tuan (1977) has provided an insight into this problem by stating that travellers deliberately search for highly 'visible' or 'imageable' landmarks on the horizon. In this respect, Appleyard (1979) has stated that high visibility is desirable in areas adjacent to the main road network, while high imageability is achieved through surprising or unique design incorporating distinctive height, length dimensions and other means of differentiation, including colour, texture, style and form.

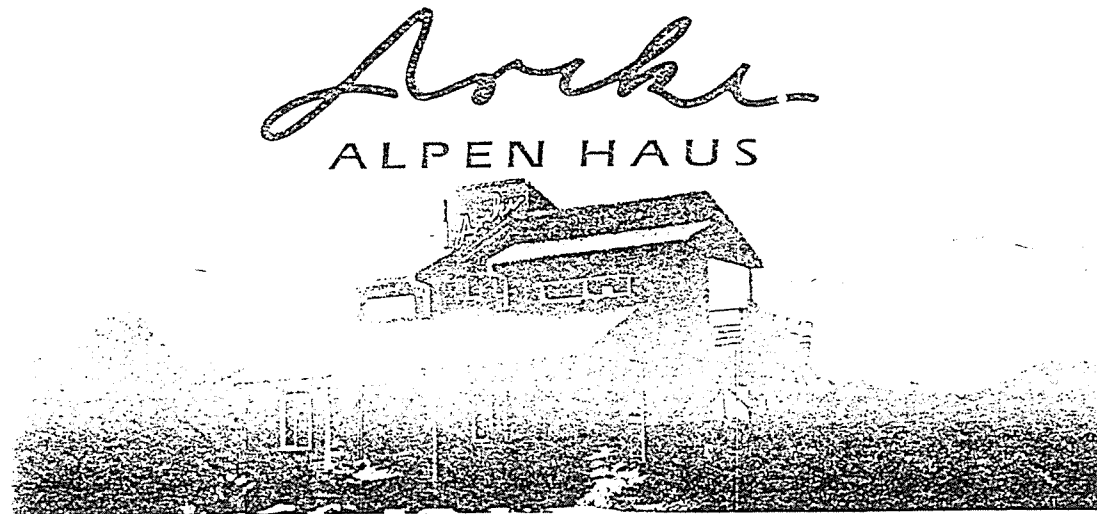
By providing a positive image in terms of high imageability and visibility, the passer-by may be induced into stopping for a brief while, purchasing items or even staying overnight, thereby increasing the economic benefits accruing to a local community.

##### *On-site Experiences, Evaluations, and Impressions*

Tourists form organic images of their destination at this stage of the 'recreational experience, and these images are based on their expectations prior to the trip and on impressions and experiences formed during the trip and on immediate arrival at their destination.

It is very important for the on-site (organic) image to reflect the image evoked prior to departure (induced) in order to ensure that expectations of natural and built qualities, weather, cost and availability of facilities, services and activities, and social atmosphere of the destination are actually met.

Figures 1 and 2 are photographs of the same alpine accommodation lodge taken from identical positions. The top photograph has been extracted from a tourist brochure, while the bottom one has been photographed by the writer.



GUEST HOUSE ACCOMMODATION WITH A COMFORTABLE HOMELY ATMOSPHERE IN TRUE MOUNTAIN TRADITION INCLUDING DINNER, BED AND HOT BREAKFAST.

SPA  
SAUNA  
DRYING ROOM  
OPPOSITE TENNIS COURTS  
OPPOSITE PUB

WE CATER FOR COUPLES,  
SMALL GROUPS OR INDIVIDUALS,  
WITH DAILY, WEEKLY, MONTHLY  
OR SEASONAL RATES.

MID-WEEK (TWIN SHARE)	WEEKENDS (TWIN SHARE)	WEEKLY (TWIN SHARE)
\$65. <sup>00</sup> PER PERSON PER NIGHT	\$75. <sup>00</sup> PER PERSON PER NIGHT	\$405. <sup>00</sup> PER PERSON PER WEEK

8 WARD ST., P.O. BOX 13. NATIONAL PARK. N.Z. Tel: (64)(0812)(22)801.

Figure 1- Promotional Brochure of Arika Alpen Haus, National Park township

The picture in Figure 1 is designed to create a positive induced image of the lodge and its surroundings. Notice however that the details of the immediate surroundings have been blurred and that the mountains and native bush have been sketched in to reinforce the 'unique alpine setting' of the lodge.



*Figure 2- Photograph of Arikī Alpen Haus, National Park township*

In contrast, this photograph gives a better indication of the lodge in reality. It can be seen that the 'native bush' is really broom, that the power poles have been deleted from the brochure picture, and that the Tongariro mountains are obscured from view at this particular angle.

These photographs show how an induced image can be created which differs from its image at the organic level. In this instance, a negative tourist experience will likely occur as the expectation of the tourist will not met in reality. In light of this, it is the task of the local tourism planner and marketer to work together to ensure that images portrayed in brochures are actually grounded in fact.

At this stage of the recreation experience, the hospitality experience which consists of the interaction between the tourist, host, and facility is also important in helping realise the tourist potential of a location. In this respect, surveys of behaviour-settings<sup>1</sup> should be undertaken to facilitate an understanding of tourist-host conflicts, and to provide an insight into measures that can be adopted to avoid these conflicts in the future (Fridgen, 1984, in reference to earlier work by Wicker, 1981).

It is also important that the tourist location be perceived as being authentic. Indeed, Cohen (1979) and Pearce (1982) have suggested that satisfaction is related to the perception of authentic tourist attractions, and that satisfaction is diminished if the tourist feels that the settings are faked or staged.

#### *Return Travel*

At this stage of the recreation experience, tourists return to their homes. During this stage, it is important for tourists to form favourable organic images of the return trip, since it is this part of the trip which is the freshest in the mind of the returned traveller.

At the regional level, this means that the images projected on overland departure routes should be reflective of the image of the location that has just been visited. Through the provision of side-trips, activities and facilities are provided that can reinforce the image of the chosen destination.

#### *Recollection*

During the recollection phase of the recreation experience, the tourist consolidates impressions and perceptions of the travel experience into memories, emotions, and evaluations (Fridgen, 1984).

---

<sup>1</sup>A tourist destination is comprised of a multiple of behaviour-settings, many devoted to the satisfaction of the tourist

Where tourists induced and organic image of a particular destination are similar, the prospect of their return to this destination is greater as their expectations are more likely to have been met. In addition, the impression they give to friends and acquaintances is more likely to be positive, and this can help maximise the economic benefits that can accrue to a settlement through tourism.

## **1.5 URBAN DESIGN GOALS**

### **1.5a INTRODUCTION**

A role of the local tourism planner is to ensure that the tourist has a favourable experience at the 'on-site' phase of the 'recreational experience'. The local planner must therefore ensure that the visual, aural, and olfactory characteristics of a settlement are attractive to the tourist and meet their expectations.

The local planner may achieve this in two ways. Firstly, by formulating design guidelines and a works programme that attempt to achieve recognised urban design goals. Clues as to the nature of these goals have already been expressed, which include 'visible' and 'imageable' design. Secondly, by co-ordinating with the local tourism marketer to ensure that the unique, positive image that tourist marketing literature attempts to evoke, is actually grounded in fact at the organic level.

This project is concerned with the first of these points. The 2 goals that contemporary urban design should seek will now be discussed.

1.5b DESIGN GOAL 1

- *to provide a safe, convenient, and visually and physically satisfactory built environment.*

There are also a number of other goals that have been outlined in the urban design literature which reinforce this more general goal. They are:

- to give visual coherence and organisation to the relationship of buildings, or masses, to each other, and to the spaces they enclose, and, in turn, the relationship of the spaces to each other, in contrast to adhering to the process of piecemeal and unco-ordinated block-by-block redevelopment. This type of design is described as 'holistic', and is the essence of urban design (Lynch, 1960; Cullen,1961; McConnell,1968).
- to provide a 'responsive' public space, in which the opportunities of users are maximised by the degree of choice available to them. The qualities which go towards making a responsive environment are:
  - permeability- affects where people go.
  - legibility- enables people to 'read' their environment.
  - robustness- allows people to use places for different purposes.
  - variety- enables a place to offer people a range of experiences.
  - visual appropriateness and richness- the extent to which a design puts up visual clues in detail from it's surroundings and helps people to interpret the meaning of their environment.
  - personalisation- the extent to which people can put their own stamp on their environment.

( Bentley, Alcock, Murrain, McGlynn, and Smith, 1985)

In addition, these qualities should be applied to all relevant elements of the physical environment at the detailed scale of public space. Tibbalds (1986) states that these include buildings, roads, footpaths, hard and soft landscaping, signage, lighting, seats, colour, sounds, and smells.

- to ensure adequate visual and aural privacy, sunlighting and daylighting, and private open space is provided for each dwelling (Essex County Council, 1973; Department of Local Government, Melbourne, 1979; Den-Ouden, 1980; Ministry of Works and Development (N.Z)).
- to ensure structures and roads have appropriate form, scale and proportion, pattern, colour, and texture features (Essex County Council, 1973; Reekie, 1972; Den-Ouden, 1980; Howe and Alexiou, 1989).
- to build structures that are functional and reflective of their use (Knox, 1988; Goodey, 1988; Downton and Hamnett, 1988).

#### 1.5c DESIGN GOAL 2

- *to provide development in the present day built environment that reinforces the unique image, distinctive character, and spirit of place or genius-loci of a place* (Duerksen, 1986; Essex County Council, 1973; Lynch, 1960; Rosenow and Pulsipher, 1979; Garnham, 1985; Collins, 1986).

#### 1.5d DESIGN GUIDES

The planning tool that is used to achieve urban design goals is the design guide.

Design guides indicate the basis upon which development can or cannot take place, by establishing reasonably definitive criteria for certain aspects of performance, in terms of their effect on 'innocent' neighbours. Examples include privacy, access, and visual and noise intrusion. Because they take a positive approach to development control, and appear to promote both quality and efficiency in the environment, they have found increasing favour over the last fifteen years as a means of controlling development (Reed, 1979).

Of all the design guides produced in the U.K, the forerunner is "A Design Guide for Residential Areas", formulated for the Essex County Council in 1973. The aim of this guide is to combine the creative expertise of the architect with the

financial knowledge of the developer, and to gain a greater quality in any resulting changes (Reed, 1979).

In Australia, a leading set of urban design guidelines are those for the city of Adelaide. These guidelines form a non-statutory addendum to the plan and seek to translate its descriptions of 'desired future character' into visual images. In other words, they consist of an illustrated rulebook, or manual, containing examples of what is regarded as 'good' or 'bad' urban design in the Adelaide context (Downton and Hamnett, 1988).

These guides provide useful models from which to derive appropriate design guidelines for National Park township.

## 1.6 SUMMARY

The implications of a settlement having an induced and organic image problem are profound. It can serve to undermine the economic benefits that can accrue to a community when the tourism potential available to it is fulfilled.

Fulfilment of this potential can be facilitated by ensuring that the tourism marketer and planner enforce a number of 'image conditions' at each stage of the 'recreation experience'. These are predominantly based on projecting a 'unique' image.

A specific role of the local tourism planner is to ensure that a positive organic image is evoked at the on-site stage of the 'recreation experience'. Incorporating the goals of urban design into design guides can facilitate this.

## **CHAPTER 2**

### **THE PROBLEM**

#### **2.1 INTRODUCTION**

Chapter 1 has provided the conceptual background by which to understand the problem situation existing at National Park township.

This chapter will outline the reasons why it is considered desirable to improve the significant image problem existing at National Park township (refer to Appendix 1). Specifically, this chapter will provide a background and statement of the problem situation, the objectives of the study, and the context and scope of the study in respect to local, regional, and national levels of tourism planning.

The objectives of the study will define the parameters to derive an appropriate design process to address the image problem at National Park township. This process will be given in Chapter 3.

#### **2.2 LOCATION**

National Park township is situated on the Central Plateau of the North Island of New Zealand, 43 kilometres south of Taumarunui, in the Ruapehu District. It's location in terms of the geography and settlement pattern of the Central North Island is shown in Figure 3.

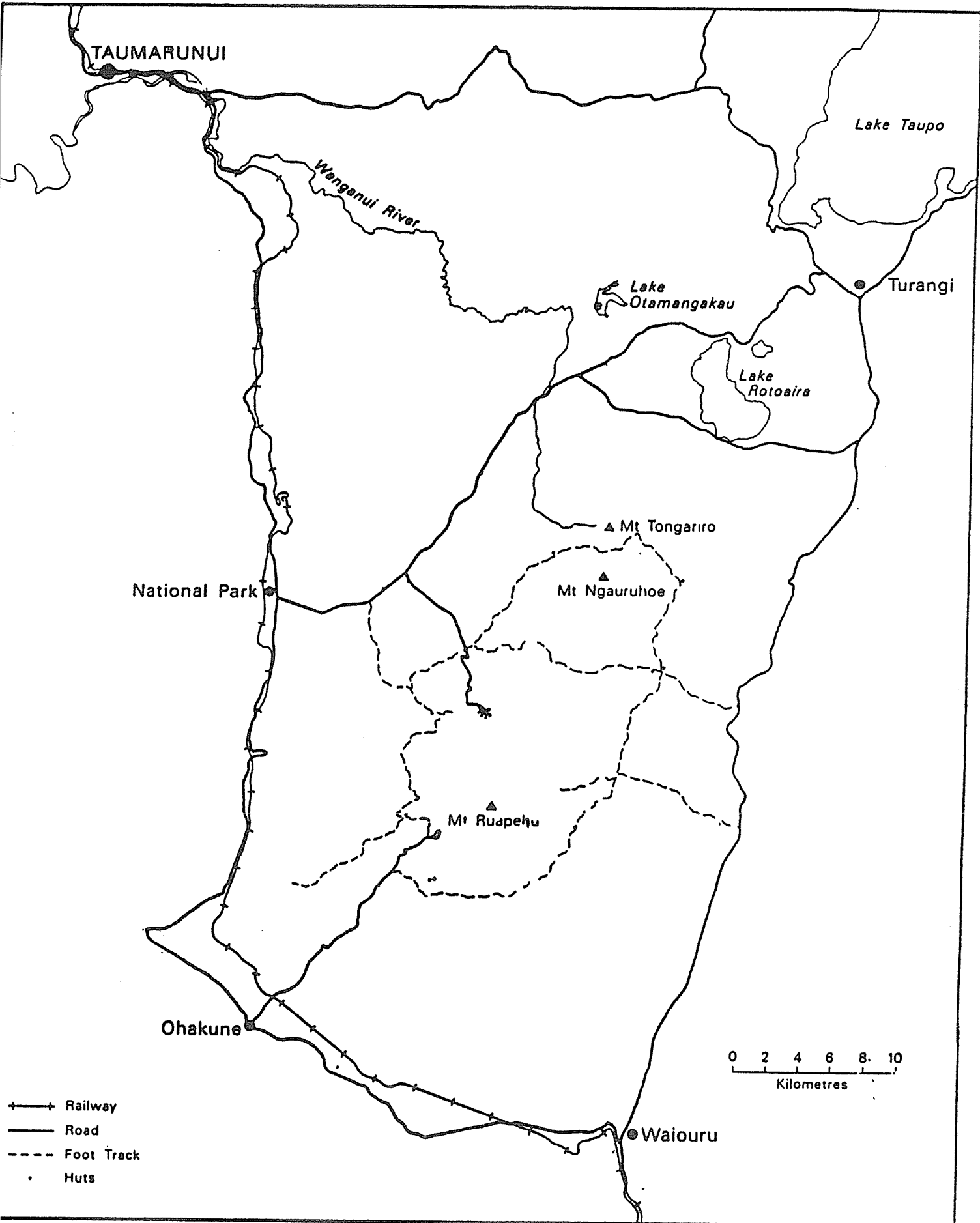


FIGURE 3

LOCATIONAL MAP - RUAPEHU REGION

## 2.3 BACKGROUND OF THE PROBLEM

### 2.3a DEVELOPMENT OPPORTUNITIES

In July 1985, the now defunct Taumarunui County Council<sup>1</sup> compiled a report to document the potential of the township to occupy a significant role as a tourist and service centre. It was concluded that the conditions were right for the development of National Park township as a tourist centre of regional significance. While development since 1985 has been slow, despite invitations from the Council for enquiries by interested developers, the Council is of the opinion that significant development opportunities for the township remain.

In October 1988, the Council contracted Worley Planning Consultants (Auckland) to undertake a study into the development and promotion of the township, with the underlying aim being to attract entrepreneurs to establish businesses in the township.

Initial research conducted by Worleys reinforced the opinion of the Council that National Park township has a number of opportunities for tourism development.

The specific nature of these opportunities as outlined by Worleys unless otherwise stated are:

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<sup>1</sup> All of the old Taumarunui County Council, except the western shores of Lake Taupo, became part of the Ruapehu District Council on the 1st October 1989.

### *D.O.C Policy*

The Department of Conservation and the Tongariro- Taupo National Parks and Reserves Board has adopted a policy refusing any future development of accommodation lodges within the boundaries of Tongariro National Park. In terms of geographical proximity to the Park, this should make National Park township the preferred location at which to stay when on-mountain accommodation is full. This would seem to be supported by information held by Worley Planning Consultants (1989) which suggests that 14% more people prefer National Park Township as a place to stay overnight. However, no figures were available for the Ohakune/ Raetihi area.

### *Market Potential*

There is a huge potential domestic market that is yet untapped. The Heylen poll (1982) has suggested that around 10% of the the adult population of New Zealand ski at least once a year. In terms of regional patterns, Auckland, with a population approaching one million, emerged as the major centre where market penetration was low (8%), in contrast to the high penetration in Hamilton (20%). While Auckland is further from the ski fields, this distance is not significantly greater than that of Hamilton's, indicating the potential market which is yet to be tapped. The implications for National Park township are important, because this village is located closer to Auckland and Iwikau Skifield than other accommodation centres in the area.

### *Skifield Expansion*

Iwikau Skifield, the closest skifield to National Park township, experienced an increase in 'comfortable carrying capacity' (CCC)<sup>1</sup> of 1200 skiers in 1989 as a result of expanded ski-lift facilities. In addition to further planned developments, this means that within the next two to three seasons, the CCC will be doubled from its 3900 capacity in early 1989, to 7800. In terms of bed numbers, Worley Planning Consultants (1989) have used the CCC ratio<sup>2</sup> to estimate that in 1991, there will be a shortage of bed spaces in the immediate Whakapapa area of 302, of which some 50% of this shortfall can be expected to impact on National Park Township.

### *Vacant Land*

There are large tracts of land in the township available for development. In May 1989, 60 of the township's 201 sections were vacant, excluding two major blocks owned by Railways Corporation. A significant number of these sections are owned by Government departments and State Owned Enterprises, and have remained vacant over the years. The situation has changed in the 1980's,

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<sup>1</sup> The CCC of a lift system is defined as:

"the maximum level of utilisation of a portion of a skifield (the number of skiers that can be accommodated at any one time) which guarantees a pleasant recreational experience while at the same time preserving the quality of the environment"

(Worley Planning Consultants, 1989)

Note that it is beyond the scope of this project to consider what criteria were used to determine whether "a pleasant recreational experience" was "guaranteed" or whether the "quality of the environment" was "preserved".

<sup>2</sup> The CCC ratio, as devised by Sno-Engineering in North America, is calculated by multiplying the CCC by 1.1. This is a rule of thumb figure only, used to gauge appropriate bed numbers.

however, with central government instructing departments to dispose of land surplus to requirements. State Owned Enterprises, such as Railcorp, have also expressed a willingness to sell or subdivide the land they own in the township.

#### *Recreational Activities*

The potential for outdoor recreational activities other than skiing in the areas including and surrounding Tongariro and Whanganui National Parks presents an opportunity for tourism growth, only just beginning to be developed. This is especially true for summer activities. National Park township is ideally situated to take advantage of this opportunity.

#### *Traffic Volumes*

Traffic volumes along State Highway 4 which forms the eastern edge of National Park township are substantial. During the holiday period between 21 December 1988- 9 January 1989, the recorded average number of vehicles per day was 1230. During the peak of the ski-season, this average is considerably greater.

#### *Railway - Location and History*

Taumarunui County Council (1985) have noted that the track between Taumarunui and Ohakune has many features of scenic interest, including the views of the mountains of Tongariro National Park. In addition, the Raurimu Spiral, located just to the north of the township, is an engineering feat of international identity. The practical application of using this part of the line for tourist excursions is one concept that has already gained consideration. Indeed, in early 1985, a steam excursion train was run, and gained the enthusiasm of the then Minister of Railways.

Emerging from such excursions is the opportunity for National Park township to provide a refreshment break in a 'railway village environment', based on the existing railway features (these will be outlined later) at the western end of the township. The establishment of a museum illustrating the history and construction of the Railway is also something that could be investigated.

### 2.3b DEVELOPMENT CONSTRAINTS

There are, however, a number of constraints that impede the fulfilment of the potential for tourism development at National Park township. These constraints must either be identified as factors outside of the control of Council, or as matters that can be influenced by direct Council action. Both of these types of factors will now be discussed:

#### External Factors

##### *Economic Downturn*

The level of property purchases in the township has fallen markedly since 1985 and the sale of many properties has not been realised. This situation is the result of economic downturn, exacerbated by the stock market crash of October 1987, and a run of poor ski seasons over recent years.

Hard economic times has also affected the viability of accommodation lodges in the township. In 1989, three lodge owners showed interest in selling their businesses while two of these remained closed for the year.

By gaining as much information as possible about the environment in which it operates, the Council will be better placed to exploit the development opportunities of the township.

##### *Greenhouse Effect*

The greenhouse theory suggests that snow-levels on Mt Ruapehu will decline in the future. While there is contention over the validity of the green-house argument, even if it does prove correct, the importance of this factor may be less than one would expect given the willingness of Ruapehu Alpine Lifts Limited- the operators of Iwikau Skifield- to use snow making equipment to boost snow levels in the future. However, an increase in the average number of rain days per year in this area would influence the future economic viability of the field by reducing the number of ski days. This eventuation should be looked at carefully.

## Controllable Factors

### *Poor image*

Generally the township has a poor induced and organic image. This assertion is based on the results of summer and winter surveys conducted in January-February and August-September 1989, which asked visitors to Tongariro National Park and the surrounding area to describe their impressions of National Park township before and after they visited this town. The results of these questionnaires and an explanation of the methodology used are given in Appendices 1 and 3 and Chapter 3 respectively.

It is the responsibility of the Council to initiate steps to improve the image of National Park township.

### *Excessive' Rates*

There are a number of resident and non-resident property owners of National Park township who are upset at 'exorbitant' rate increases which occurred to recover the costs of installing the water and sewerage system. In all likelihood, the present rating structure is a factor in determining the attractiveness of the township as a place to invest in.

## 2.4 STATEMENT OF THE PROBLEM SITUATION

In June 1988 Taumarunui County Council approached Massey University, Palmerston North, to enquire whether any of the University's departments would be interested in becoming involved in a study to develop and promote National Park township. The Geography Department expressed an interest and subsequently the topic of this thesis evolved. A statement of the thesis problem will now be given.

National Park township has a poor induced and organic image as revealed in the results of the summer and winter surveys of Tongariro National Park users, outlined in Appendix 1. Because of this, fulfilment of the tourism potential existing at National Park township- demonstrated by the opportunities for development- is impeded.

Chapter 1 has identified that positive image is essential at each stage of the 'recreational experience' to ensure that a tourist location maximises the economic benefits that can accrue to it from tourism. This chapter has also recognised that the most effective form of tourism marketing is based on creating induced images invoked by the 'unique' features of a given location and/or region, and that such images should be grounded in fact at the organic level so that a positive tourist experience is more likely to result.

Arising from these statements is the thesis problem situation of improving the organic image of National Park township by formulating design guidelines and suggestions for a works programme to achieve the urban design goals given in Chapter 1. Clues as to the type of physical and visual design guidelines appropriate in the National Park township context will be outlined in Chapter 4.

By doing this it is envisaged that the tourist will leave National Park township with a positive image of the place which they will subsequently recall with fond memories during the recollection stage of their 'recreational experience'.

## 2.5 OBJECTIVES OF THE STUDY

In light of the problem statement outlined above, the objectives of the study with respect to National Park township are as follows:

- to suggest zoning changes which recognise the different images existing in the township.
- to develop design guidelines which ensure that any future development in the township:
  - reinforces those aspects of genius-loci which enhance a positive image.
  - provides an environment which is safe, convenient, and physically and visually satisfactory.
- to ensure such guidelines provide a positive framework in which entrepreneurs can achieve their objectives.
- to formulate appropriate works programme suggestions for public areas of the township.

A Design Process to achieve these objectives will be outlined in Chapter 3.

## 2.6 CONTEXT OF LOCAL TOURISM PLANNING

### 2.6a INTRODUCTION

This section is concerned with the tourism planning context within which local tourism planning should occur if the problem situation existing at National Park township is to be adequately addressed. In this regard, the provision of an appropriate regional and national tourism planning framework is important in order to prevent inappropriate development at the local level.

Local level planning of tourist resorts is typically concerned with physical, social, economic and marketing aspects of development. Physical aspects may include appropriate zonings for tourist accommodation and other tourist related facilities, services and activities, and adequate provision of open space, conservation areas and vehicular and pedestrian circulation systems (Inskeep, 1988), while social and economic aspects may involve impact reports regarding proposed development.

In New Zealand, tourist development is subject to provisions of the Town and Country Planning Act 1977, and to relevant provisions of Water and Soil, Conservation, Environmental, and Conservation legislation (the Resource Management bill to be passed in Mid 1991 will rationalise these provisions). Generally these provisions are considered appropriate, in order to safeguard environmentally sensitive areas from inappropriate development, to avoid pollution, and to ensure local residents are not detrimentally affected by such development.

However, one aspect of planning which has tended to be neglected in New Zealand is the relationship of local tourism planning to tourism planning at regional and national levels. Accordingly, the procedures required at regional and national levels to realise the tourism potential of National Park township will now be discussed.

## 2.6b NATIONAL TOURISM PLANNING

National tourism planning is normally undertaken by the Government. However, in New Zealand, little of this type of planning has occurred, with market forces generally dictating the nature and location of tourist facilities. That planning which has occurred, has tended to be influenced by national development objectives which have as their overall goal, the attraction of overseas income through trade and industry to maintain national living standards (Crawford, 1978).

Not surprisingly then, as tourism increasingly became an efficient foreign exchange earner and effective job creator in the 1980's - one job is created for every extra eight international arrivals (Burt, 1985), the new Labour Government established a number of incentive/grant programmes in recognition that tourism could meet national development objectives.

The majority of these programmes were concerned with providing marketing assistance to organisations, particularly to local and regional authorities. Examples were the Regional Promotion Assistance Scheme, which granted \$5,000 to each of the 22 Regional and United Councils to assist in the preparation of Regional Marketing Plans, and the Tourism Overseas and Marketing Support Scheme, designed to substantially fund (\$5 million per year) small or large organisations involved in tourism (Moore, 1987).

However, there were other types of Schemes and one of significance was the Community and Public Sector Grants Scheme. This scheme provided funds to help community and public groups establish facilities used extensively by overseas visitors, which they would not otherwise be able to supply in time to meet anticipated demand (Moore, 1987).

In general, however, New Zealand has tended to lack a "national imagination" with regard to actually planning, as opposed to marketing, for tourism development. In particular, New Zealand has never operated a National Tourism Development Plan, despite discussions supporting such a plan, during the mid 1980's (Town, 1983).

The basic aim of a National Tourism Development Plan is to provide an integrated and comprehensive approach to the achievement of national tourism objectives through implementation of an appropriate tourism planning process (Pearce, 1982; Inskip, 1988). It is also used extensively to integrate tourism marketing and planning at the national level.

National Tourism Development Plans have been adopted by a number of other countries (refer to Thailand's National Plan on Tourism Development, 1976; Philippines 10 year Development Plan of the Department of Tourism, 1977-1986; the Grenada Tourism Development Plan, 1978; and Israel's Master Plan for Tourism, 1977), primarily to address the issue of which particular regions of the nation to develop as tourist products. Figure 4 illustrates a typical tourism planning process used to address this issue and the essential components of a Tourist Plan.

Particular aspects of the Tourism Planning Process shown in Figure 4 have, however, been undertaken in an ad-hoc manner in the New Zealand context. Millar, for example, undertook research in 1983 to identify a number of key 'Tourist Regions' in New Zealand, based on marketable themes. In that regard, National Park township was included in a region known as "Volcanic New Zealand", extending from White Island and East Cape in the east, to Wanganui and Mt Taranaki/Egmont in the west. This research also acknowledged the explicit linkage which exists between tourism product regions and target market demands, thereby highlighting the appropriateness of a Tourist Plan to ensure integration of tourism marketing and planning (Millar, 1985).

Research conducted by Pearce in 1981 related to another aspect of tourism development which is usually considered in a Tourism Planning Process. This research related to transportation linkages in the New Zealand context, and specifically to the identification of a hierarchy of locality functions in terms of major infrastructure such as roads, airports and ports. Examples included the classification of Auckland as a "gateway", Greymouth as a "transit/stopover", Mt Cook as a "resort", and Queenstown as a "hub" (Pearce, 1981).

These New Zealand examples serve as to indicate the type of analysis that would form the basis of recommendations of a National Tourism Development Plan. Such recommendations would have the potential to significantly benefit the growth of tourism development at National Park township. For example, it would be possible to market the township as part of a 'Volcanic New Zealand' package, particularly overseas, and through identification of the tourism function of National Park township, it would be possible to identify the types of accommodation, services, and facilities that would be appropriate to the town. Undertaking of other aspects of a Tourism Planning Process (refer to Figure 4) would also have benefits for the Central Plateau area in general, and for National Park township.

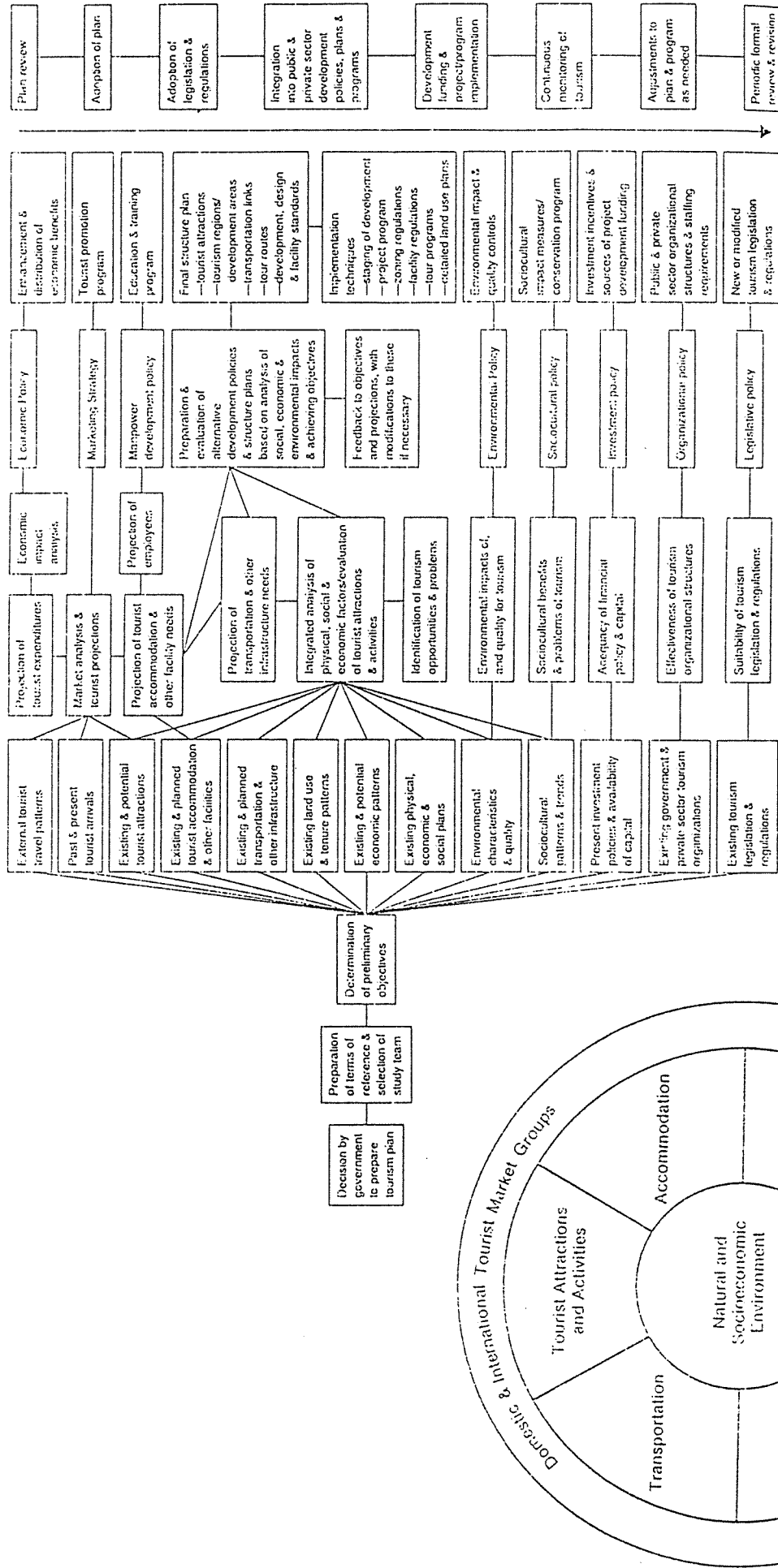


FIGURE 4

A TOURISM PLANNING PROCESS AND COMPONENTS OF A TOURIST PLAN

Components of a tourism plan.

## 2.6c REGIONAL TOURISM PLANNING

Tourism Planning Processes used at the national level are also generally applicable to regional tourism planning, although the emphasis is different as the main aim of the latter is to decide what localities within the tourist region to develop as tourist products.

Regional tourism planning in New Zealand has traditionally been the responsibility of United and Regional Councils - the former of which were replaced by Regional Councils on the 1st October 1989.

The regional authority for National Park township was the Tongariro United Council. One of the objectives of its Regional Plan was:

"To encourage the development of tourism on a scale compatible with the region's outstanding natural attractions and protect and enhance those features of the natural environment which attract people to the region".

(Tongariro United Council, 1985, P6)

However, this objective, while appropriate, is difficult to implement without an explanation being given of how it may be achieved (ie through implementation of an appropriate regional tourism planning process). Indeed, as indicated in the Tongariro United Council document, the intention of the objective is also to raise relevant issues, such as the type of tourism to be encouraged within the region, ie large scale package tours or tourism aimed at the New Zealand domestic holiday maker ? (Tongariro United Council, 1985, P6).

The reason for formulating a regional tourist development plan is to address such issues, particularly structural hierarchy issues in terms of services and functions. In that regard, it might be decided that National Park township should specialise in providing particular services or serving specific sectors of the market (eg, families, the elderly, the sports-minded). The intention of this would be to avoid duplication (and therefore competition) with

accommodation types, services, and facilities offered at other towns of the region, such as Ohakune and Turangi (Pearce, 1981; Inskeep, 1987).

Another aspect of a regional tourist development plan is the use of zoning techniques to achieve environmental objectives. In that regard, the implementation of appropriate zonings to prevent tourist development within the environmentally sensitive area of Tongariro National Park, and to discourage ribbon development along adjacent roads, is critical to the future tourism development of National Park township. Such zoning would also be indicative of policies to 'concentrate' rather than 'disperse' development, in light of the environmental significance of the area (Pearce, 1981; Inskeep, 1987).

A further aspect of a regional tourism development plan which would be of particular relevance to the achievement of socio-economic as well of as environmental objectives is the use of a 'honey-pot' strategy. This strategy is concerned with encouraging development at a new location as a consequence of tourism saturation at a renowned tourist resort, and subsequently with intercepting traffic heading to that resort. With regard to socio-economic issues, this can have the effect of reducing rates and the price of goods and services, and freeing up facilities designed to accommodate the resident population only. In New Zealand, an example of a place where these types of problems have occurred is Queenstown (Pearce, 1981).

While this latter example may not be as relevant to the National Park township situation, it serves as a reminder that the needs of the local population must not be neglected, and that such concerns can be appropriately addressed through an integrated regional tourism planning approach. The other examples also serve to indicate the advantages of this approach in terms of the tourism development of a specific resort such as National Park township.

## 2.7 SUMMARY

National Park township is a small service town located on the Central Plateau of the North Island of New Zealand with opportunities for future tourism development. These opportunities are due to the following factors:

- Department of Conservation policies regarding Tongariro National Park.
- Market potential for expansion of Ski-field facilities.
- Availability of vacant land in the township.
- Potential for other recreational activities in the area.
- Significant traffic volumes.
- Railway history- an added attraction.

However, there are also a number of factors constraining realisation of the townships development potential. These are the following:

- General economic downturn.
- Impact of the Greenhouse effect.
- Poor image of the township.
- Excessive rates.

One area in which the local tourism planner can become involved in is in rectifying the townships poor image, through ensuring that future development reinforces those aspects of genius-loci which enhance a positive image, and through providing a safe, convenient and visually and physically satisfactory environment. These considerations form the basis of the projects objectives. The development opportunities of the township can only really be fulfilled when appropriate tourism planning is undertaken at regional and national levels through operation of Regional and National Tourist Development Plans.

## CHAPTER 3

### METHODOLOGY

#### 3.1 INTRODUCTION

Chapter 2 has stated that the basis of this project is the Ruapehu District Councils desire to exploit the tourism development opportunities at National Park township by promoting and developing the township as an attractive tourist destination. However, it has also been noted that the townships apparent 'image' problem will act as a significant deterrent to development in the future.

This chapter will outline the methodology of the surveys conducted to investigate the image that visitors to the Tongariro National Park area have of National Park township. This will be followed by formulation of an appropriate design process for the local tourism planner to implement to achieve the objectives of the study (refer to Chapter 2).

## 3.2 QUESTIONNAIRE FORMULATION

### 3.2a INTRODUCTION

From January to March and August to September 1989, surveys were conducted of users of Tongariro National Park and surrounds.

### 3.2b PURPOSE OF SURVEYS

The questions which comprised these surveys are given in Appendix 2 and were designed by Worley Planning Consultants to provide information for market and competitive analysis for the purpose of promoting and developing National Park township. Specifically, these questions sought to identify the recreational patterns, personal characteristics, and opinions of users of Tongariro National Park.

Correspondence with Worleys ensured that the writer could also achieve his information needs by including relevant questions in their summer and winter questionnaires. These questions related specifically to identifying people's induced and organic images of National Park township and ideas as to how to improve the townships appearance. The purpose of this first question was to identify the study problem through quantitative research, while that of the second was to gain public input into suggestions for a works programme for the public land in the township.

### 3.2c TYPE OF SURVEYS

The questionnaires were self administered and disseminated by apportioning questionnaire forms to various distribution points in the Tongariro National Park area (these points are given in Appendix 3). Respondents had the choice of either free-mailing their form back to the Taumarunui County Council office in Taumarunui or leaving it at the distribution point for pick-up by the writer. The former of these choices was the most popular.

### 3.2d SAMPLING METHOD AND NUMBER

The sampling method involved in the questionnaire dissemination was selective as it was targeted towards visitors of Tongariro National Park and surrounds.

The percentage rate of return for hand delivered/ mail back and mail out/ mail back questionnaires has been estimated at 64% and 40% respectively (Bannon, 1976). However, in the case of National Park, questionnaire forms were predominantly hand delivered / mailed back but hand delivered to the distribution point, not actually directly to the potential respondent. This suggests that a return rate of somewhere between these two figures would be indicative of the expected number of returns for this survey. Notwithstanding, it was decided to use a conservative estimate of 40% for the expected rate of questionnaire return.

As to the actual number of returned questionnaires required to derive meaningful results at a given confidence level, it was envisaged that 150 would be adequate in light of time and human resource limitations, and problems in determining the sample population size due to the paucity of information available on visitor numbers to the area over time. Additionally, as design guidelines and works programme suggestions are the end product of the project and are not wholly dependent on the results of the questionnaires, it was envisaged that it would be adequate if these results were indicative only.

The results of the questionnaires are set out in Appendix 1 while the distribution points and return rate details and associated notes are given in Appendix 3.

### 3.3 DERIVING A DESIGN PROCESS

#### 3.3a INTRODUCTION

Achievement of the objectives given in Chapter 2 is dependent on implementation of an appropriate design process for National Park township.

A search of the literature has revealed only 4 methods relevant to achieving these objectives.

This section will outline these methods in terms of their usefulness to the problem situation. Refer to Appendix 4 for information about their respective aims, processes, and public participation procedures.

#### 3.3b USEFULNESS OF METHODS

*Lynch (1960), The Public Image of a City*

Lynch's method is useful in terms of the problem situation at National Park township for the following reasons:

Firstly, in accordance with the aims of the study, it can be used to identify the unique features of a settlement (a town or a city) insofar as the elements of a settlement's 'public image' are reflective of its 'uniqueness' or 'genius-loci' qualities. Indeed, as Lynch (1976) has noted, an analysis of the mental images that people hold of their life space is one of the keys to understanding the 'sense of place'.

Secondly, the adoption of a visual plan for a settlement (which is the end product of this method and based on the elements of public image) can help ensure that urban form reflects an empathy for the cognitive demands of the resident population. In this kind of environment, people can function more effectively and derive emotional security, pleasure, meaning and a sense of personal identity (Lynch, 1976).

Thirdly, while Lynch applied the method specifically to cities, Fagence (1983) has recognised its flexibility by applying it to Longreach; a central Queensland town of 3,300 people. He was also able to identify 'social units' that equated with visual districts by using the elements of the method to develop an image of Longreach and by cross-referencing these elements with basic census data.

Lynch (1976) recognises however that the usefulness of the method is restricted insofar as it fails to examine and interpret other sensory modalities, namely: aural, tactile, olfactory, and kinaesthetic. In this respect, it is the combination of sensory modalities that give an integrated representation of any spatial environment (Down and Stea, 1973).

Lynch also notes that there are other influences on imageability outside of the scope of the methods aims. These influences are the social meaning of a town or city, its name, functions and its history. However, it is considered that the design characteristics of a district can act as an indicative statement of that particular districts function, history, and social character.

Accordingly, where Lynch's method is used, it is important to identify the other sensory modalities and influences on imageability that characterise the unique features of a settlement.

*Higuchi (1975), The Visual and Spatial Structure of Landscapes*

Higuchi's method is useful in terms of the problem situation at National Park Township insofar as it recognises that the built form of a small town should harmonise with the unique features of the surrounding spatial form in order to achieve 'sense of place'. In this respect, an important area of future tourism research in New Zealand is the classification of the New Zealand landscape into a typology of spatial forms, and the subsequent formulation of appropriate design guidelines for each spatial form to use at locations where it is considered desirable to harmonise development with elements of the surrounding natural environment.

In other respects the usefulness of the method is limited. There is no case study to demonstrate the application of the process. Furthermore, the elements of landscape outlined by Higuchi duplicate the elements of Lynch's public image insofar as boundaries are edges, focus - centre goals are landmarks, domains are districts and directionality relates to paths within the context of their different spatial settings. Indeed, to reinforce their inter-relatedness, Higuchi has emphasised that the elements of spatial form are not confined to landscape analysis only. There is for example:

"Something about the narrow streets of Venice (paths) that suggest the directionality of a narrow Japanese valley."

(Higuchi, 1975, P 192)

However the failure of Higuchi to consider the activity patterns of people (nodes) reduces the applicability of the elements of spatial form in settlement analysis. Accordingly, Lynch's method is superior in the urban context.

*Rosenow and Pulsipher (1979), The Personality Planning Process*

Rosenow and Pulsipher's method is useful in terms of the problem situation at National Park Township for the following reasons:

Firstly, it is a method to preserve the unique (or distinctive) features of a region which is important as the majority of tourist settlements derive their 'image' from the unique features of their surroundings. In this respect, it is important to use this type of method at the regional level to prevent inappropriate development and subsequent loss of 'sense of place' and reduction of the economic benefits of tourism.

Secondly, while the method has been applied in a regional context, Rosenow and Pulsipher suggest that it can also be applied to an area as large as a state or as small as an historic district or neighbourhood. Accordingly, it can readily be applied to National Park township.

Thirdly, the method can be used to identify 'use objectives' for different areas of a settlement. These objectives describe the type of action required to reinforce or diminish an undesirable or desirable visual element of Lynch's 'public image' method. Examples are 'enhancement', 'modification', or 'retention' of a 'node'.

The method however is restrictive in that it only encompasses identification of 'landmark' features. None of the other features that are important to improving the image of a settlement, such as paths, districts or nodes, are identified. Subsequently, the Personality Planning Process can only identify a partial representation of the elements of the spatial environment.

*Garnham (1985), Maintaining the Spirit of Place- A Process for the Preservation of Town Character*

Garnham's method is useful in terms of the problem situation of National Park township for the following reasons:

Firstly, it is a good example of the role that public participation can play in planning for the preservation and revitalisation of the character of a small town. Specifically, it outlines the management procedures required if a Town Uniqueness Preservation Plan is to reflect the values and goals of the local population. In this respect, it can be used as a basis for formulating the public participation procedures required to address the problem situation at National Park township.

Secondly, the method is useful as it is designed for towns like National Park township with populations under 10,000 with no organised planning office or staff, and no comprehensive plan.

### 3.3c A DESIGN PROCESS FOR NATIONAL PARK TOWNSHIP

Figure 5 gives the Design Process which will be used to facilitate the improvement of the organic image of National Park township.

DESIGN PROCESS FOR NPT

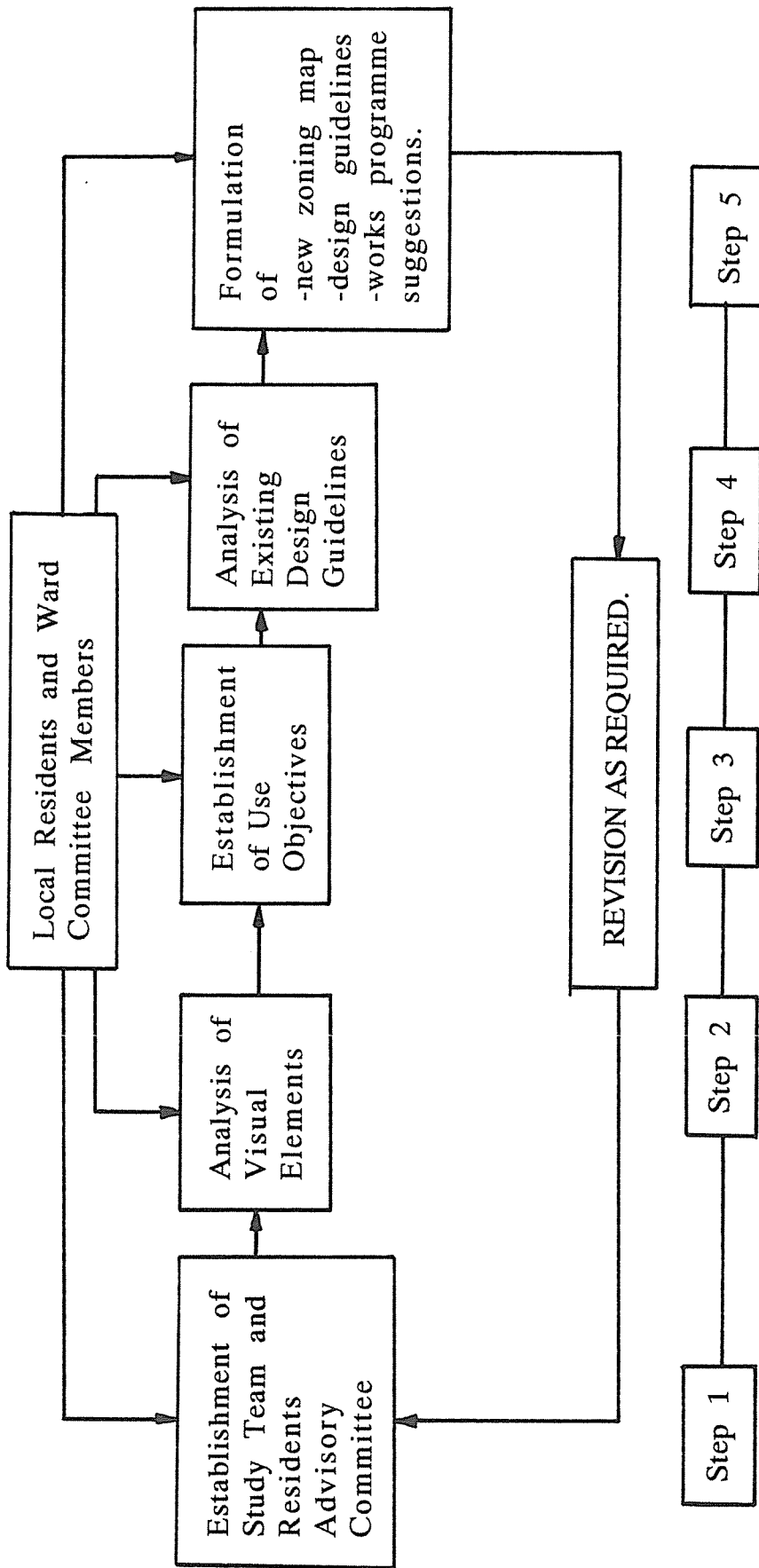


Figure 5

### **3.4 EXPLANATION OF THE DESIGN PROCESS**

#### **3.4a INTRODUCTION**

This section will explain and expand on the design process for National Park township and adapt some aspects of the abovementioned methods to ensure that the process is appropriate to the township. It is important to remember, however, that the process is 'ideal'. For one reason or another, some or all of its steps may not be able to be carried out as they are described below. This will be realised when the process is implemented in Chapter 5.

The 'ideal' requirements for each of the steps of this process will now be outlined:

#### **3.4b THE STEPS OF THE PROCESS**

##### *Step 1*

The first step of the design process for National Park township involves organisational aspects of the study starting firstly with the establishment of a study team. This team is usually comprised of appropriate representatives of the resident population of the study area, universities, special interest firms, territorial authorities, government departments, and consultancy groups.

It is also common practice to elect a Resident Advisory Committee consisting of up to 10 people of the local community, and a manager of the Committee. The task of the Committee is to interact with the study team and approve their work at each stage of the design process. In some instances, the local Ward Committee will comprise the whole Committee, in which case it should operate under its normal title.

In order to elect this committee, a workshop should be held. At this workshop, the residents of the township will be briefed on the aims and assumptions of the project and a general idea obtained of their values and visions for the township. This is very important as some residents may be opposed to future tourist development and associated programmes to enhance 'image',

particularly since negative social and ecological aspects of tourism can have profound impacts on host communities (refer to Pizam 1978; Rothman 1978; Cooke 1982; Loukissas, 1983; Getz, 1986). In this respect, the new Ruapehu District Council must be seen to be taking appropriate measures to avoid such impacts. This should naturally include consultation with the townships residents.

The nature of public participation procedures for the township are modelled on the participation procedures of Garnhams (1985) process to maintain town character.

### *Step 2*

This step identifies and maps the elements of 'public image' of National Park township in accordance with Lynch's method (refer to Appendix 4). Several amendments are required, however, to ensure that the method is appropriate to the problem situation and location, and broader in scope to include all influences on imageability at the organic level.

These points will now be discussed. This will be followed by a summary of associated public participation requirements.

### *Adaption*

The 'district' element of Lynch's method is not suited to the project as it is too large in area to be of relevance to National Park township. Accordingly the term 'enclave' will be used as it refers to a smaller area than 'district'.

### *Additions*

Four additions will be made to Lynch's method to maximise its usefulness to the case-study:

Firstly, the elements of the townships images (assuming there are more than one) will be identified and cross-referenced where appropriate to historical and demographic information pertaining to each of these images. This will

reinforce the assertion made earlier in this chapter that the visual features of a settlement can indicate its particular function, history, and social character.

Secondly, each enclave will be compared with its current land use zoning. In this way the extent to which the visual image of each enclave is related to its zoning designation will be seen. This will subsequently form the basis for any future zoning changes that may be considered appropriate. In this respect, an American court has recognised:

"zoning solely for aesthetic purposes is an ideal whose time has come: it is not outside the scope of the police power"

(Duerksen, 1986, P1)

Thirdly, the images of the paths in the township will be cross-referenced to the road hierarchy standards given in the Local Government Subdivisional Standard Requirements for Taumarunui County (refer to Appendix 5). In this way it will become obvious whether a functional road hierarchy can be visually identified in the township.

The road hierarchy for Taumarunui consists of road types designed to accommodate certain traffic speeds and volumes. They are:

- Main Paths (Local Distributors)- access to over 40 lots.
- Secondary Paths ( Local Residential Streets)- access to between 16 and 40 lots.
- Cul-de-Sacs- access to up to 16 lots.

In addition, there are a number of unformed roads in National Park township which provide access to houses and industry. These shall be referred to as Gravel/ Dirt Paths.

Fourthly, the influences on organic imageability which are outside the scope of Lynch's method will be examined. These encompass olfactory and aural factors.

## Public Participation

The role of the local residents of the township will follow the procedures outlined in Appendix 4. It is important, however, that non-permanent residents and visitors be included in these procedures since it is these groups that the Council wishes to attract to the township.

The first round investigations of Lynch's method involves the circulating of questionnaires to a sample of the resident population. In this process, the sampling of the non-resident population and of tourists traveling through the area will also occur. This task could appropriately be undertaken by the Residents Advisory Committee. The other aspect of first round investigations is the field reconnaissance by trained observers. This could appropriately be carried out by the Study Team, given that they are adequately informed of the requirements of the method.

The second round investigations involve small sample interviews, brief field trips and directional enquiries in order to analyse the critical elements of the township and their sequences and patterns. This procedure should be undertaken by appropriate members of the Study Team.

Following completion of the investigations, a visual presentation consisting of slides and maps should be given to the Residents Advisory Committee and other interested residents to show the elements of the image of National Park township and their inter-relationships. Any negative feedback derived from this presentation will form the basis for consideration of changes to these maps. This may involve further investigations into problem areas.

### *Step 3*

This step involves the identification and mapping of 'use objectives' for the enclaves and their elements and the edge paths identified in Step 2 of the process. The nature of each use objective will depend on whether it is considered desirable to reinforce or diminish a particular image in light of the aim to encourage tourism development. To this end, Step 3 is based on the use objectives of Rosenow and Pulsipher's (1979) Personality Planning Process.

The *modification, enhancement, retention, and preservation* use objectives of Rosenow and Pulsiphers method are designed to reinforce an existing desirable image. Given however that there are large tracts of vacant land in National Park township, there is a need to establish the type of image(s) that any future development in these areas should project. In this respect, the township will require a '*creation*' use objective in addition to those of Rosenow and Pulsiphers method.

The assigning of use objectives to each district in the township should be undertaken by the Study Team. Once this has been completed, a map showing each use objective should be presented to the Residents Advisory Committee and made available for public display. Any disagreement about a use objective will form the basis for a re-evaluation of its appropriateness. This may involve questioning the boundaries of each district and may ultimately require a reassessment of the community's values, of any assumptions made, and of the vision that residents have of the future development opportunities for their town.

#### *Step 4*

The use objectives identified for the edge paths and the residential and tourist enclaves and their elements will determine the nature of the respective design guidelines and works programme suggestions which will be formulated in Step 5 of the Design Process.

However, before these guidelines and works suggestions are formulated, it is necessary to analyse the existing design guidelines of National Park township to determine the extent to which they incorporate the urban design principles outlined in Chapter 4. By doing this it will become clear whether they are adequate to prevent future development perpetuating the type of unattractive physical and visual features that already exist in the township (refer to Appendix 1 for confirmation of this).

This analysis will subsequently provide a starting point from which to formulate new design guidelines for National Park township. They should be undertaken by a planner (or team of planners) who is knowledgeable of the goals of urban design and of the principles that can be applied to achieve these goals.

#### *Step 5*

This step will involve the formulation of a new zoning map based on the existing images of National Park township (reflective of its genius-loci) and on images considered desirable to enhance the township as a tourist destination in the future. These zones will be derived from Step 2 of the process which is concerned with the visual identification of the townships enclaves.

The step will also involve the formulation of physical and visual design guidelines for the edge paths, landmarks and Residential and Tourist Accommodation Zones of the township. Guidelines for enclave paths and nodes will also be given where appropriate. The particular nature of these guidelines will be determined by the use objective of each enclave and edge path, established in Step 3. In this respect, such guidelines will incorporate the design clues of Chapter 4 in order to ensure that future development in the township adheres to the urban design goals of Chapter 1. The comprehensiveness of the guidelines will be dependent on the analysis in Step 4 of the inadequacies of the current design standards for the township.

Additionally, Step 5 will involve the formulation of works programme suggestions for the edge paths and existing enclaves of the township. These suggestions will be designed to improve existing public areas and will be determined by the associated use objective and incorporate appropriate design features.

Once each of these tasks has been completed they should be available for perusal by local residents. Problems with any aspects of its contents should be submitted to the Residents Advisory Committee for review. This process may involve changes to particular aspects of either the maps, guidelines or suggestions. However, significant changes are not anticipated since public participation is an integral part of each stage of the process. In this respect, the integration of public participation into each step of the Design Process is justifiable as the associated cost is usually less than if the plan is publicly notified without prior consultation.

The process of review should be on-going since external and controllable factors may change the vision that residents have of their township. Such changes may subsequently need to be incorporated into the design guidelines for the township.

### **3.5 SUMMARY**

The summer and winter surveys of users of National Park township identified the images people have of National Park township and how they think its appearance can be improved. The surveys were self-administered, predominantly of indirect hand delivered/ mail-back type, and were dropped off at a number of distribution points in and around Tongariro National Park.

A Design Process to achieve the objectives of this study was derived from four methods. The steps in this process for National Park township are:

- STEP 1 Establishment of Study Team and Resident's Advisory Committee.
- STEP 2 Analysis of Visual Elements.
- STEP 3 Establishment of Use Objectives.
- STEP 4 Analysis of Existing Guidelines.
- STEP 5 Formulation of New Zoning Map, Design Guidelines, and Works Programme Suggestions.

## CHAPTER 4

### CLUES FOR FORMULATING URBAN DESIGN CRITERIA

#### 4.1 INTRODUCTION

Chapter 3 has stated that achievement of the goals of urban design outlined in Chapter 1 can be facilitated by incorporating appropriate criteria into design guidelines.

The purpose of this chapter is to provide clues<sup>1</sup> for the design of the paths and elements of the Residential and Tourist Accommodation enclaves of National Park township. These clues will form the basis of design objectives and criteria for the township as well as agree with the urban design goals of Chapter 1.

The structure of the chapter will distinguish between physical layout and visual design criteria for each element of 'public image'. The former of these terms refers to the spatial arrangement of paths and structures while the latter is related to the actual design of these elements. Physical layout has the potential to facilitate the development of a physically and visually satisfactory environment while visual design can enable visually satisfactory development, reflective of genius-loci.

It will be assumed that the protection of unique landscape qualities is the guiding principle determining whether concept and scheme plans for subdivision are approved, as this is fundamental to the protection of genius-loci (Buckland, 1988). Accordingly, this type of protection is a pre-requisite to the formulation of design guidelines and works programme suggestions that attempt to reinforce special landscape features.

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<sup>1</sup> a clue is defined as a fact or principle that serves as a guide.

Relevant explanatory diagrams will not necessarily be illustrated in this chapter where they are directly applicable and illustrated in Step 5 of the Design Process.

## 4.2 PHYSICAL LAYOUT

### 4.2a PATHS

#### *Introduction*

Lynch (1960) has defined paths as the channels along which the observer may travel. Accordingly, paths are the carriageways and footpaths within the road reserve and, in some instances, pedestrian and cycle ways separated from motorised traffic.

Traditional road networks have failed to provide safe, convenient and visually and physically pleasant access for local and visiting pedestrian, cycle and motor traffic (Essex County Council, 1973; Den-Ouden, 1980). This has been demonstrated by safety problems associated with high volumes of traffic, high speeds and notorious 'right hand turns', experienced in both the older grid-type inner suburbs and post-war subdivisions, with 'local distributor' roads serving the dual function of a traffic route and provider of direct property access. These road patterns have exacerbated amenity problems such as unacceptably high noise levels and a generally unfriendly road environment. This has been noted by Buchanan, 1964; Bennett and Marland, 1978; Coady and Associates, 1981; Sorraghon, 1981; and Brindle 1988 (Howe and Alexiou, 1989).

### *The Road Hierarchy*

The road hierarchy is a response to these problems and is derived from English garden-city practice and was exported across the Atlantic and developed by Clarence Stein and Henry Wright at Radburn in 1928. It subsequently became known as the Radburn layout. The main principles of this layout are outlined in Figure 6.

15. The principle of Radburn planning.

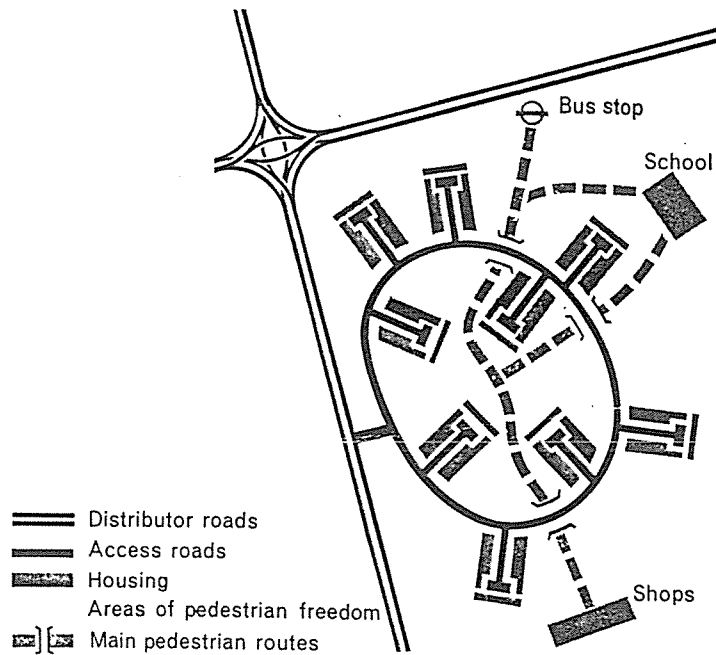


Figure 6- The Radburn Layout (Buchanan, 1964, P64)

More recent road hierarchies tend to vary from the Radburn layout in terms of detail. The road hierarchy for Essex County Council (1973), for example, consists of six road types (refer to Figure 7).

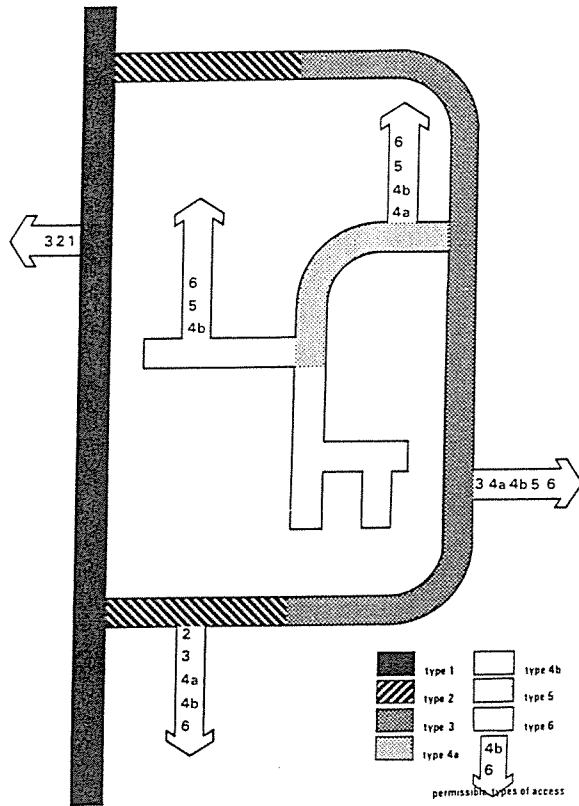


Figure 7 - Essex County Council Road Hierarchy

(Essex County Council, 1973, P41)

Each type of path in a road hierarchy has different road reserve dimensions and kerb and channel characteristics. These will now be discussed before a brief mention of off-premise signs.

#### Road Reserve Dimensions

Road reserve dimensions relate to the minimum width of the road carriageway, verge and footpath; the maximum length of the road reserve; the minimum spacing of junctions; and sightline provisions. Their aim is to relate traffic volume and speed to the nature of the surrounding area in order to enhance a

safe, convenient and pleasant built environment. Dimensions for each type of road of the hierarchy appropriate to National Park township will be given in Step 5 of the Design Process.

Traditionally, the road carriageway has been located centrally within the designated road reserve. However, this consideration should be flexible and dependent on the merits of each case. Additionally, the widths of carriageways have often been wider than is functionally necessary. An example of a traditional road reserve and a relocated and narrower carriageway are given in Figure 8. Their respective service locations are also shown.

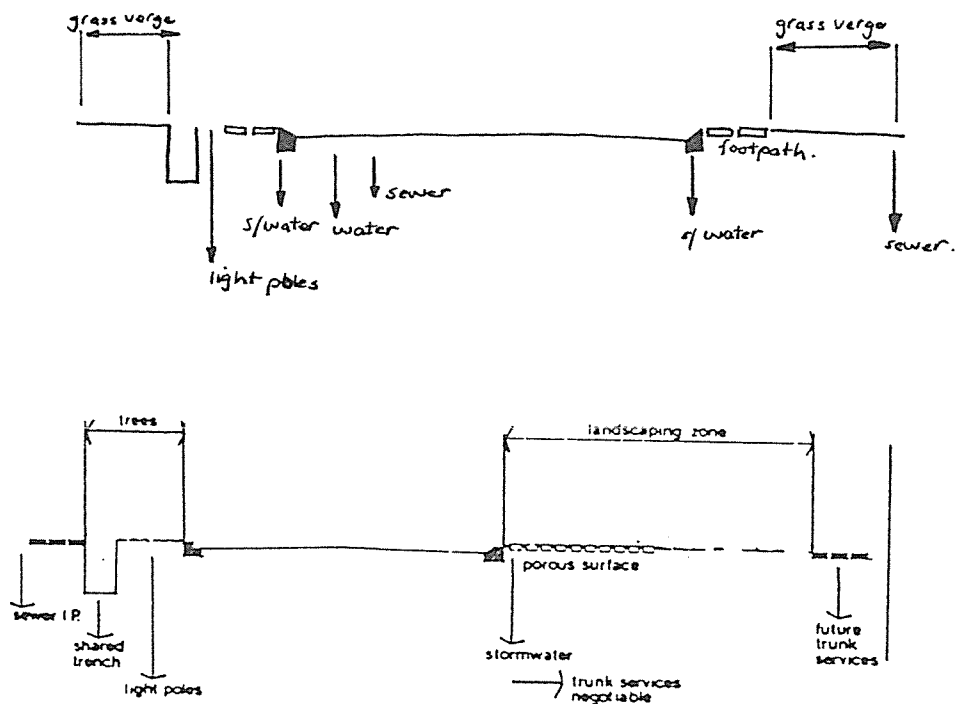


Figure 8- Traditional and Alternative Carriageway Locations

### *Kerb and Channel*

Not only are different kerb and channel systems appropriate to each type of path in the road hierarchy but the system chosen must perform its primary drainage functions of preventing the flooding of the street and adjacent properties, the endangering of public health, and the saturating of the sub-base of the pavement (Den-Ouden, 1980). Appropriate types of kerb and channel for the future paths of National Park township will also be outlined in Step 5.

### *Parking Provisions*

The provision of car parking in a residential street should be related to the number of properties it contains.

Traditional layouts of car parking areas have been characterised by long and monotonous rows of parked cars. Recent variations of this layout include angled parking bays, integrated with landscape features to reduce the visual impact (including glare) of parked vehicles (Den-Ouden, 1980).

### *Off-Premise Signs*

As a matter of convenience, both the physical and visual aspects of off site signs will be discussed in the visual design section.

#### 4.2b ENCLAVES

##### *Introduction*

Lynch (1960) has defined districts as the medium to large two dimensional sections of a city which the observer mentally enters 'inside' of and which have some common identifiable feature. In respect of this study, it has been stated that the term 'enclave' can more appropriately describe the different visual areas of National Park township.

Criticism has emerged in New Zealand that current planning ordinances have contributed to an unsatisfactory built environment by failing to respond appropriately to the trend towards medium density housing because it is at variance with the traditional New Zealand concept of each family occupying a detached house on its own grounds (Davey, 1978). Additionally, and in conjunction with this, that traditional multi-purpose planning standards which usually take the form of minimum yard requirements, and which attempt to embrace the needs of privacy, sunlighting and daylighting are no longer appropriate. (Essex County Council, 1973).

The challenge in the last ten to fifteen years has subsequently been to provide appropriate requirements that increase the density of housing but which do not detract from a satisfactory built environment (Davey, 1978). In response to this, a number of design guides have emerged to replace inflexible multi-purpose standards with more flexible design criteria.

The forerunner in England is a Design Guide for the residential areas of Essex County, produced in 1973. This guide differentiates between the need to achieve a physically satisfactory environment within the housing envelope and the curtilage of a dwelling. These terms will now be discussed since they provide a suitable framework within which to formulate appropriate guidelines for National Park township.

### *Housing Envelope*

The housing envelope is the area within the actual dwelling. Based on peoples needs, the design considerations within this area are:

- visual privacy from public areas (eg the adjacent footpath and road) and private zones (eg inside and in the section of neighbouring houses).
- sunlighting and daylighting.
- aural privacy.

Illustrated criteria to ensure adequate provision of privacy, sunlighting and daylighting at National Park township will be given in Step 5 of the Design Process.

### *Housing Curtilage*

The curtilage is that area of the section surrounding the dwelling. Based on peoples needs, the design considerations within this area are:

- visual and aural privacy and sunlighting within the outdoor living area.
- minimum garden area, or failing this, a larger than normal area of communal or public open space in close proximity.

Illustrated criteria to ensure adequate provision of outdoor sunlight, privacy and living space will be given in Step 5 of the Design Process.

### *On-Premise Signs*

As a matter of convenience, both the visual and physical aspects of signs located within the curtilage of a dwelling will be discussed in the visual design section.

### 4.3 VISUAL DESIGN

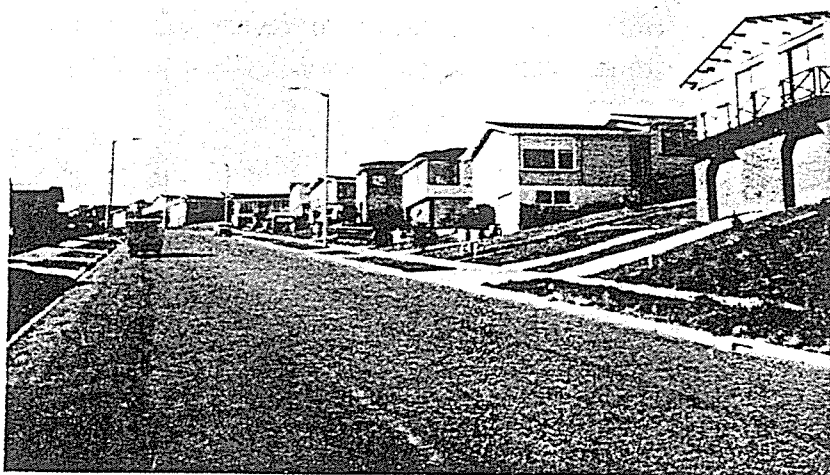
#### 4.3a PATHS

##### *Introduction*

The goals of urban design given in Chapter 1 can be achieved by incorporating the following clues for path design into design guidelines.

##### *Enclosing the View*

Enclosure of the view of a residential street is of foremost importance for psychological reasons. A typical subdivision dominated by a linear road reserve is daunting and monotonous at the pedestrians speed of progress and, in being too wide and open to be in sympathy with the human scale, can induce feelings of agrophobia in people (Essex County Council, 1973). This type of subdivision is shown in Figure 9.

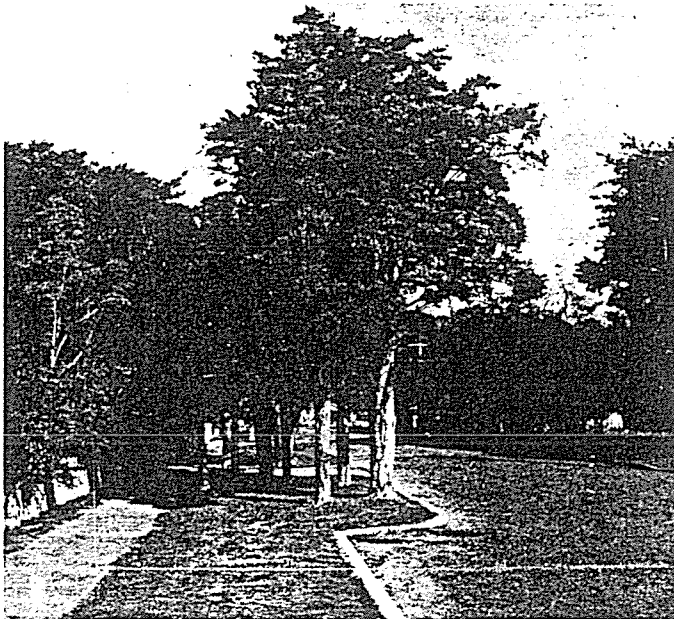


*Figure 9 - Standard Residential Subdivision*

There are however several techniques available to reduce the openness of this type of residential developments. They are:

a) Planting

Planting of the road reserve can have the psychological effect of modifying built space to provide enclosed and contrasting spaces related to the human scale, and adding softness to hard urban environments (Essex County Council, 1973; Den-Ouden, 1980; Pike, 1981). This is shown in Figure 10. Compare it with Figure 9 for attractiveness, and, in particular, feel the sense of mystery evoked by the enclosing (from this angle) of the end of the streets by the trees.



*Figure 10 - Planting and Narrowing of Road Carriageway*

(Ministry of Works and Development, P5)

There are, however, other reasons for planting in the road reserve. They are:

- climatic modification, eg protection of pedestrians and vehicles against sun, wind and dust.
- visual qualities/aesthetics, eg screening of objectionable views, creating of view corridors to desirable landmarks, introducing of natural elements with varied form and colour.
- wildlife habitat, eg provision of habitats for birds and other wildlife.
- economic, eg increasing of the value of particular developments.
- traffic corridors, eg influencing the speed and direction of pedestrian and vehicular traffic.

(Essex County Council, 1973; Den-Ouden, 1980; Pike, 1977)

In the final analysis, selection of plant material and the organisation of plant masses will be dependant on a combination of aesthetic, functional, and maintenance requirements (Pike, 1977). In addition, budget constraints may prevent the most desirable plant layout being established.

#### b) Directional Differentiation

The visual monotony associated with the subdivision shown in Figure 9 can also be relieved by curving pathways (Essex County Council, 1973). However, it is recognised that paths should retain clarity of direction. As Lynch (1960) comments:

..." the human computer is disturbed by long successions of turning, or by gradual, ambiguous curves, which, in the end produce major directional shifts. "

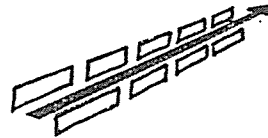
(Lynch, 1960, P113).

c) Reduction of the Carriageway Width

To ensure that a path is in sympathy with the human scale, the width of its road carriageway, verge and footpath should be kept to a minimum. Figure 10 shows how the openness of a street can be reduced by minimising the width of its carriageway, and planting this extra space with trees.

*Line Qualities*

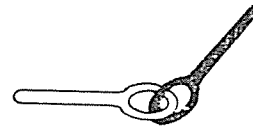
a) Continuity



(Lynch, 1960, P120)

It is important to create or reinforce the visual continuity of path features. Examples include a continuous line of trees and a pavement with singular colour or texture (Lynch, 1960). Best results are achieved when a well-arranged composition of path features is established by integrating surface, form and use, including harmonious use of colour, texture and pattern, appropriate details and correct scale (Reekie, 1972). Where certain distinctive features are associated with different types of roads, a visual hierarchy can be created, analogous to the familiar functional hierarchy outlined in the physical design part of this chapter (Lynch, 1960). Adoption of a visual hierarchy leads to what Bentley et al (1985) have described as a 'responsive' environment. This has been outlined in Chapter 1.

b) Clarity of Joint



(Lynch, 1960, P120)

Clarity of joint is desirable because path intersections are the points of connection and decision for travellers. Since there is evidence to suggest that a joint of more than two paths is normally difficult to conceptualise, it is desirable to establish simplistic path structures (Lynch, 1960).

*Pavement Surface*

The primary reason for putting a hard surface anywhere is to stop people and vehicles from sinking into the ground (Greater London Council, 1978).

There are several forms of pavement surfacing. These range from conventional and thin sealed paving to porous and unsealed paving. A decision on which of these forms to adopt is determined by the following factors: traffic volume and speed, soil stability, drainage, climatic conditions, visual impact, and the amount of maintenance required (Den-Ouden, 1980).

It is important for the texture and colour of road reserve paving to reinforce the genius-loci of its area within the context of cost and maintenance considerations. This can be achieved by using local materials (if available) and colours which harmonise with the surroundings.

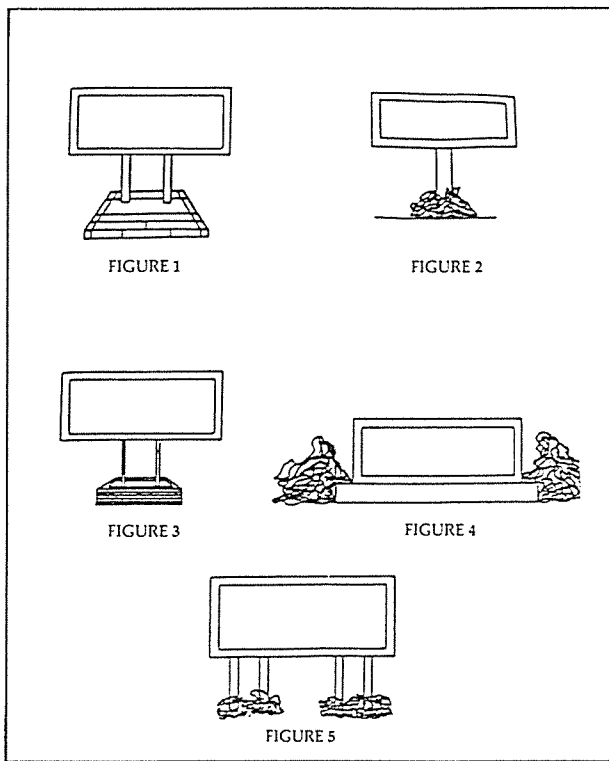
*Off-Premise Signs*

It is important to control size, design and placement aspects of off-premise signs (those located within the road reserve) as they have the potential to clutter and aesthetically blight the environment.

In the United States, court decisions in the 1980's have recognised that aesthetic objectives alone are sufficient to regulate signs, and that where such controls are part of a broader programme to reinforce a desired image, the case for control is even stronger (Duerksen, 1986).

As an example, at Lake Charles, Louisiana, provisions for off-premise signs permitted as of right have the following characteristics:

- they differentiate between the size of signs within the arterial roadway and interstate highway corridors of mixed use districts, business and downtown and lakefront districts, and industrial districts.
- they state that no off-premise sign shall be located outside of a roadway corridor.
- they stipulate a minimum distance from which an off-premise sign must be located from another.
- they specify landscaping and architectural guidelines. These are shown in Figure 11:



*Figure 11 - Landscaping and Architectural Guidelines for Signs*

(Duerksen, 1986, P44)

- they stipulate restrictions on height and the number of signs per structure.

Provisions for signs permitted as conditional uses relate to the retracting of the minimum standards for the spacing of off-premise signs.

Two specific types of off-site signs are street name plates and boundary signs. Traditionally, street name plates were highly individual, for example, they were painted on walls, finger posts, boards, set in tiles, carved in tiles, carved in timber, carved in stone and so on, in a variety of sizes and lettering. Accordingly, these particular signs reinforced the genius-loci of their area (Greater London Council, 1978). However, this is not always able to be achieved today in light of national road sign standards.

#### 4.3b ENCLAVES

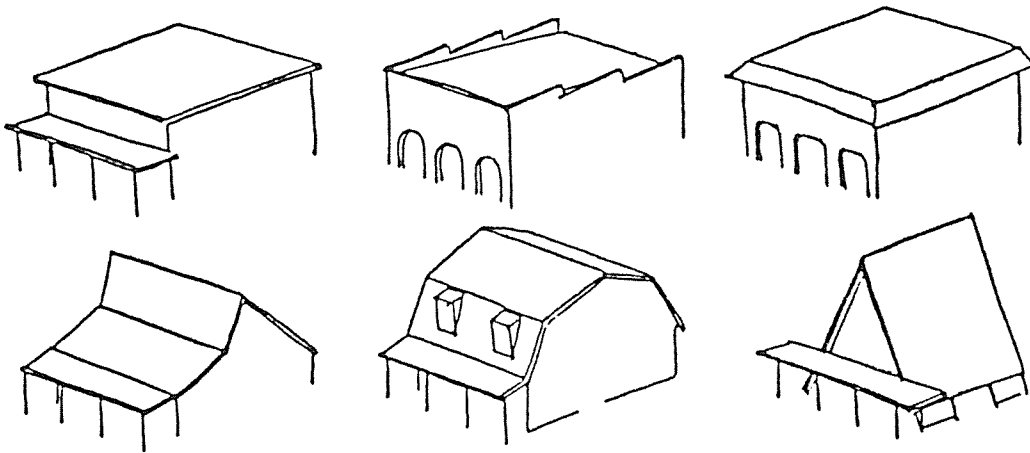
##### *Introduction*

Achieving the urban design goal of creating a visually satisfactory environment can be facilitated by recognising the following design clues and incorporating them into design guidelines.

##### *Form*

For clarity, 'form' is used here in a three dimensional sense to differentiate it from 'shape' which has a two dimensional sense (Reekie, 1972).

The form of a building, whether rectangular, cubical, conical etc, is basically derived from function and construction or manufacture. Satisfactory building form is derived from clear and unambiguous design, in sympathy with the composition of surrounding buildings. Additionally, the psychological effects of different forms and their arrangements and relationships with surroundings and background should be considered (Reekie, 1972). Figure 12 shows a variety of roof forms which indicate examples of appropriate or inappropriate form for Brisbane, Australia.



*Figure 12 - Inappropriate Roof Forms for Brisbane, Australia*

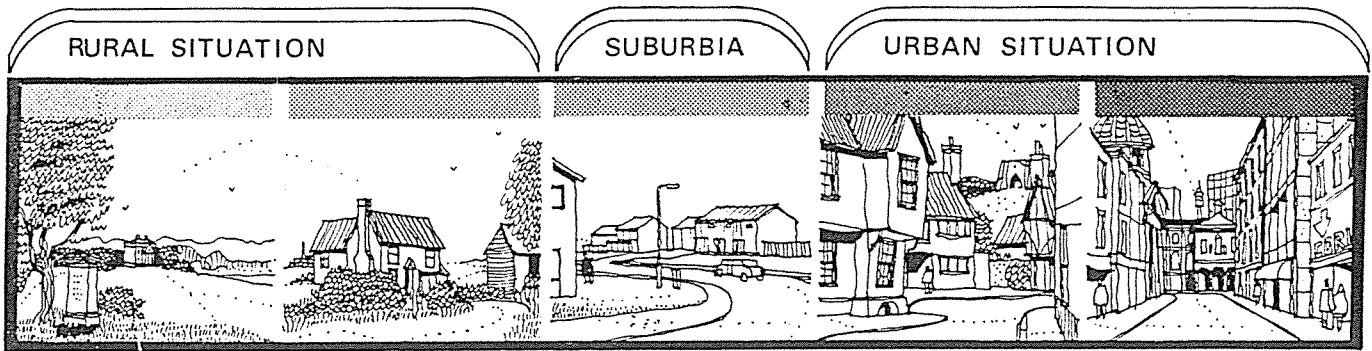
(Brisbane City Council, 1987, P1283)

### *Scale and Proportion*

In design terms, scale refers to the comparison of sizes- mass, area, distance and details- in relation to other normally recognised and accepted sizes. Proportion is a similar term, used to describe the ratio between related distances, lengths or sizes of mass and area (Reekie, 1972).

It is important for the form of structure to be in sympathy with the 'human scale' (Reekie, 1972). This is particularly important in respect of the height of buildings, and the width of static (eg square) and dynamic (eg road) spaces around them (Essex County Council, 1973).

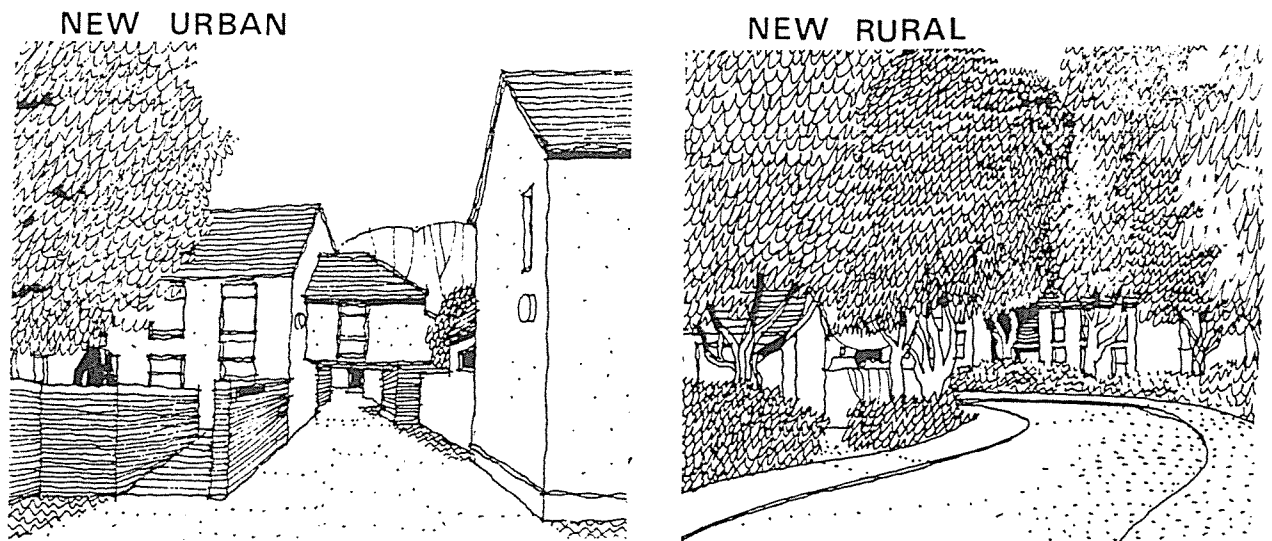
It is also important for development to occur at a scale which conforms to either the rural or urban principle of spatial organisation. Indeed, the Essex County Council has attributed the visual inadequacies of suburban housing development to a failure to recognise either of the two basic principles illustrated in Figure 13.



*Figure 13 - The Rural and Urban Principles of Spatial Organisation*

(Essex County Council, 1973, P62)

To rectify the visual failings of suburbia, a 'new urban' or 'new rural' settlement pattern should be encouraged. An example of each of is shown in Figure 14.



*Figure 14 - New 'Urban' and 'Rural' Settlement Patterns*

(Essex County Council, 1973, P62)

The left-hand diagram uses landscaping to enclose space to ensure that development is of an acceptable scale. This approach is known as 'arcadia'- the conscious attempt to create the illusion of a rural environment in a residential area. In contrast, in the right-hand diagram, medium density housing is used to reduce the scale of the development by enclosing the space with buildings.

Additionally, the scale and proportion of adjacent buildings should be similar to prevent discordant and objectionable visual effects.

### *Pattern*

Pattern refers to the regular repetition of of an arrangement of lines, shapes and /or areas of colour (Reekie, 1972).

The traditional residential urban pattern is characterised by rectangular grids, linear roads, and standard sized sections and building setbacks. However, these features should be avoided as they generally result in a monotonous and visually unsatisfactory environment (refer to Figure 9).

With respect to facades, a common pattern should exist between the facade features of all structures in an enclave. This can be achieved through the appropriate use of materials, including the bonding of brickwork and the joint lines of facings or pavings; and through satisfactory functional or structural design, such as the intersection of the vertical lines of supporting columns and the arrangement of openings, framing and panels. In particular, the fenestration (arrangement of windows) of a building should reflect unity, visual strength, and balance. An example of this is given in Figure 15.

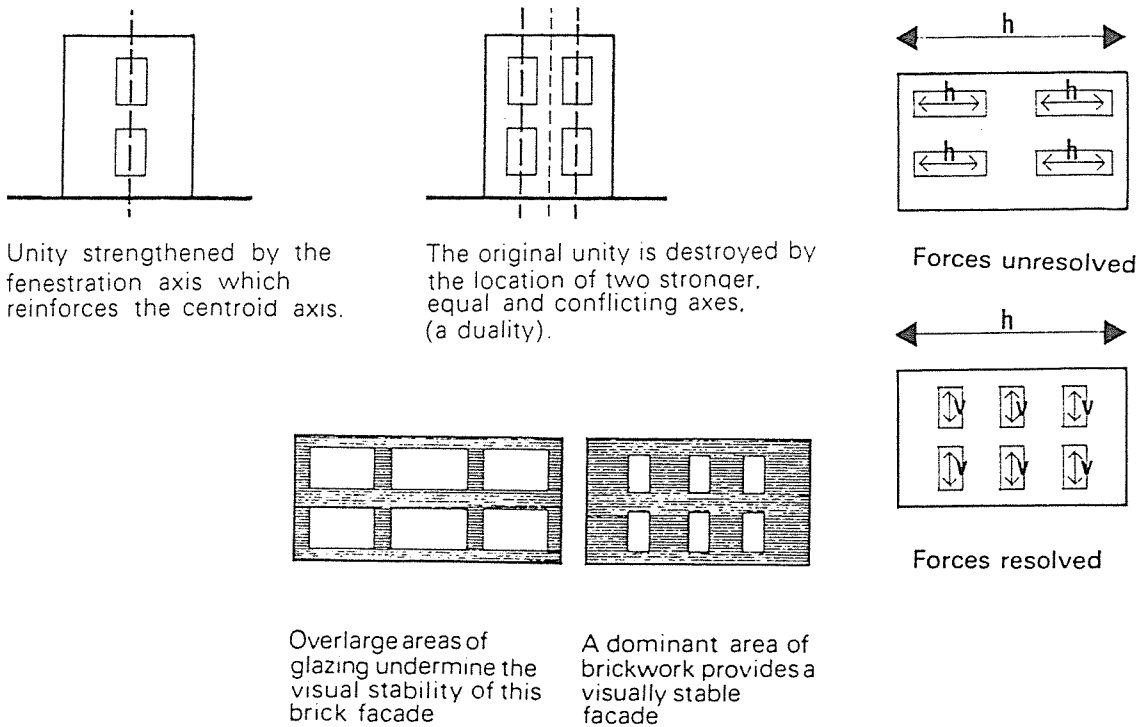


Figure 15 - Well Proportioned and Related Fenestration

(Essex County Council, 1973, Pp 79-80)

### Colour

Colour is important because it heightens our responsiveness to the environment and can act as a useful tool to mitigate visual ills of society.

In New Zealand, there has been two approaches to the use of colour- symbolic and integration. The former draws upon the cultural traditions and/or imagery existing beyond the realms of the local landscape, while the latter involves the harmonising of the colours of structures with those of the landscape in which they occur. This latter approach has been the main thrust of controls over colour in sensitive landscapes (Brown, 1989).

The nature of controls over colour is determined by three key elements: weight, hue and greyness. Weight and greyness are the most important factors in determining colour relationships and compatibility because of their significance in denoting the level of reflectivity of a colour. Subsequently, the weight and greyness values of a structure should correspond with those of the

landscape if integration is to be achieved. In contrast, if hue is used as the first yardstick to achieve integration, inconsistencies in the colour of structures and their backdrops will occur, as weather and seasonal variations in light result in different levels of reflectivity (Brown, 1989).

It should also be noted that colour can be used to adjust the apparent size of structures, camouflage the form of a structure, and further harmonise a structure with its landscape by ensuring that roofs are painted with a colour darker than the walls below (Brown, 1989).

### *Texture*

Texture can be regarded as the impression through sight of what can be experienced through touch (Reekie, 1972). Spreiregen has applied this term to urban design and, furthermore, has introduced the term 'grain'. He defines grain as ....'the degree of fineness or coarseness in an urban area', and texture as ....'the degree of mixture of fine and coarse elements' (McConnell, 1968).

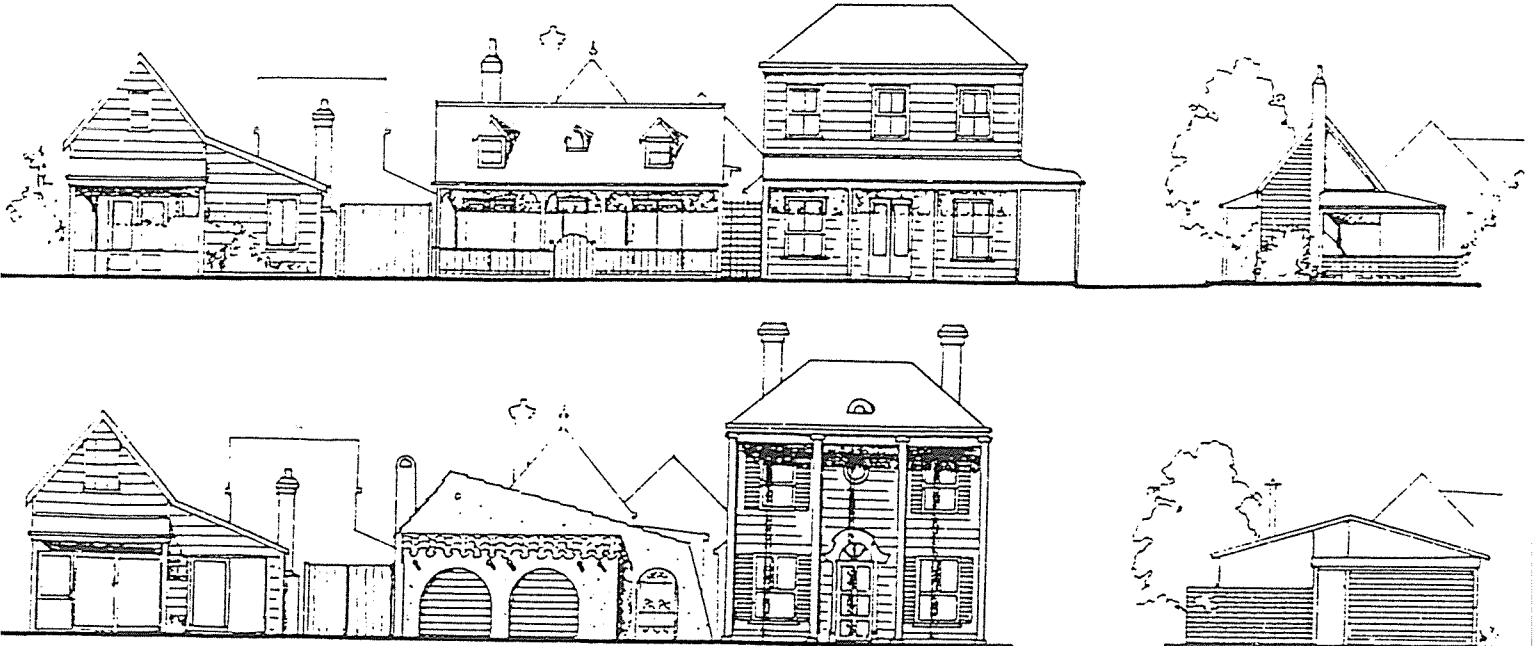
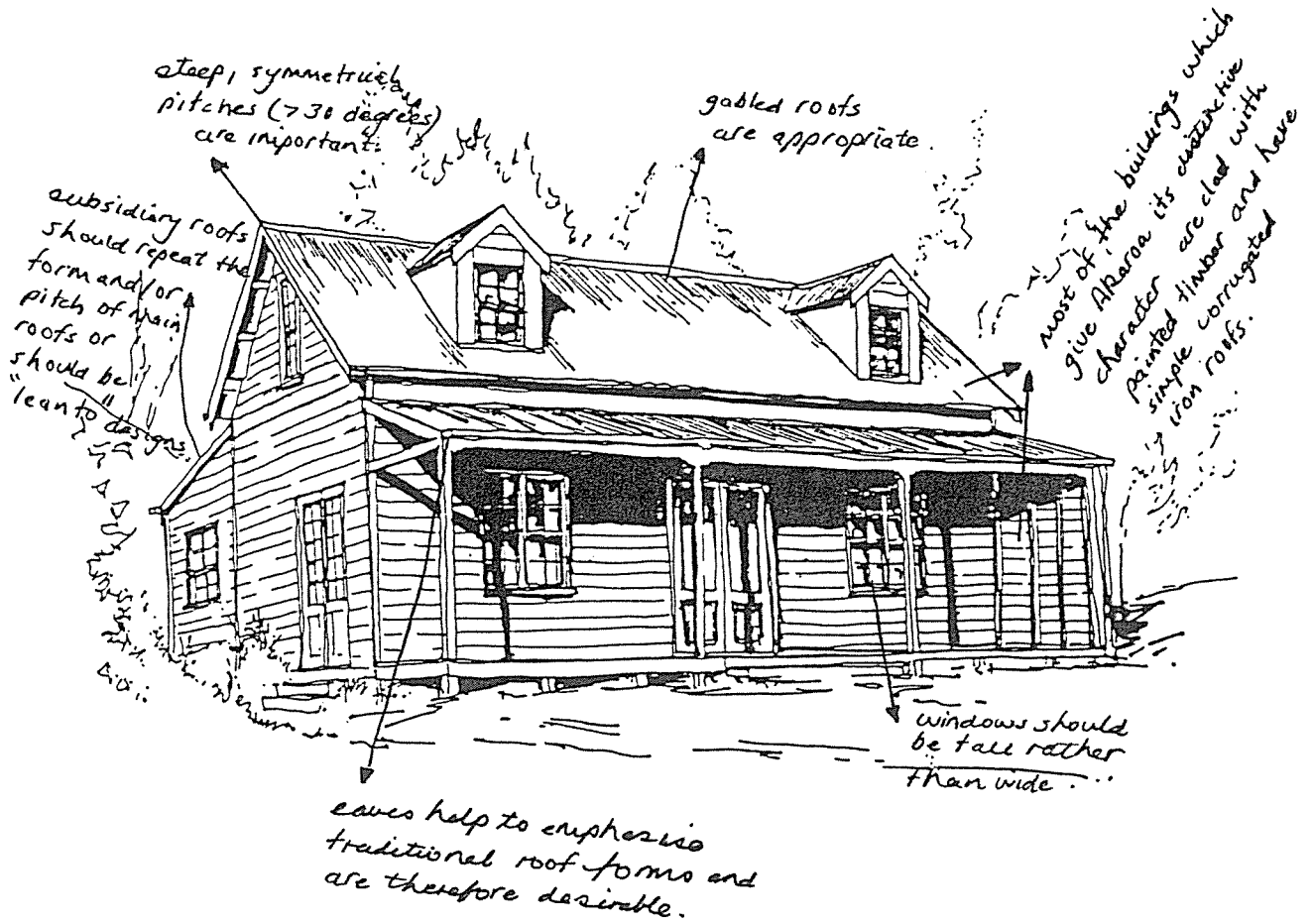
Texture is important because it modifies colour. Two surfaces with the same hue and intensity but different textures will not look alike. And, as with hue, texture varies as the light changes in position and strength (Reekie, 1972).

A dominant texture is required to create a homogeneous enclave. In some instances, contrast in texture can be used effectively, but violently diverse and competing textures will produce a restless and divisive visual environment, devoid of distinctive character (Reekie, 1972).

*Case-Study*

Lynch (1960) has suggested that the image of a district is heightened when it is characterised by continuity and clarity of joint qualities to the extent that a distinctive, homogeneous area is created. Where this is accompanied by distinctive use and status, the effect is unmistakable. An example is the upper-class area of Beacon Hill in Boston (Lynch, 1960).

Akaroa township, Canterbury, New Zealand, is an example of how specific criteria for form, scale, pattern, colour and texture can be applied in design guidelines to determine whether a proposed structure is compatible, or 'in harmony' with the townships 'colonial' character. Figure 16 shows these criteria:



Old and new buildings complementing the character of Akaroa. The lower drawings shows modifications to old buildings and new buildings which are unsuitable in the Akaroa context.

Figure 16 - Inappropriate and Appropriate Buildings in the Akaroa context

(Akaroa County Council Design Guidelines for Akaroa, From Collins, 1986, Pp 11-12)

Additionally, the Akaroa Guidelines provide appropriate colour schemes to ensure that buildings enhance rather than clash with the visual character of the township. An extract from the guidelines states that:

"... walls are best painted white or a strong dark colour; cream or grey is also appropriate. Window and door frames are usually best painted white. A relationship with adjoining buildings can be established by selecting a lighter or darker tone of a colour nearby."

(Akaroa County Council Design Guidelines for Akaroa, From Collins, 1986, P 12)

### *On-Premise Signs*

Signs are an important feature of enclaves and therefore warrant separate discussion.

It has been acknowledged that a distinction can be made between off and on premise signs. The former type of sign has already been discussed in relation to the path element of public image. The other type- on-premise signs- will now be examined.

As with off-premise signs, on-premise signs can have a constructive or detrimental effect on the amenities of an area. In contrast, however, local authorities have less control over the nature of on-premise signs. Additionally, sign controls can be a source of conflict between the advertiser and the environmental designer, as the former require advertisements that dominate rather than harmonise with the surroundings (Greater London Council, 1978).

Below is an American example of sign controls for Lake Charles in Louisiana:

The provisions for on-premise signs permitted as of right at Lake Charles have the following characteristics:

- they distinguish between the size and number of signs on sections in Mixed-use, Business, Industrial, and Downtown and Lakefront districts, and those in Residential districts.
- they allow increases or enforce decreases in the amount of signage, depending on whether a sign is set back more or less than the required front yard.
- they allow increases in the amount of signage if it is landscaped, constructed of natural or natural appearing materials, of neutral or subdued colours or integrated into the surrounding structures.

Provisions for signs permitted as conditional uses relate to amount and height requirements and judgements of whether they constitute a traffic hazard or are in character with the district (Duerksen, 1986).

It is important for design guidelines for National Park township to also offer incentives to advertisers if they erect signs in harmony with the surrounding environment.

#### 4.3c EDGES

##### *Introduction*

Edges are the linear elements not used as paths by the observer. In general, they act as important organising features in peoples' images (Lynch, 1960).

Edges most commonly emerge as a consequence of a number of actions. These include path construction, subdivision and tree planting. Often there is no specific intent to create an edge. A well-known exception is a green-belt area which may demarcate the edges of a Central Business District or a city's limits.

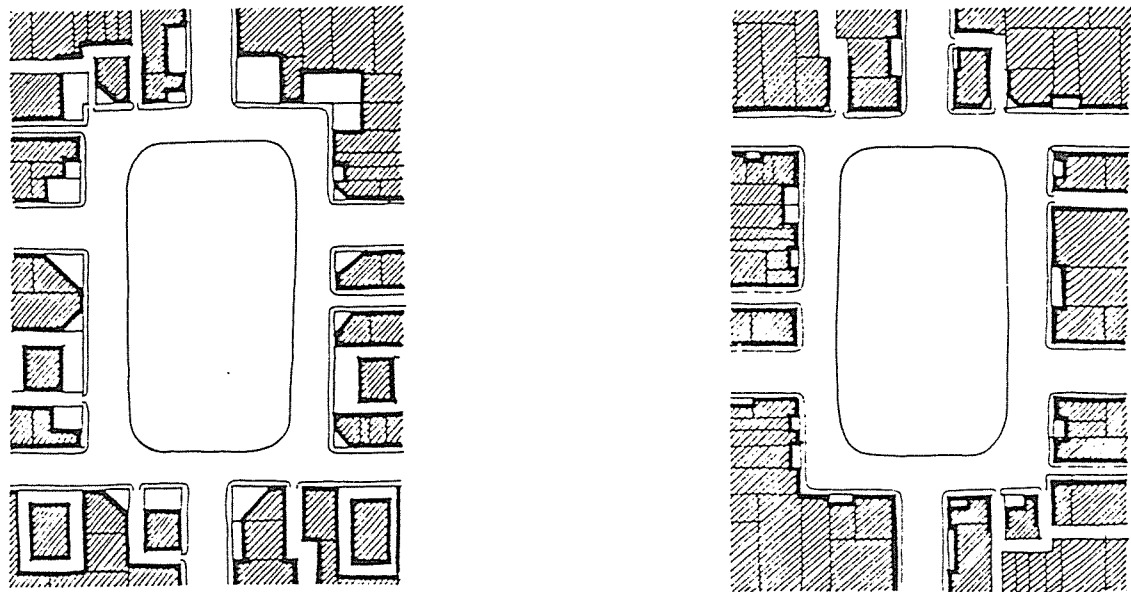
More common are attempts to reinforce edges, for example, by planting rows of trees to separate enclaves from one another. This is particularly important in respect of screening of industrial areas from roads and residential enclaves.

Two appropriate design clues for edges are:

##### *Line Qualities*

Line qualities such as edge continuity and clarity of joint are important because they sharpen the observer's awareness of his or her whereabouts.

The City of Adelaide Plan- 1986 to 1991- is an example of a plan which attempts to improve the definition of the hard edges of the city's public squares by reinforcing the continuity and clarity of joint of their surrounding buildings. Appropriate and inappropriate ways of achieving this are shown in Figure 17:



*The form of development arising from site specific solutions ignoring the discipline imposed by the grid/square layout. Weakening of the visual edges of the square.*

*The form of European building development appropriate to a city square – buildings defining the edges. Only minor setbacks and chamfers.*

*Figure 17 - Edge Reinforcement*

(City of Adelaide Plan, from Downton and Hamnett, 1988, P25)

Furthermore, the provisions heighten the observer's ability to differentiate between being 'inside' and 'outside' of Adelaide's public squares.

### *Visual Scope*

This quality is important as an edge can gain in strength if it is laterally visible for some distance, and can subsequently act as a feature to orient an observer. An example of an edge is a tall row of trees or a distant ridge. The reinforcement of an edge should attempt to enhance the genius-loci of an area. Where an edge is reinforced by tree planting, for example, indigenous plant types should be used to enhance genius-loci. This is particularly relevant in the National Park township context.

Clarity of joint is important as it helps define the boundaries of a node and helps the observer recognise if a node has been entered..

### *Scale*

The size of a node should be related to the scale of the buildings around it. Traditionally, nodes have assumed a square shape with static and finite characteristics since an area with a long axis exceeding its short axis by more than 50% tends to reflect a linear space which is normally associated with dynamic pedestrian and vehicular movement. Subsequently, static spaces are relatively more claustrophobic and need to be compensated for by having a height to width ratio of about 1:4 (Essex County Council, 1973). This ratio should be used in combination with the example of minimum building setbacks around squares (refer to Edges) to define the size and boundaries of nodes.

### *Street Furniture*

A feature of nodes is usually street furniture. This type of furniture may serve a variety of functions, such as:

- articulating space- seating, bins, bollards and planters;
- dividing space- fences and barriers;
- performing specific functions- bus shelters, light fittings, cycle racks and stands, flagpoles, town maps, signs, information displays, grit bins, parking meters etc.

The selection of street furniture will depend on a number of factors. These include whether it reinforces the genius-loci of an area, and considerations regarding durability, safety, and resistance to vandalism and the rigours of weather (Tibbalds, 1986). In respect to long term seating, ergonomically designed seats with backs are more appropriate to ensure comfort (Greater London Council, 1978). An example of this type of seating is shown in Figure 18:

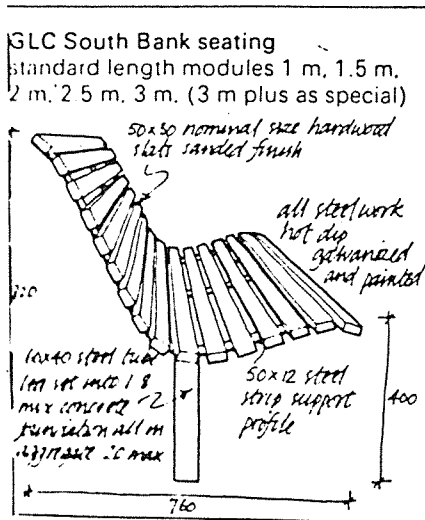


Figure 18 - Ergonomically Designed Seat

(Greater London Council, 1978, P109)

A concern that has emerged in recent design guides, however, is a bias towards contextualism and building forms rather than quality in the design of public space per se. In Australian cities, for example, the design of public space is dominated by street furniture but often with little feel for how each element should be put together. The result is a hotch-potch of features that lack any real consideration for overall function or the meaning of space. In light of this, public space considerations should be afforded high priority where any new development occurs. This will require landscape architects to be more involved in the design of public spaces than at present (Hamnett, 1988).

Illustrations of appropriate street furniture for National Park township will be given in Step 5 of the Design Process.

#### 4.3e LANDMARKS

##### *Introduction*

Lynch (1960) has defined a landmark as an external, perceptible, and physical object that the observer uses as a point-reference. A landmark may be local or distant, and will have heightened imageability if it is characterised by singularity, visibility, and concentration of association.

To reinforce the image of an existing landmark, the following two clues are important:

##### *Relationship*

The image of a local landmark is heightened where it is surrounded by nodes and converged on by paths.

##### *View Protection*

The image of a landmark, for example, the spire of an ancient cathedral or the snow capped peaks of a distant mountain, can be reinforced by identifying view corridors from important viewpoints and preventing any subsequent development within this corridor that would impede the view of the particular landmark (Duerksen, 1986).

This technique will be discussed in relation to National Park township in Step 5 of the Design Process.

#### 4.4 SUMMARY

There are a number of relevant physical and visual clues for each of the elements of public image that can be incorporated into guidelines as criteria to help achieve the urban design goals given in Chapter 1. This will occur in respect of National Park township in Step 5 of the Design Process.

## **CHAPTER 5**

### **IMPLEMENTATION OF THE DESIGN PROCESS FOR NATIONAL PARK TOWNSHIP**

The Design Process for National Park township will now be implemented in accordance with its description in Chapter 3.

The end product of the Design Process is a set of suggested zoning changes, design guidelines, and works programmes. Implementation of these suggestions by the Ruapehu District Council will help to improve the image of National Park Township in terms of its physical appearance, both in the short and long term. This in turn will make the township a more desirable accommodation base from which to experience the many and varied recreational activities of the Ruapehu region. Ultimately, they will accrue economic benefits to the Council and district alike.

The suggestions will be forwarded to the Ruapehu District Council in a report summarising the findings of the study. They will subsequently be utilised in the planning for future tourism development in the township.

## ***STEP 1***

### ***ESTABLISHMENT OF STUDY TEAM AND RESIDENTS ADVISORY COMMITTEE***

Chapter 3 has stated that some requirements of each stage of the Design Process for National Park township may not be able to be undertaken for one reason or another. This applies to Step 1 of this process for two reasons:

Firstly, the 'Study Team' consists of the writer only. Worley Planning Consultants have supplied some information, but most of this has been only indirectly related to the objectives of the study given in Chapter 2.

Secondly, a Residents Advisory Committee has not been established, nor has a workshop been held to brief local residents on the aims and assumptions of the project and to gain a general idea of local residents values and visions for the future of their township. The writer did, however, attend a National Park Ward Committee meeting on the 7th February 1990 to present some of the recommendations of the study. From the ensuing discussion, it was established that the Committee members favour attempts to promote and develop an alpine character for the township. However, whether this conviction is representative of the visions that the majority of local residents have for the township's future is a more debatable point.

Nevertheless, a property-owners questionnaire conducted by Worley Planning Consultants in late 1988 drew a number of responses outside of the range of questions asked, which provided an insight into how some local residents believe their home-town should be improved in the future. A few of these ideas are captured in Appendix 6.

Those suggestions referring to the public spaces of National Park township should be considered in the formulation of works programme suggestions for the township. This will occur as part of Step 5 of this process.

## ***STEP 2***

### ***VISUAL ANALYSIS***

#### **2.1 INTRODUCTION**

Step 2 of the Design Process for National Park township involves identifying and mapping the elements of the town's 'public image', which in turn, describe the features which make the place unique.

Chapter 4 has recognised that some requirements of each step of the design process for National Park township will not be able to be carried out in the implementation of this method.

In this step, the public image of National Park township will not be able to be identified by both trained observers and local residents, due to time and manpower constraints. Instead, the elements of the town's public image will be identified by the writer (who is considered to be a trained observer !) only. Because of this, it is recognised that the following elements of the township's public image may be different from those which might have emerged from involvement of local residents and visitors to the township.

The questionnaire results ( refer to Appendix 1) do, however, reveal that a significant number of visitors have poor induced images of National Park township at the induced and organic levels. In this respect, the visual analysis will provide greater insight into the elements responsible for the township's poor image.

The enclaves comprising each particular component of the township's image will now be identified, in addition to their respective historical, demographic and visual characteristics (including path, node, and landmark elements). Each image will then be compared to the existing zoning pattern. Following this, discussion will focus on the elements which do not occur within an enclave, and those which are inter-related, seasonal, vivid, tactile, aural, and olfactory. The analysis will end with an examination of the Maori history of the area.

Throughout the analysis, reference should be made to the Land-Use Plan for National Park township (refer to Appendix 7). This will provide a further insight into the nature of the enclaves comprising the township.

## 2.2 ENCLAVES

Enclaves are the areas of a settlement having common identifiable features. In respect to National Park township, enclaves will be discussed in terms of existing and future enclaves. The former refer to those areas with existing development, while the latter encompass all the large vacant blocks of land in the township which may, given their availability (among other factors), be developed in the future. These types of enclaves will now be identified, followed by a discussion of their respective elements.

### 2.21 Existing Enclaves

#### 2.21a RAILWAY ENCLAVE

##### *Historical and Demographic Context*

Upon completion of the North Island Main Trunk Line in 1908 (Allen, 1984), National Park township became a service depot for the Line in the Tongariro National Park area.

The small number of cottages built in the township to house the workers and their families are today leased by the New Zealand Railways Corporation. The leasees are a mixture of permanent and non-permanent residents, with a slight prevalence towards the former (Taumarunui County Council, 1989). The permanent residents of the township typically have incomes at the lower end of the income scale (Worley Planning Consultants, 1989), thus indicating that this particular enclave has a low socio-economic status overall.

The New Zealand Railways Corporation own all of the land of this enclave and have expressed a desire to sell as much of it as possible.

### *Visual Characteristics*

The location of this particular enclave is shown on Plan No. 2. It is characterised by a small number of cottages either side of the railway line, the National Park township hotel and old railway station, and the yards and sidings adjacent to the line which are scattered with abandoned rail parts.

The railway cottage sites are characterised by uniform sized yards with parallel orientation to each other and to their respective boundaries. Their design in terms of materials, roof shape and pitch, and fenestration also ensure uniformity. This is shown in Figure 19. In essence, these cottages are similar to railway cottages in Taumarunui, Otira and Taihape or any other railway town in New Zealand.



*Figure 19 - Railway Cottages*

The hotel and former railway station also reflect this standardised design.

*Nodes*

The National Park township hotel, shown in Figure 20, is an important gathering place (or node) for local residents, and to a lesser extent for visitors. This is particularly evident during the peak of the ski season when the parking area of the hotel is clustered with vehicles and people coming and going.



*Figure 20 - National Park Hotel*

The old railway station is an example of a former node. It has recently been adapted for use as a tourist venture.

### *Landmark*

The function and imageability qualities of the hotel ensure that it is also a landmark. These qualities are derived from the size of the hotel and the illuminated 'D.B' sign. In the ski-season, the imageability of the hotel is enhanced by multi-coloured lights which are draped from the front side of the building.

### *Paths*

There are two paths within this enclave; both of which are unnamed and owned by the New Zealand Railways Corporation but used by the public for access to properties and thoroughfare.

The first of these paths can be classified as a secondary road as it provides access to five railway cottages and public thoroughfare to the western ends of Finlay and Carrol Streets. Its importance is heightened by the fact that New Zealand Railway buses use this road to collect and deliver passengers and freight to the township.

In general, this particular road has low imageability, as it is a narrow strip of bitumen with no other road reserve features. The fact that it is unnamed reinforces this. It can, however, be identified as a 'railway road' inasmuch as the surrounding features reinforce a 'railway image'. These features have been outlined previously- some of which are shown in Figure 21.



*Figure 21 - Railway Reserve*

The other path of this enclave can be classified as a gravel/ dirt path. It provides access to five railway cottages on the western side of the railway line, and to logging routes which extend outside of the township's boundaries. Because of its location, it is unlikely to be viewed by visitors to the township. Furthermore, unformed gravel or dirt roads tend to be used less by travellers as their destination may be uncertain and they are often associated with private property.

### *Zoning*

All of the land in this particular enclave is zoned Rural 3 (refer to Appendix 8). However, this is generally considered inappropriate as a significant part of the enclave is residentially developed. Recommended zoning changes will be discussed as part of Step 5 of the Design Process.

## 2.21b MILLING ENCLAVES

### *Historical and Demographic Context*

The provision of rail links to National Park township provided the catalyst for the development of a timber milling industry, based on the abundance of native timbers in the areas surrounding the township and Tongariro National Park. This timber was subsequently transported by rail to meet the demands of the North Island's expanding cities (Taumarunui County Council, 1985).

By the 1950's, however, milling activities in the township had begun to wind down. Today, only Tongariro and Cobbs Timber Mills are in operation; the latter having opened in the summer of 1989, indicating the possibility of a revitalisation of the industry in this area. The particular enclaves in which they are located are shown on Plan No. 2.

Tongariro Timber Mill is the primary employer in the township. It employs ten local residents and transports workers by van from Taumarunui each morning (Worley Planning Consultants, 1989).

Both of these mills, and their visual characteristics, will now be discussed:

### *TONGARIRO TIMBER MILL (Enclave No. 1 on Plan No. 2)*

#### *Visual Characteristics*

This enclave comprises the Tongariro Timber Mill's workshop and yards and its houses for the staff and manager.

Its distinctiveness is characterised by the logs stacked in the yard of the Mill. Their consistency in colour, texture and form presents a vivid image.

In general, this enclave is introvert, with the uncertainty of the destination of the gravel access roads to the Mill reinforcing this. However, the use of Carrol Street by trucks from the Mill to transport wood chips to the south side of the township for dumping, tends to unnecessarily expose the negative features of the Mill to other enclaves. These features include aural and olfactory matters, which will be discussed following the visual analysis.

### *Landmark*

The Tongariro Timber Mill uses a hopper to produce wood chips. This hopper is shown in Figure 22. It is one of the strongest landmarks in the township because it is the highest structure; is blue in colour which is in direct contrast to the colours of the surrounding elements; and has shape and function which are unique in the National Park setting.



*Figure 22 - Tongariro Timber Mill Hopper*

### *Path*

A gravel/ dirt road extends from the northern end of Buddo Street and subsequently provides access to Tongariro Mill. In this respect, it shares similar characteristics to those of the gravel road in the Railway Enclave. Of particular relevance, however, is the importance of this particular path to the images of people who work at the Mill. In contrast, it is less important to the images of visitors to the township..

### *COBBS TIMBER MILL (Enclave No. 2)*

#### *Visual Characteristics*

This enclave is located on former railway land by the old railway station at the south-west end of the township. The boundaries of this particular enclave are very well defined due to the contrasting nature of the surrounding landuses. And as with the Tongariro Timber Mill, the consistency in colour, texture, and form of the outdoor materials present a particularly vivid and coherent milling image. Against the backdrop of Mt Ruapehu, there is the hint of a raw, 'frontier' component to the townships image. This is shown in Figure 23.



*Figure 23 - Cobbs Timber Mill*

### *Zoning*

Part of the Tongariro Timber Mill enclave is zoned industrial while the remainder is zoned tourist accommodation, in common with the zoning of the staff and manager's houses (refer to Appendix 8). As far as it is known, the zoning of Cobbs Timber Mill is Rural 3. These disparities between visual image and zoning indicate a need for changes to the zoning of these areas. This will be addressed as part of Step 5 of the Design Process.

## 2.21c ALPINE ENCLAVES

### *Historical and Demographic Context*

The completion of the North Island Main Trunk Line in 1908 facilitated the development of National Park township as a railway junction from which to travel to the Chateau Tongariro in Tongariro National Park to experience its unique alpine and volcanic environs.

This activity resulted in the development of a fledgling tourist industry at the township. The town also served as the tourist link between the Wanganui River (Pipiriki) and the south end of Lake Taupo (Pukawa and Tokaanu) (Taumarunui County Council, 1985).

In the 1950's, the rising popularity of skiing as a recreational pursuit resulted in tourism becoming increasingly important to the economy of the township. This trend accelerated markedly during the 1970's, but stagnated in the late 1980's due to economic downturn and a run of poor ski seasons. (refer to the Development Constraints given in Chapter 2) (Taumarunui County Council, 1985).

The 1980's also saw increasing recognition that Tongariro National Park and surrounds offer unique summer attractions. This was heightened by the establishment of Whanganui National Park in 1986. The location of the unique natural attractions of the National Park township area, and the activities derived from these, are given in Appendix 9.

The trend towards increasing tourism in the area over the last 40 years has resulted in the ownership of a significant number (64 %) of properties in National Park township by absentee landlords, who arrive at select times of the year for recreational reasons. Forty per-cent of these people live in Auckland, while nine per-cent are from Wellington, with the remainder being from regional centres throughout the North Island. The ensuing trend has been for a sharp polarisation of the demographic characteristics of the resident and non-resident populations. For example, the absentee landowners are generally

business proprietors, self employed, or business managers/ executives, averaging a household income of in excess of \$40,000 per annum. This is in sharp contrast to the average annual household income of permanent residents. The features of the alpine enclaves of National Park township will now be examined:

*KIRK STREET SUBDIVISION (Enclave No. 3)*

*Visual Characteristics*

This enclave is residential and contains dwellings with alpine design features. These features are shown in Figures 24 and 25 and include timber exteriors, corrugated iron roofs with steep pitches (A-frames), square windows with aluminium joinery, and colours that generally harmonise with the alpine environment.



*Figure 24 - Alpine Style Subdivision*



*Figure 25 - A-Frame Chalet*

Figure 26 illustrates design simplicity- an integral feature of alpine chalets. Additionally, the small amount of landscaping in this enclave consists mainly of flaxes, tussock, pines and alpine flowers; and in some cases these are arranged in rock or bark gardens.



*Figure 26 - Design Simplicity against backdrop of Mt. Ruapehu*

This particular enclave can also be differentiated from others as it is characterised by variations in the size and shape of sections and in the orientation of the chalets both to each other and to their respective boundaries. Back sections are also a feature.

### *Path*

Kirk Street is 'L' shaped and part of the newest subdivision of National Park township. Its characteristics in terms of street, carriageway and footpath width; the use of mountable kerb/ edging; and the use of footpaths on only one side of the road, have been determined by the subdivisional standards for Taumarunui County. Figure 27 shows Kirk Street facing south. At the end left of this photograph is a right-of-way.



*Figure 27 - Kirk Street subdivision*

Kirk Street has visual prominence within the township due to its superior state of repair, and unique carriageway features which include underground placement of all reticulated services. Such prominence is enhanced by the continuity of the alpine style chalets. Subsequently, the identity and character of the street are apparent.

The width of the path can be criticized, however, for helping create an unnecessarily 'open' environment in terms of the human scale. A narrower street would be acceptable in terms of functional requirements (e.g traffic volume) and would enhance the intimate, small scale atmosphere of the street.

*TURNER PLACE (Enclave No. 4)*

*Visual Characteristics*

At present there are only three residential dwellings in this particular enclave. While their design does not reflect an alpine image, an alpine 'feel' is reinforced by the east-west orientation of the street such that an outstanding view of Mt Ngauruhoe is obtained. This is shown in Figure 28.



*Figure 28 - Turner Place road reserve and Mt Ngauruhoe*

### *Path*

Turner Place is similar to Kirk Street in that its characteristics have been determined by the subdivisional standards for the County. Consequently, their respective layout and design features are similar. The only main difference is the location of a grass verge between the footpath and mounted kerb/ edging of Turner Place within which there are a number of small shrub plantings. In other respects, the street is rather non-descript and unkempt.

### *BUTTERCUP (Enclave No. 5)*

#### *Visual Characteristics*

Buttercup is a tourist operation offering motel, lodge, and cabin accommodation, and organised alpine activities. It is characterised by three main alpine style buildings and a cluster of tall trees of predominantly pine varieties. These are unique in the township setting.

#### *Landmarks*

The enclave features a Manor House and an office, which are landmarks due to their high visibility at the junction of State Highways 4 and 47. Figure 29 shows the Manor House, located at the corner of State Highway 4 and Finlay Street. It can be seen that the timber materials, square windows, and reasonably steep roof pitch of the building tend to reinforce an alpine image.



*Figure 29 - Manor House, Buttercup*

The imageability of the office is enhanced by a neon advertising sign, and during ski season, by an array of multi coloured lights.

*TOURIST ACCOMMODATION AREA FRONTING STATE HIGHWAY 4 (Enclave No. 6)*

*Visual Characteristics*

This enclave consists of three ski club huts, one accommodation chalet, a motel, and three permanent residences. The design of these building can, in general, be seen to reinforce an alpine image. The form, materials, pattern, colour, and fenestration of the Swiscki Chalet, shown in Figure 30, provides a good example.



*Figure 30- Swiscki Chalet*

While the boundaries of this particular enclave are fairly well defined, due to Carrol and Millar Streets and the vacant land to the west of the enclave, the existence of three non-alpine dwellings detracts from this enclave projecting a strong alpine image.

*Landmark*

The Highland Motel is another building which gains its landmark status from being located adjacent to State Highway 4 in an area of spatial prominence to passing traffic. Its relatively large scale, lengthy setback from the road, and neon sign, enhance this building as a landmark. This is shown in Figure 31.



*Figure 31 - Highland Motel*

In addition, its alpine garden, backdrop of pines and good upkeep make it one of the tidiest features of the highway frontage.

*TOURIST ACCOMMODATION AREA ADJACENT TO THE PRIMARY SCHOOL (Enclave No. 7)*

*Visual Characteristics*

This enclave contains two ski lodges, a club hostel, and fifteen small units located on the same section but with separate title. In addition, there is a large area of vacant land which includes one entire section and part of the section containing Fletchers Lodge.

In general, the buildings in this particular enclave reflect an alpine image in terms of their form, colour, materials, and fenestration, as shown in Figures 32 and 33 of Pipers Ski Lodge and the multi-unit development respectively. However, other features such as the lack of compactness of buildings and the absence of surrounding alpine vegetation make this a weak alpine enclave.



*Figure 32 - Pipers Ski Lodge*



*Figure 33 - Multi-Unit Development, Millar Street*

### *Zoning*

In general, the zones in which the alpine enclaves are located reflect their existing uses (refer to Appendix 8). The areas adjacent to State Highway 4 and the primary school, for example, are zoned Tourist Accommodation and have been moderately successful in attracting commercial and private ski lodge development. Likewise, Kirk Street is zoned Residential and features all but two chalets for residential use. Turner Place, however, is zoned Tourist Accommodation and contains three residential dwellings. This is one enclave where a zoning change could be considered by Council. This matter will be considered in Step 5 of the Design Process for National Park township.

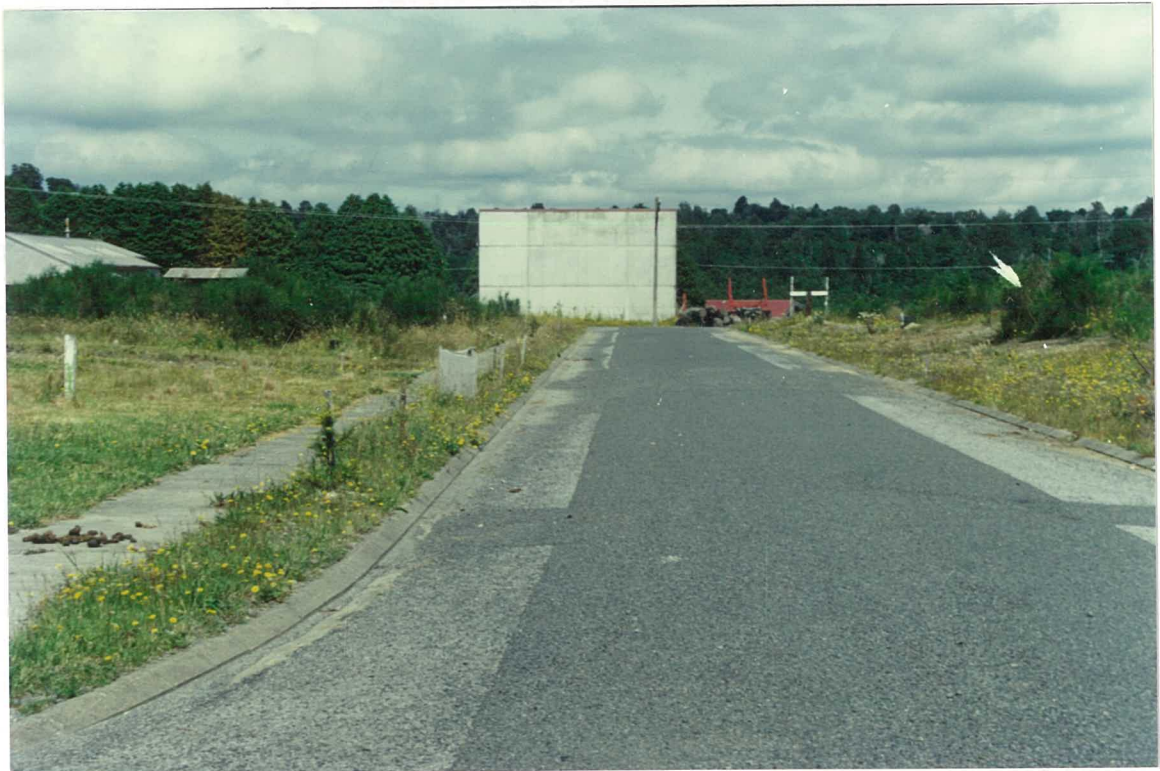
#### 2.21d WORKS ENCLAVE

##### *Demographic Context*

Works and Development Services Corporation Ltd. (formerly the Ministry of Works and Development) is the second most significant employer in the township, providing permanent employment for five men. An increase of major road works or maintenance in the Tongariro National Park area results in temporary employment for several more (Worley Planning Consultants, 1989).

*Visual Characteristics*

This enclave consists of a yard and storage and workshop sheds for machinery and equipment to maintain the State Highways in the Tongariro National Park area. Part of the yard contains a large concrete wall. This is shown in Figure 34, viewed from the eastern end of Turner Place, with the storage sheds on the left.



*Figure 34 - Concrete Structure, Works and Services*

*Zoning*

The Works Enclave is a designated area with an underlying Industrial zoning, as shown on Appendix 8.

## 2.21e SCHOOL ENCLAVE

### *Demographic Context*

The National Park Primary School has recently lost a significant number of pupils as a result of the Government's decision to close Waikune Prison, and to a lesser extent, the curtailing of business activities in the area as a result of economic downturn.

### *Visual Characteristics*

The primary school, shown in Figure 35, forms a distinctive enclave due to the design characteristics of the school buildings and the easily identifiable boundaries created by the playing fields.



*Figure 35 - National Park Primary School*

The school buildings are of a standardised design common to all schools built in New Zealand during this period. Consequently, the school bears no relationship to either the alpine, railway or milling images of the township. It is an example of the type of design that results from sectoral planning at the national level rather than comprehensive planning at the local or regional level.

The use of some alpine vegetation, the form, colour and material of the front fence, and the carved 'National Park School' sign in the timber fence, do however, tend to enhance the alpine image of the township.

### *Zoning*

The School Enclave is a designated area with an underlying Residential zoning, as shown on Appendix 8.

## 2.21f MIXED ENCLAVES

### *Introduction*

Mixed enclaves contain a number of images, some of which have already been detailed in terms of their historical context. Nonetheless, demographic information pertaining to each one of these enclaves will be referred to where appropriate.

### *JUNCTION OF STATE HIGHWAYS 4 AND 47 (Enclave No. 8)*

#### *Visual Characteristics*

This particular enclave is one of the most important in the township since it is located at the junction of two state highways. Accordingly, it should project a tidy, unified, and unique image if the passer-by is to be enticed into spending some time at the township. However, the present image of the enclave is rather non-descript inasmuch as its buildings tend to lack a common identity

and are generally in a poor state of repair. There is also a total lack of unity between any of the elements within the enclave. These elements are a war memorial, a B.P station, Macracarpa Backpackers Lodge, Misty's B.Y.O Restaurant, and a ski-hire shop.

*Node*

This particular enclave has the most important node in the township. Not only is this node a junction between two paths, but a common meeting place and arrival and departure point. The associated activity is well captured in Figure 36.



*Figure 36 - Car Park, junction of State Highways 4 and 47*

Nodes are commonly found at the junction of a number of paths and therefore act to heighten people's awareness of the elements of a particular node, because it is necessary to make decisions at junctions.

Where the approach to National Park township is from the north or south, the traveller must subsequently decide whether to by-pass the township completely, turn on to State Highway 47, stop at the National Park Service Station or either of the two ski-hire shops affronting State Highway 4 (if it is ski season), or detour into the township proper. In this respect, the convergence of paths, people and activity at nodes, and the subsequent need to attract peoples' attention, ensures that junction nodes contain a number of vivid elements. The B.P petrol station at National Park township is one such example.

This particular node however, is rather unattractive. It is scruffy and essentially a gravel car park. Lacking are the features normally associated with nodes, such as seating and landscaping. This is particularly surprising in light of the location of the war memorial within this area.

The area does, however, display an alpine image insofar as there are nearly always alpine related activities occurring there. During winter, for example, brightly coloured ski wagons (complete with ski racks) arrive at the garage for petrol, and skiers, adorned in the latest ski wear available, congregate to buy snacks and admire the views of the mountains. This particular form of 'hype' is important because the 'feel of a place' is often a catalyst for its growth as a popular tourist destination.

### *Landmarks*

This enclave contains two landmarks.

The first is the particularly vivid and familiar green and yellow B.P sign, situated outside the National Park garage at the edge of State Highway 4, opposite State Highway 47. This sign is especially visible when the township is approached from the south, as shown in Figure 37. Its visibility is enhanced during the ski season, when the garage is adorned with a string of colourful lights. Furthermore, as Lynch (1960) recognises, landmarks located at a junction involving path decisions strengthen that particular landmark.



*Figure 37 - B.P Sign, National Park Service Station*

The second landmark in this particular enclave is the war memorial. This landmark is, in itself, distinctive as its age, form and stone masonry features vary with the appearance of surrounding elements. However, it has a weak image because it is alienated from its surroundings by a complete lack of unifying features. Figure 38 shows the war memorial in its neglected location on the edge of the gravel parking area.



*Figure 38 -War Memorial*

*Path*

There is a rough dirt road extending from the node of this enclave towards the access road off Kirk Street, which then becomes a track which links them. This should be improved if it is to be recognised as a pedestrian linkage.

*COMMERCIAL AREA, CARROL STREET WEST (Enclave No. 9)*

*Visual Characteristics*

This enclave contains a small number of commercial, tourist accommodation and community facilities, as well as residential houses. Zoned commercial, it has nevertheless failed to develop a commercial 'character'. Rather, the diversity of design, layout and use features has led to the development of a non-descript image.

The three accommodation lodges- Ski Haus, Carma Lodge and Howards Lodge- reflect an alpine image in terms of form, colour and materials. Ski Haus is shown in Figure 39, and Carma Lodge can be seen to the right of the Community Hall in Figure 40.



*Figure 39 - Ski Haus Lodge*



*Figure 40 - National Park Community Hall, and Carma Lodge*

In contrast, the general store and Ski Biz Ski Hire have brick facades and flat roofs. These are features which are out of character with the alpine style of the lodges, and are illustrated in Figures 41 and 42 respectively. In addition, the former Post Office is characteristic of the design of many Post Offices throughout the country.



*Figure 41 - National Park General Store*



*Figure 42 - Ski Biz Ski Hire Shop*

The low imageability of this particular 'commercial' enclave is accentuated by the lack of continuity of commercial facade features which a verandah would provide, the spread out nature of the facilities resulting partly from the unnecessarily large size of the commercial sections, and the existence of vacant sections and permanent or holiday houses setback from their front boundaries.

All these factors combine to form a weak enclave comprised of a few key commercial, tourist accommodation and community facilities in an area displaying uncertain boundaries.

#### *Node*

This area, shown on Plan 2, is the second most important node in National Park township, and features the only grocery outlet in the town. During the ski-season, the activity within this area increases as more people visit the township and the adjacent ski-hire shop opens.

The nodal function of this area is heightened by the locality of telephone, postal, and mail boxes outside the general store, and by the daily stoppages of New Zealand Railway buses outside the general store to collect and deliver passengers, mail and goods.

#### *Landmark*

The function of the general store (refer to Figure 41) is the main reason for its landmark status. The daily pattern of shopping for essential supplies ensures that it is a well known spatial reference point.

*RESIDENTIAL AREA BOUNDED BY BUDDO, FINLAY AND WARD STREETS, AND THE COMMERCIAL AREA (Enclave No. 10)*

*Demographic Context*

This enclave contains a mixture of permanently occupied and holiday houses. The former are mainly concentrated near the Carrol Street end, particularly of Ward Street, while the latter are predominantly restricted to the southern ends of Buddo, MacKenzie, and Ward Streets, with many of these sections being vacant (Worley Planning Consultants, 1989).

*Visual Characteristics*

This particular enclave is identifiable by the grid street layout bounded by Buddo, Finlay and Ward Streets and the southern edge of the commercial district. Within this area are four blocks, each containing 16 sections of equal size, bisected by MacKenzie and Millar Streets.

It is difficult to identify this enclave by other features, such is its diversity and fragmentation. The buildings in particular, represent a diverse range of styles. While 41% of the sections are occupied by holiday houses, only a few of these reflect the alpine theme which dominates the Kirk Street subdivision. Two of the better examples are given in Figure 43. The remainder consist of older, rather small, prefabricated style cottages. Some are of railway origin. A number are in poor condition.



*Figure 43 - Alpine Style Houses, Buddo Street*

In addition, a few non-residential buildings contribute to the diverse range of images of this enclave. At the northern end of Buddo Street, adjoining the commercial area of Carrol Street, is the Police Station and Roy Turner's Ski Shop, shown in Figure 44. The Cosmopolitan Club and Kawerau District Ski Club are located at the northern end of MacKenzie Street. In the block adjoining Buddo and Finlay Streets is the Fire Station.



*Figure 44 - Roy Turner's Ski Hire Shop*

The existence of 20 (out of 64) vacant sections accentuates the fragmented nature of the enclave. This is particularly apparent in the block bounded by Finlay and Ward Streets where there are 10 vacant sections. The fragmented image that this creates detracts from the overall image of the township. Additionally, the grid street pattern and lack of any identifiable features tend to increase the possibility of people becoming disorientated within this area.

*Node*

Roy Turner's Ski-Hire Shop assumes a nodal function during the ski season but is a small node, identifiable only by the skiers who use it and their vehicles.

*AREA SURROUNDING UNNAMED CUL-DE-SAC (Enclave No. 11)*

*Visual Characteristics*

This particular enclave consists of two alpine style houses on large sections, two Landcorporation houses for staff, and six small wooden bungalows clustered around the unnamed cul-de-sac, and is used for both residential and tourist accommodation purposes. None of these buildings, however, contribute to the area having any special qualities. In short, it is a weak enclave with no single identifiable image.

*Path*

This no-exit, horse-shoe cul-de-sac is very small. It provides sealed access to eight sections and has kerb/ edging but no footpath or grass verge.

*AREA OPPOSITE THE PRIMARY SCHOOL (Enclave No. 12)*

*Visual Characteristics*

This enclave consists of three houses for employees of Tongariro Timber Mill, a cluster of buildings belonging to the Department of Conservation, and four residential houses owned by Works and Development Services Corporation. Subsequently, most people who live in this enclave are permanent residents of the township. This factor, however, is the only distinguishing feature of this otherwise non-descript enclave.

*Zoning*

The zoning map, shown in Appendix 8, reveals that the mixed use enclaves are located within tourist accommodation, residential, and commercial zones. Most of these enclaves, however, have not been successful in projecting an image which reflects their respective zonings. The commercially zoned area of Carrol Street west, for example, has failed to develop a commercial character

and this is partly due to its physical isolation from the main travel route of State Highway 4. It has instead developed a variety of land uses, and lacks verandah continuity between commercial buildings. Similarly, the area opposite the primary school is zoned tourist accommodation but has failed to develop an appropriate visual character, and instead comprises staff houses for permanent residents of the township .

In contrast, the junction of State Highways 4 and 47, and the area bounded by Buddo, Finlay, and Ward Streets, display images which, although they are non-descript in terms of building style, do reflect their respective zonings. The former of these enclaves contains two commercial uses on land which is spot zoned commercial, while the latter is comprised of a majority of residential houses with varying design features.

The formulation of appropriate design standards and zoning changes for these particular enclaves will occur in Step 5 of the Design Process.

## **2.22 Future Enclaves**

These particular enclaves are identified in Plan 2 and are numbered 13 to 20. At present their vegetation cover predominantly comprises flax and broom, and they are mainly flat with some low lying parts prone to swamp conditions.

The large areas which these enclaves cover and their location in highly visible parts of the town ensure that they are dominant features in the image of National Park township. Accordingly, they tend to reinforce the townships fragmented, spread out and patternless nature, as shown in Figure 45.



*Figure 45- Vacant Land (Enclave No. 18)*

Step 3 of the Design Process will identify appropriate use objectives for each of these particular enclaves.

## 2.3 EDGE PATHS

Edge paths refer to channels along which an observer may travel. They also act to separate one enclave from another. The edge paths of National Park township will now be discussed in terms of the road hierarchy outlined in Chapter 4.

### 2.3a MAIN

#### *State Highway 4*

This highway forms part of the most direct route between Wellington and Auckland, and where it by-passes National Park township, it forms the townships eastern boundary, as shown in Figure 46. The highway is therefore an important edge path in the overall image of the township.



*Figure 46 - State Highway No. 4*

However, as the State Highway does not occur within the confines of the township, this particular path is more closely linked to the images of the wider Tongariro region than to the image of the township. This view is reinforced by the tendency for the adjacent mountain vista to divert the travellers attention away from the township, and by the absence of a restricted speed zone in the vicinity of the township, which tends to discourage travellers from slowing down and viewing the adjacent townscape. This is reflected in the results of the questionnaires outlined in Appendix 1, insofar as a number of respondents made the comment that they were not aware of the existence of a township, due partly to their speed of travel.

#### *Carrol Street*

Carrol Street is the main street of the township and has a number of features which tend to reinforce this. These features include the location of a 'National Park Township' sign and directional arrow on State Highway 4, adjacent to Carrol Street, and the existence of a developed road carriageway consisting of footpath, grass verge, kerb and channel, and centre line features, as shown in Figure 47. Additionally, a number of commercial and community facilities are located at the western end of the street, including the National Park general store, hotel, community hall, and primary school.



*Figure 47 - Road Reserve, Carrol Street*

In other respects, Carrol Street is lacking in features that reinforce a 'main street' image, as illustrated by the spread out nature of the abovementioned facilities. Furthermore, the continuity of this particular street is disrupted at the western end because the road carriageway is narrower and without kerb and channel, grass kerb or footpath features. Accordingly, the destination of the path becomes increasingly unclear towards the west, and as Lynch (1960) has recognised, paths lacking clear and well known destinations have weaker identities.

Carrol Street is also an edge because it separates a number of enclaves from one another, as shown on Plan 2. It also bisects the existing commercial area of the township, thus tending to weaken it as a distinguishable entity. Accordingly, this particular part of Carrol Street should be pedestrianised if it is decided that it should continue to function as the main commercial area of the township so as to reinforce a shopping precinct image.

*Finlay Street*

This path, shown in Figure 48, is identifiable as a main street because it serves as the other major access from State Highway 4 to the township. In addition, the street is part of the route taken by New Zealand Railway buses on their north and south bound journeys to collect and deliver passengers and freight from the township. The centre line is an indicator of the relative importance of this particular street.



*Figure 48 - Finlay Street looking east*

The street is also identifiable because it has favourable directional quality, evidenced by its long linear form and eastern orientation towards Mt. Ngauruhoe.

Finlay Street is also an edge because it separates the new alpine style subdivision of Kirk Street from the older housing area bounded by Finlay, Ward, Carrol, and Buddo Streets. It is a strong edge because it has identifiable east-west continuity for the entire length of the town.

### 2.3b SECONDARY

#### *Millar Street*

That part of Millar Street between State Highway 4 and Buddo Street forms a gravel edge path, while the remainder, between Buddo Street and Ward Street, forms a sealed enclave path in the area bounded by the grid pattern (refer to Plan 2).

Millar Street is east-west orientated and linear, and offers excellent views of Mt. Ngauruhoe (refer to Figure 49), however, it has a gravel surface and related problems of unevenness, dustiness in summer, and unclear destination, which together, serve to diminish the importance of this particular street.



*Figure 49 - Millar Street looking east*

As an entirety, Millar Street is lacking in identity as it is separated into gravel and tar-sealed sections, and is associated with a myriad of images comprising tourist accommodation lodges, holiday chalets, permanently occupied houses, and vacant, unkempt sections.

*Buddo, MacKenzie and Ward Streets*

The images of these three paths are similar in a number of respects and will therefore be considered together, in spite of the classification of Buddo and Ward Streets as edge paths, and the enclave path status afforded to MacKenzie Street (refer to Plan 2).

All three of these streets are north-south orientated and form part of a traditional grid pattern bounded by Carrol, Finlay, Buddo and Ward Streets. They provide sealed vehicle access to the uniform sized sections within the grid, and thoroughfare to Carrol and Finlay Streets. However, they lack other road carriageway features, and are generally in a poor state of repair, as

indicated by Figure 50 of the corner of Carrol and Ward Streets. In addition, they extend to the north side of Carrol Street as uncompleted gravel or dirt tracks. (This is except for part of Buddo Street which is tar-sealed to a line just north of Turner Place).



*Figure 50 - Road Carriageway, corner of Carrol and Ward Streets*

These particular streets are also characterised by a lack of continuity and clearly defined destinations, though this latter point is restricted to the north side of Carrol Street where the streets revert to unformed gravel or dirt tracks.

Grid patterned paths are renowned for their regularity and predictability, and for the orientation problems they may cause when such paths are part of a featureless townscape. This would appear to be the case at National Park township, where the land of the grid patterned area is flat and comprised of a repetitive mixture of holiday chalets, permanent residences, and vacant scrubland. Consequently, it is very easy to become disorientated if unfamiliar with the township- a problem accentuated by a paucity of street signs.

Buddo and Ward Streets are also edges because they separate the grid pattern area from other enclaves. Part of Buddo Street is shown in Figure 51, and illustrates the strength of this particular edge insofar as it separates the regular sized and shaped sections and their accompanying buildings from the vacant scrubland on the west side of the street.



*Figure 51 - Vacant Land (Enclave No. 15)*

## 2.4 EDGES

Edges are the linear elements in a settlement that are not used as paths by an observer. At National Park township, there are identifiable external and local edges, that can further be differentiated as major and minor. The local edges of the township are shown on Plan 2.

### 2.4a LOCAL EDGES

#### *MAJOR*

##### *Main-Trunk Railway Line*

The Main-Trunk Railway Line spanning Wellington to Auckland is located at the western end of the township where it separates the Railway Enclave into two parts (refer to Figure 21). It displays a number of characteristics of strong edges, including continuity in a north-south direction, visual prominence, and usefulness as an organiser of the spatial structure of the township. In addition, it disrupts the flow of traffic when a train is passing, which tends to reinforce the strength of this particular edge.

##### *Kirk Street chalets*

The outer chalets of this subdivision form an edge which is particularly evident from State Highway 4, and which tend to reinforce the image of Kirk Street as a physically and socio-economically distinct alpine enclave. The separation of this enclave from other development can be seen in Figure 24.

*MINOR*

*Buttercup*

This edge is defined by the trees on the outer of the Buttercup enclave.

*Fletcher's Chalets, Millar Street*

These chalets form an edge because of their linear arrangement and visibility from State Highway 4. This edge is made particularly visible by the large expanse of vacant land between the chalets and the state highway (refer to Figure 52).



*Figure 52 - Linear Form, Multi-Units, Millar Street*

*L-shaped line of trees*

This particular edge is a linear line of tall trees, forms two sides of the Works depot boundary, and effectively screens this area from Carrol Street.

## 2.4b EXTERNAL EDGE

### *Bushclad Ridge*

Behind the western edge of the township is a bushclad ridge (refer to Figure 53) which is particularly prominent when the township is approached from State Highway 47. It also has north-south continuity which acts as an excellent lateral reference.



*Figure 53 - Western Backdrop to township*

## 2.5 NODE/LANDMARK

The nodes and landmarks of the township have been discussed in relation to each enclave in which they occur. There is one node, however, that also has landmark status which cannot be easily associated with any one enclave. This particular element will now be discussed:

*Ski-hire shop, corner of State Highway 4 and Carrol Street*

This node/ landmark is a former service station (refer to Figure 54) and assumes a nodal function and alpine image during the ski season when skiers use its hire facilities.



*Figure 54 - Eivens Ski Shop*

The ski-hire shop is also a landmark because of its prominent position adjacent to State Highway 4. During the ski season, its visibility is enhanced by the array of multi-coloured lights attached to the perimeter of the old garage verandah.

## 2.6 DISTANT LANDMARKS

The local landmarks (or physical and perceptible objects) of National Park township have been identified in relation to the enclave in which they occur. There are however, distant landmarks of importance to the image of the township. These particular landmarks will now be discussed.

### *The Vista of Mt's Ruapehu, Ngauruhoe, Tongariro and Haurungatahi*

Views of one or more of these mountains is obtained from every standpoint in the township. This reflects their spatial prominence in the township's image.

In particular, Mt's Ruapehu and Haurungatahi are highly visible from the southern end of the township (refer to Figures 24 and 26), while the east-west oriented streets in the township provide memorable views of Mt Ngauruhoe. This has been shown in Figures 28, 48, and 49. From State Highway 4, there is a panoramic view of the open expanses to the west of the mountains, and of the mountain vista itself.

The visibility and sheer size of the mountains of Tongariro National Park is accentuated by their direct contrast with the surrounding relatively flat landscape. Colour also becomes a differentiating feature, especially in winter, when the snow-line descends to provide a stark contrast with the forested and red/brown pumice areas of the Park. Combined with their strong symbolic significance, particularly Mt Ruapehu, these mountains share many of the characteristics of strong distant landmarks.

## 2.7 ELEMENT INTERRELATIONS

If analysis of the image of National Park township is to begin with the identification of the discrete elements that make up this image, then it must end with a consideration of all these elements in relation to each other, and eventually, of all parts as a total system. As Lynch (1960) recognises, pairs of elements may:

..... "reinforce one another, resonate so that they enhance each other's power; or they may conflict and destroy themselves"

(Lynch, 1960, P83)

According to Lynch (1960), paths, nodes, and landmarks should not only structure each enclave internally but enrich and deepen their character and, in turn, help intensify the identity of the whole. However, it would appear that this is not necessarily the case at National Park township. The War Memorial shown in Figure 38, for example, is alien to the character of the enclave in which it appears, and fails to enhance the nodal function of its surrounding area. To rectify this problem would involve 'opening' the landmark to the enclave by constructing paths that converge on the War Memorial, and by providing appropriate street furniture such as seating and lighting.

In addition, some of the paths within the enclaves of the township fail to enrich and deepen their respective characters. Kirk Street and the residential parts of Millar and MacKenzie Streets are examples, insofar as their respective paths are excessively wide in light of the amount of traffic they accommodate, and thereby help to create an overly exposed large scale environment, devoid of residential character. They also disrupt the continuity of image of their respective enclaves through inappropriate choice of materials in some instances.

Appropriate suggestions for a works programme will attempt to correct these conflicting element patterns in order to provide a satisfactory visual form at National Park township. These suggestions will be given in Step 5 of the Design Process.

## **2.8 THE SHIFTING IMAGE**

Lynch (1960) has stated that images may differ according to viewpoint, and time of day or season. The latter of these observations is of special significance to National Park township, in light of the township's primary role as an accommodation base for Whakapapa Skifield. Natural changes to the image of the township do not, however, appear to vary greatly from season to season. The most noticeable change is the descending snow-line in winter, which tends to heighten the imageability of the mountains. But snowfalls which settle in the township for any length of time are fairly rare.

Weather patterns are also relatively consistent from season to season. Apart from seasonal changes in temperature and light intensity, the weather remains notoriously unpredictable. Long fine dry spells are relatively few and snow can fall at any time of the year. Most of the vegetation types in the township are native and subsequently there are few deciduous varieties.

During the ski season, the alpine image of the township is heightened, day and night. This has already been discussed in relation to the lights that are attached to a number of the buildings in winter. In addition, the presence of skiers, their vehicles and their activity patterns enhance this image. Consequently, the 'dead' image of the township is not as vivid in the winter. This was highlighted in the analysis of the questionnaires, the results of which are given in Appendix 1.

## 2.9 IMAGE QUALITY

Lynch (1960) has argued that the images of greatest value display dense, rigid and vivid qualities. However, images should be strong but not obtrusively bright, gaudy, or over-decorated, such that they are garish. With respect to National Park township, it is therefore important that the buildings adjacent to State Highway 4 display vividness but not garishness, in order to capture the attention of passers-by and impress upon them a favourable image of the township.

Examples of vivid features along this particular path are the neon advertising signs of the B.P Service Station, Buttercup Lodge, Highland Motel and Eivens Ski Hire and Ski Shop, and the multi-coloured lights displayed on many of these buildings during the ski season. A dense feature is the Buttercup enclave which is comprised of dense vegetation including a number of tall pines, and several accommodation buildings, which together, reinforce an alpine image. A rigid feature is the Finlay Street edge which separates Buttercup from the vacant land adjacent to it, and the linear form of this particular street reinforces this.

These particularly imageable qualities are under-utilised, however, in the area adjacent to State Highway 4. The vacant land between Finlay and Millar Streets does much to weaken the imageability and heighten the fragmentary nature of the township, and there is also a lack of continuity between the elements of this particular area due to variations in land use, age of buildings and their respective designs. In this respect, any future development in this area will need to display rigid, dense and vivid features in order to attract the attention of passers-by. In addition, future development should provide continuity with the surrounding elements in terms of design. A works programme should address this, through landscaping, landmark reinforcement etc.

## 2.10 OLFATORY, TACTILE, AND AURAL FEATURES

It has been stated in Chapter 1 that visual, aural, tactile, and olfactory sense modalities combine to give an integrated organic image of a spatial environment, and that these particular qualities enrich and expand our visual images because they evoke vivid, emotionally charged feelings.

At National Park township, this must be taken into consideration as the aim is to project a positive and unique image of the township in the future. While it is beyond the scope of this project to make aural and olfactory suggestions to enhance the township's 'uniqueness', it is pertinent to comment on a few of the township's positive and negative aural and olfactory features.

### POSITIVE

Without doubt, an image of the crisp, invigorating, and clean air of a frosty winter's morning on the Volcanic Plateau can help create a favourable impression of the township in the minds of potential tourists, as can the peaceful tranquility with which this large expansive area is often associated with. (Refer to Appendix 1 for reinforcement of this).

### NEGATIVE

It is important, however, to ensure that induced images are grounded in fact at the organic level, but this is not necessarily the case at National Park township at present. Trucks from Tongariro Timber Mill, for example, ramble down Carrol Street, turn right onto State Highway 4, and travel south of the township to dump woodchips. The noise of these trucks rudely interrupts the alpine serenity of the area, and emits unpleasant fumes into the main street. While this activity reinforces the milling aspect of the town's unique image, it does not make the township a particularly attractive tourist destination. The Council should consider the implications of this in light of their ambition to fulfil the township's tourism potential.

## 2.11 THE MAORI COMPONENT

The visual analysis of National Park township has failed to reveal any elements that reflect the Maori history of the township and surrounding area. This is surprising given that the area is rich in Maori history and tradition. It is therefore pertinent to discuss this component of the township's history before placing it in the context of the project's problem situation.

National Park township is located on the Waimarino Plains and was named by the Tuwharetoa tribe of Taupo after the Waimarino River, which flows across this particular plain from Mt. Haurungatahi (Kerry-Nicholls, 1884). Originally, the township was known as Waimarino (Allen, 1984).

The actual site of National Park township coincides with a track network which linked the Wanganui River tribes with the Tuwharetoa settlement of Taupo (Taumarunui County Council, 1985). Further south, under Mt Haurungatahi, lay the Ngatokonia Pa, which was once ruled by Pehi Hatau Turoa- one of the principle chiefs of the Wanganui tribes (Kerry-Nicholls, 1884).

In September, 1887, Tongariro National Park was gifted to the Crown by the Tuwharetoa. This would rate as one of the most generous and far sighted gifts in the nation's history. (Taumarunui County Council, 1985).

The Maori history of the area is therefore an integral part of the township's uniqueness, although this hasn't been borne out in the visual appraisal. Consequently, it may well be worth the Council considering how this element can be incorporated into the image of the township in the future. In particular, the role of the town as a linkage between the Wanganui and Tuwharetoa tribes could be emphasised by, for example, a mural.

## 2.12 SUMMARY

The majority of development at National Park township reflects either an alpine, railway, milling, or mixed image. The genius-loci of the township is therefore rooted in both its natural alpine surroundings, and in its historical development as a railway and milling settlement. A number of disparities exist between the zoning designation of enclaves and the image they project. The paths in the township loosely conform to a road hierarchy, but are in a poor state of repair. The township is lacking in quality nodes. The images of 'desirable' landmarks are badly reinforced. The elements of the township are unsatisfactorily inter-related, meaning that the town is poorly structured and fragmented. The township's image does not vary greatly from season to season, and imageability qualities are under-utilised in the area adjacent to State Highway 4. Aspects of the township's aural and olfactory features do not reflect a positive image. The Maori history of the area is not reflected in the visual characteristics of the township.

## ***STEP 3***

### ***ESTABLISHMENT OF USE OBJECTIVES***

#### **3.1 INTRODUCTION**

Step 3 of the Design Process for National Park township involves identifying and mapping use objectives for each respective enclave and edge path, identified in Step 2.

Chapter 3 has explained this particular step of the process in terms of Rosenow and Pulsipher's Personality Planning Process (1979), and stated that it should be undertaken by the Study Team and approved by both the Residents Advisory Committee and interested residents of the township. However, this will not occur due to time and resource constraints. Consequently, the use objectives have been identified by the writer, without consultation.

The use objectives assigned to each enclave and edge path are shown on Plan No. 2, and will now be discussed. They will form the basis for the formulation of design guidelines and works programme suggestions in Step 5 of this process.

### 3.2 ENCLAVES

#### 3. 2a Existing Enclaves

##### RAILWAY ENCLAVE

Step 2 has shown that this particular enclave contains a number of features that reflect the origins of the township as a service depot for the Main-Trunk Railway Line. The "railway image" that it subsequently portrays is considered desirable since it reinforces the early history of the township, and, on a wider scale, the forging of the first transportation links between the northern and southern halves of the North Island, involving the Raurimu Spiral- an engineering feat of international identity. It also offers opportunities for tourism, such as the servicing of tourist excursions between Taumarunui and Ohakune, as mentioned by Taumarunui County Council in 1985 (refer to Chapter 2). This enclave should therefore receive a *retention* use objective.

The road carriageway, Main-Trunk line reserve, and associated yards could, however, be improved in appearance. This could include the sealing of the access road to the railway cottages on the western side of the railway line. An *enhancement* use objective for this particular enclave is therefore also appropriate.

##### MILLING ENCLAVES

Both the Tongariro and Cobbs Timber Mills have been shown in Step 2 of the Design Process to project a milling image, which includes aural and olfactory components. These features, however, are incompatible with images traditionally associated with successful tourist destinations. An *enhancement* use objective is therefore appropriate for both these enclaves.

#### ALPINE ENCLAVES

These enclaves have been shown to contain features that reflect an alpine image. Their respective alpine style chalets and accommodation lodges (refer to the photographs for each of these enclaves) reinforce the township's genius-loci. Because successful tourism is built around preserving and creating unique features, these enclaves should therefore receive *retention* use objectives.

With respect to the Kirk and Turner Place enclaves, this would involve transforming the road reserve (eg through landscaping and curving) so that it enhances an alpine and small scale residential character.

#### WORKS ENCLAVE

Like the Milling Enclave, this enclave has features that are incompatible with the images traditionally associated with successful tourist areas. These have been outlined in Step 2 of this Design Process. An *enhancement* use objective is therefore appropriate.

#### SCHOOL ENCLAVE

This enclave has design features typical of all primary schools built in New Zealand during this period (refer to Figure 35). However, since the school buildings and grounds are tidy, a *retention* use objective is best. The fact that the school grounds have alpine vegetation, thereby reinforcing the genius-loci of the township, confirms this.

## MIXED ENCLAVES

Each mixed enclave, identified on Plan 2, will be discussed separately.

### *Junction of State Highways 4 and 47 (Enclave No. 8)*

This particular enclave portrays a non-descript image consisting of a number of structures of contrasting design. It has also been recognised that this area should project a tidy, unified, and unique image since it is the most prominent enclave in the township, located at the junction of two state highways. It is suggested that the best way to achieve this is to project an image which draws from its immediate alpine surroundings. A *modification* use objective is therefore appropriate. Suggestions as to how this modification can be achieved will be outlined in Step 5 of the Design Process, as part of the works programme suggestions.

An *enhancement* objective is also appropriate because the image of this particular enclave could be improved by enhancing existing features.

### *Commercial area, Carrol Street west (Enclave No. 9)*

Step 2 of the Design Process has recognised that this particular area has failed to develop a commercial character, partly because it is separated from the State Highway 4. In this respect, it is argued that the commercial core of the township would be more appropriately sited in an area visible from the main road (Part Enclaves No's. 17 and 18). A *modification* use objective is therefore apt.

### *Residential Area bounded by Buddo, Finlay and Ward Streets and the Commercial area (Enclave No. 10)*

As discussed in Step 2, the diverse range of styles and functions of the buildings in this enclave, which include elements of the township's rail history and alpine image, make it difficult to identify one predominant image. Additionally, the area is fragmented by significant areas of vacant land. The

most appropriate action which can be taken is therefore to improve the appearance of this particular enclave without necessarily attempting to project a specific image. An *enhancement* use objective should therefore be encouraged. This would involve altering the road reserves of Millar and MacKenzie Streets, concealing any obtrusive elements which can be seen from them, and strengthening the view corridor of Millar Street (refer to Figure 49) by tree planting.

*Area surrounding unnamed cul-de-sac (Enclave No. 11)*

While there is no predominant image in this enclave, it is zoned Tourist Accommodation and comprises mainly holiday houses. The cul-de-sac should therefore be upgraded (eg landscaped) to reflect an alpine image. Accordingly, an *alpine enhancement* use objective is appropriate.

*Area opposite the primary school (Enclave No. 12)*

This particular enclave has a predominance of permanent residents, as discussed in Step 2. Any obtrusive elements within it should be concealed from Carrol Street since this is the main road. An *enhancement* use objective is therefore best.

**3.2b Future Enclaves**

VACANT ENCLAVES 13 to 16

These areas are adjacent to enclaves which project an alpine image. Where there is future development therein, the subsequent image projected should also be alpine to reinforce the genius-loci of the township in the more visible parts of the township. An *alpine creation* use objective is therefore appropriate.

## VACANT ENCLAVES 19 and 20

These enclaves are adjacent to the Railway Enclave and Railway Line. Any future development therein should be compatible with a 'railway' image, as the creation of a small railway village could become a tourist attraction in its own right. A *railway creation* objective is therefore appropriate.

### 3.3 EDGE PATHS

#### MAIN

##### *State Highway 4*

This road is administered by Transit New Zealand (formerly National Roads Board). It is therefore outside of the jurisdiction of the Ruapehu District Council to implement a use objective for this particular road.

##### *Carrol and Finlay Streets*

These roads make superb view corridors of Mt. Ngauruhoe, as shown in Figures 47 and 48. Such views should be reinforced by tree planting to create avenues which are enclosed at their eastern ends by the mountain. *View enhancement* use objectives are therefore appropriate.

#### SECONDARY

##### *Millar Street*

That part of Millar Street which is an edge path also makes an outstanding view corridor of Mt. Ngauruhoe. A *view enhancement* use objective is therefore also appropriate.

### *Buddo and Ward Streets*

The appearance of those parts of Buddo and Ward Streets south of Carrol Street should be improved through landscaping, curving, and narrowing of the carriageway, but not to the extent that views of the mountains from adjacent houses are obscured. An *enhancement* objective is therefore best. Those sections of Buddo and Ward Streets which are north of Carrol Street (refer to Plan 2) should receive *modification* objectives. This would involve their closing off, and is also applicable to the north end of MacKenzie Street. These points will be referred to again as part of the works programme suggestions of Step 5 of the process.

### **3.4 EDGES**

No use objectives are anticipated for the other edges of the township, although the Council may wish to consider whether it is appropriate to reinforce the edges of the township's limits (eg, the southern sides of the chalets of Kirk Street), in order to give the township a greater sense of enclosure. However, this would need to be considered in the context of where Council intends future expansion to occur.

### **3.5 SUMMARY**

The assigning of appropriate 'use objectives' to each enclave and edge path of the township is an important aspect of the Design Process for the township in light of the overall goals of the project. Accordingly, 'retention', 'enhancement', 'alpine enhancement', 'view enhancement', 'modification', 'alpine creation', and 'railway creation' use objectives are assigned where appropriate.

## ***STEP 4***

### ***ANALYSIS OF THE EXISTING DESIGN GUIDELINES FOR NATIONAL PARK TOWNSHIP***

#### **4.1 INTRODUCTION**

Step 4 of the Design Process for National Park township involves analysis of the existing design guidelines for the township in terms of the extent to which they achieve the goals and objectives of urban design (refer to Chapters 1 and 4) through appropriate design criteria. In this respect, the analysis will indicate the alterations to the existing guidelines required to achieve these particular goals. Step 5 will formulate new guidelines for the township in light of the findings.

The existing design guidelines for National Park township are contained within the Taumarunui County District Scheme, operative since 1984, and the Local Government Subdivisional Standard Requirements (LGSSR) for Taumarunui County. The latter of these documents is illustrated in Appendix 5, while summaries of the physical, visual, and discretionary design standards for Taumarunui County are outlined in Appendices 10, 11, and 12 respectively.

The structure used in Chapter 4 will be closely followed in this analysis. This in turn will be followed by a consideration of enforcement of the existing guidelines.

## 4.2 PHYSICAL LAYOUT

### 4.2a PATHS

The clues for formulating urban design criteria for paths (refer to Chapter 4) are adequately provided for in the existing guidelines for the township. They will now be discussed:

#### *The Road Hierarchy and Road Reserve Dimensions*

Standards for the residential paths of Taumarunui County are outlined in the LGSSR and are shown in Appendix 5.

In general, these standards are similar to the standards of the road hierarchy outlined in Figure 7. In particular, both differentiate between through-roads and access streets insofar as local distributors, major access roads, principle streets, and area residential streets are all through roads, while intermediate and minor access roads, cul-de-sacs, and cluster yards all provide access to dwellings as their main function.

There are a couple of differences, however, and this includes the use of access criteria to determine the through-roads of the hierarchy for Taumarunui. In this instance, a Principle Road is one that provides access to 80 lots or more, but this is in conflict with one of the principles of a road hierarchy which is to avoid traffic problems arising from through-roads providing access to dwellings.

Other disparities relate to the carriageway and footpath widths and to the acceptable speed limit for each type of street. This latter difference is due to the inappropriately high residential speed limits for Taumarunui County. By reducing these limits, and by narrowing the width of the carriageway to deter speeding, a safer and quieter residential environment will be achieved.

The Transport and Parking section of the District Scheme refers to the need to segregate vehicle carriageways from footpaths, which is another principle of the road hierarchy, as it reduces the degree of conflict between pedestrian and vehicular traffic. This is shown in Appendix 5. While this policy is desirable, it is acknowledged that cul-de-sacs and cluster yards generally have traffic volumes and speeds that are sufficiently low to allow both vehicles and pedestrians to share the road reserve. Accordingly, footpaths may in some instances be dispensed with.

However, the guidelines give no consideration to the need to separate cycle traffic from vehicles and pedestrians. This may require amendment, depending on anticipated cycle and vehicle flows.

In addition, they do not provide appropriate examples of alternative road reserve layouts such as the relocation and narrowing of the carriageway within the reserve (refer to Chapter 4).

#### *Kerb and Channel*

The LGSSR for Taumarunui County recognise that different kerb and channel systems are appropriate for different types of path in the road hierarchy. Appendix 5 shows that a vertical kerb and channel system is appropriate for a principle street, while a flush or mountable (layback) system is more suitable for a cul-de-sac. These standards are consistent with the discussion in Chapter 4.

#### *Parking Provisions*

The Transport and Parking section of the District Scheme requires each dwelling unit to have two parking spaces. This is also consistent with the discussion in Chapter 4.

The Scheme standard, however, is not sufficiently specific to prevent long and monotonous rows of parked cars. In this respect, parking areas should be grouped together to allow for variations in the width of the carriageway and thereby provide for a more interesting streetscape, which may reduce glare where landscaped.

This particular provision will be incorporated into the design guidelines for National Park township in Step 5 of the Process.

### *Sightlines*

The sightline provisions for Taumarunui County (refer to Appendix 5) are inadequate insofar as the X value should vary according to the type of road that the exiting traffic is turning on to. If the adjacent road is a cluster loop, for example, with a speed limit of 25km/hr, the sightline distance can safely be less than if the adjacent road is a collector road with a speed limit of 50km/hr. Appropriate X and Y values for National Park township will be given in Step 5 of the Design Process.

## 4.2b TOURIST ACCOMMODATION AND RESIDENTIAL ZONES

### *Introduction*

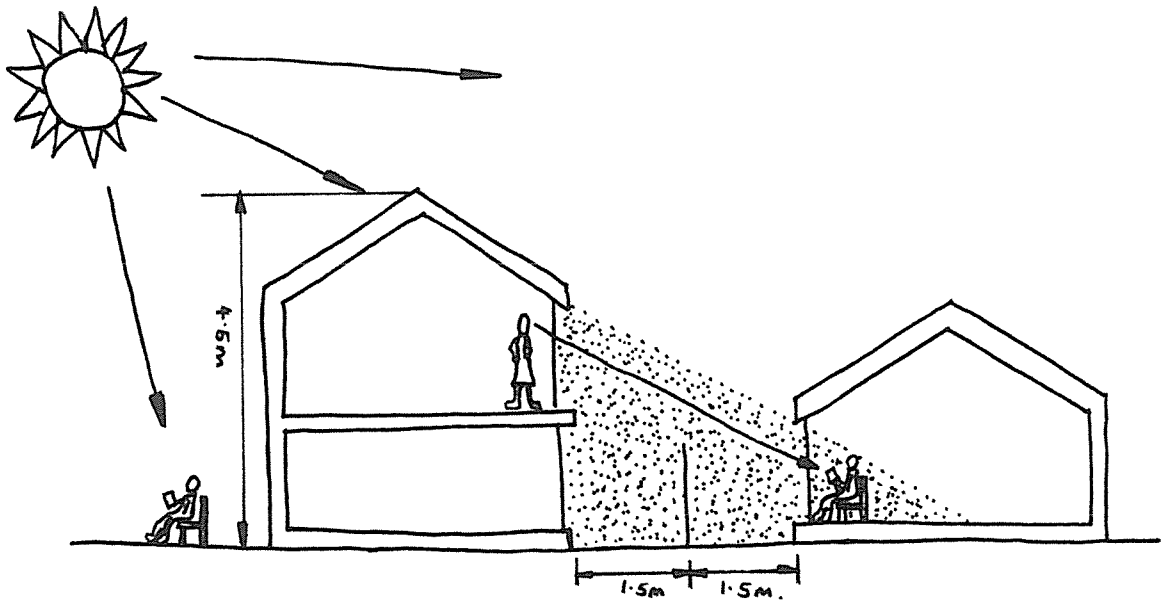
The physical design guidelines for the Residential and Tourist Accommodation Zones (or enclaves) of National Park township give due consideration to some of the design 'clues' referred to in Chapter 4, which form the basis of design objectives and criteria. Specifically, these clues are related to the adequate provision of sunlighting and daylighting, ventilation, private open space, medium density housing (eg multi-unit development) and flexibility. However, while the stated objectives of the Taumarunui Scheme are basically sound, the means by which they are 'achieved' through the use of traditional 'multi-purpose' standards (refer to Appendices 10 and 12) is not necessarily appropriate, as such standards generally fail to prevent physically and visually unsatisfactory development. Additionally, the matter of privacy is not

considered in the existing guidelines at all and this is considered inappropriate in terms of the design clues of Chapter 4.

The objectives of the existing guidelines and their respective standards will now be discussed:

*'Adequate' Ventilation, Daylighting, and Sunlighting*

The residential and tourist yard standards are designed to ensure 'adequate' ventilation, daylighting and sunlighting for each dwelling and adjacent dwellings. However, in addition to their being difficulties in defining 'adequate' (eg adequate in terms of whom?), it is clear that the standards will not necessarily prevent overshadowing from adjacent two-storey development (refer to Figure 55). More appropriate guidelines in the form of design criteria will be given in Step 5 of the Design Process.



*Figure 55 - Example of deficiencies of the Taumarunui Scheme*

In terms of multi-unit development, yard standards are waived if two dwelling units are joined by a common wall. This is desirable because it can result in a more interesting building layout and can be used advantageously to maximise sunlighting and daylighting.

*'Excessive' Shading*

The residential and tourist height [in relation to boundary] standards are designed to avoid excessive shading of adjacent buildings. While this is desirable, Figure 55 has shown that compliance with the minimum yard and height [in relation to boundary] standards will not necessarily result in the most satisfactory form of development in every instance. Accordingly, it may be more appropriate to assess development proposals on a case by case basis, although it is acknowledged that this may involve an increased workload for administration staff. Balanced against this, however, are the possibilities for more innovative design and layout of buildings that avoid inappropriate overshadowing. An additional problem is to determine whether a standard can adequately avoid 'excessive' overshadowing in light of contrasting individual interpretations of what is 'excessive'.

*Low Intensity 'Character'*

The residential and tourist site coverage, maximum height, and front and rear site standards are designed to retain or maintain a low intensity character of development but it is not explained why this is necessarily desirable. In some instances, higher intensity development may be more appropriate, particularly where there is a demand for multiple household units or apartment houses, or where there is undesirable encroachment into rural fringe areas. Another point to consider and one which has been outlined in Chapter 4 is the visual failing of suburbia to clearly identify with either an urban or rural landscape. Additionally, there are many techniques available to ensure that a higher density residential environment is visually and physically satisfactory- an example being the use of landscaping to create the illusion of a lower intensity environment. In light of this, the addition to the Taumarunui County District Scheme in November 1987 of provisions for multi-unit development is desirable.

The maximum height standard is considered appropriate inasmuch as some control is required to ensure that the vertical low intensity character of National Park township is maintained. This is related to the need to integrate development with the alpine surroundings.

#### *Access around Buildings*

The residential and tourist yard standards are also designed to provide access around buildings but it is not clear why this is necessarily desirable. Indeed, it may be inappropriate when it is considered that the side yardage is often wasted space and therefore inefficient and uneconomic landuse. This argument is even stronger when appropriate design and layout measures are taken to ensure adequate privacy on the boundary, and in light of the proven success of 'building to the boundary' ventures (eg Adelaide, South Australia) and subsequent support in New Zealand by the Housing Corporation.

#### *Privacy*

The residential design objectives for Taumarunui County fail to encompass the need for privacy in either the housing envelope or curtilage of a dwelling. It is considered that this is just as important, if not more, than objectives relating to sunlighting, daylighting or low density in terms of the needs of the occupant, and that this objective should be appropriately taken into account in future guidelines for the township.

#### *Flexibility*

The Town and Country Planning Act (1977) gives Council the power to exercise discretion to grant dispensations from or waiver a number of the County's development standards provided that the proposal does not exceed the maximum standard by more than 100%, or, in the Council's opinion, fail to meet the objectives and policies for the zone, or prejudice the interests of any person affected by the proposal, or diminish the amenities of the area.

The flexibility offered by these discretionary guidelines is desirable insofar as it facilitates the creation of a more interesting and attractive visual environment, while at the same time ensuring that a physically satisfactory environment can be achieved. An example of a discretionary guideline in the Taumarunui Scheme is related to the averaging of areas which is intended to provide for a variety of lot sizes.

The residential and tourist zones also have a number of conditional uses which are appropriate to the zone, but which may not be appropriate to every site or which may require special conditions to ensure that the purposes of the zone are achieved. As above, this provision is also appropriate since it allows for greater flexibility of land-use within a zone, provided that specific general development standards are met. This is particularly relevant to non-residential uses permitted in the zone but which may have the potential to detract from residential amenities to a greater extent than more normal residential activities. In this respect, the Taumarunui Scheme can be criticised for not providing sufficiently measurable criteria to ascertain whether a conditional use is compatible for a site, and if it isn't, what type of conditions are appropriate. A relevant example is that ..."non-residential uses should be so located and designed that no significant nuisance to residential properties will occur", however there is no criteria to determine 'significant'. Appropriate criteria to avoid this problem will be given in Step 5 of the Design Process.

### *"Poor" Development*

The physical design standards for Taumarunui County can also be criticised for failing to prevent poor visual development from occurring.

A National Park township example is the multi-unit development in Millar Street which was built in 1984. This development was granted planning approval as a conditional use in the Tourist Accommodation zone, since the provisions for multi-unit development were not in existence in 1984, but it would appear that a dispensation from the yard requirements was granted as the units are located closer to one another than would normally be the case (refer to Figure 33). The resultant development is poor, both in terms of its physical layout and visual design. One way to avoid this type of development in

the future is to introduce illustrative design criteria that not only indicates to the developer the quality of development sought by Council, but provides guidelines to the decision-makers of Council (the Councillors) of appropriate forms of building design and layout. This type of criteria will be provided in Step 5 of the Design Process.

#### 4.2c NODES IN RESIDENTIAL AND TOURIST ACCOMMODATION ZONES

Residential and tourist parks and reserves act as nodes insofar as people use them for active and passive recreation. Children, especially, use parks as meeting places for active pursuits.

The provisions for the setting aside of urban reserve land in Taumarunui County for active recreation, amenity, and access purposes are given in Appendix 10. These provisions are desirable but not detailed enough. Specific criteria is needed to differentiate between density of development and amount of open space required, and the percentage of land required at each open space for different recreational pursuits. Criteria meeting these requirements for residential and tourist nodes will be given in Step 5 of the Design Process.

### 4.3 VISUAL DESIGN

#### 4.3a PATHS

Design criteria relating to visual aspects of residential paths are generally not a feature of the existing guidelines except for provisions requiring all reticulated services to be placed underground (refer to Appendix 11). In the future, however, it will be necessary to give greater consideration to particular visual aspects of development if the image of National Park township is to improve. Accordingly, the suggestions of Step 5 of the Design Process will provide appropriate visual criteria in accordance with the design goals and objectives outlined in Chapters 2 and 4 respectively.

#### *Signs*

The Taumarunui County Scheme has provisions for on-premise signs but not for signs located in the road reserve, as the design of these particular signs is generally determined by Ministry of Transport standards which override provisions of the District Scheme. Subsequently, it is difficult to ensure that road signs reinforce the genius-loci of particular places in terms of construction materials, style and colour. In contrast, it is normal for Council to have some influence over the design of other signs located within the public domain, such as those conveying tourist and locational information, and can therefore ensure that they are of sympathetic design with the surrounding environment.

#### 4.3b TOURIST ACCOMMODATION AND RESIDENTIAL ZONES

The existing guidelines for National Park township include a number of objectives and associated standards designed to ensure that future development will reinforce the alpine image of the township and reflect a visually satisfactory environment. While these provisions are generally appropriate in terms of the objectives and design clues outlined in Chapters 2 and 4 respectively, they will need to be more specific if they are to achieve their intended purpose. Each of these objectives and associated standards will now be discussed:

##### *Provision of a Visually Pleasant and Attractive Natural and Built Environment*

The standards for advertising and signs, landscape, and building and design (refer to Appendix 11) are designed to achieve a visually pleasant and attractive natural and built environment. To this end, they are considered appropriate and will result in an improved residential and tourist environment if adequately enforced. Particularly appropriate are the bulk and location standards for advertising and signs which distinguish between the size and number of signs appropriate to a particular site according to zoning. The size standard for signs permitted as of right is also appropriate and in line with the provisions for 'on-premise' signs for Lake Charles, Louisiana, outlined in Chapter 4.

##### *Protection of 'Character'*

The landscaping and landform standards are designed to protect the 'character' or natural landscape features of National Park township (refer to Appendix 11) and are generally appropriate, particularly in light of the widely accepted approach that natural landscape features should be used as the basis for town and country planning. It will be necessary, however, to formulate specific design criteria to ensure that future development reinforces the alpine and railway images of the township where this is appropriate. This is considered necessary in light of the discussion in Chapter

1 which found that the built form of attractive tourist destinations is derived from the genius-loci or unique features of that particular place.

In particular, the landscaping standards for National Park township (refer to Appendix 11) should be supplemented with a list of indigenous plants to ensure enhancement of alpine character where there is new tourist development, and the advertising and signs standards should include specific criteria regarding appropriate colour, texture and style, in addition to the existing bulk and location provisions. In this respect, incentives can be offered to advertisers to encourage them to erect appropriate signs. The provisions for Lake Charles in Louisiana, outlined in Chapter 4, are a good example.

In addition, design criteria for the form, scale, proportion, pattern, texture and colour characteristics of railway and alpine style buildings should be included in conjunction with the existing standards for unfinished or deteriorated buildings, and for extensions and alterations (refer to Appendix 11).

#### *Protection of Residential Amenity*

The advertising and signs standard for the Tourist Accommodation Zone is also related to the need to protect the amenity of nearby residential areas and is an appropriate standard as it can help enhance the quality of the residential environment. However, it is open to criticism as it is restricted to protecting the amenity of the Residential Zone only, whereas such protection is equally as important in the Tourist Accommodation Zone, particularly in light of Councils intention to promote the township as a tourist destination.

Another problem is related to the subjectivity of use of the term 'obtrusive'. This can be resolved by providing illustrative examples and associated standards to show when signs are and are not overly 'obtrusive'. Illustrations may, for example, be used to show how screening can be used to reduce the impact of large, highly visible signs on residential and tourist areas..

### *Traffic Hazards*

The advertising and signs standards are also designed to minimise traffic hazards. While generally appropriate, they could be made more specific to provide advertisers with clearer guidelines as to the particular characteristics of signs that are potentially dangerous to the driver. In this respect, the amount of discretion available to the Council would also be reduced and this is seen as desirable.

### *Free Flow of Information*

The advertising and signs standards are also designed to provide for the free flow of information in the community, and to this end are appropriate, in addition to enabling the maintenance of visual quality. Where signs are permanent and permitted as of right (school and professional signs are examples), design criteria to reinforce the relevant image of National Park township is appropriate. However, this criteria is generally inappropriate with regard to temporary signs relating, for example, to an election or community event.

### *Flexibility*

The Physical Design section has outlined the desirability of a flexible approach through discretionary powers and conditional use designations.

Related to visual design are the discretionary powers available to Council to grant dispensations from and waiver subdivision, sign, and building and design standards (refer to Appendix 12). With respect to the former, discretion may be used to preserve trees and bush and important landscape features, and this is desirable because it agrees with the 'landscape approach' to town and country planning which has been discussed previously.

Council also has the power to waive the provision relating to additions and alterations to existing buildings (refer to Appendix 12). However, this discretionary clause should be tied in with specific design criteria to ensure that any additional construction enhances either the alpine or railway image of the township where this is appropriate.

#### 4.3c EDGES AND LANDMARKS

There are existing provisions for amenity open space which are designed to preserve important landscape features and viewpoints and to create buffers between different land-uses. These provisions are desirable but should be expanded to give specific examples of how this may be achieved. This matter will be further discussed in Step 5 of the Design Process.

#### 4.4 ENFORCEMENT OF THE GUIDELINES

No statutory provisions are of any practical use if they are not enforced. Unfortunately, it would appear that a number of conditions of planning approval regarding development at National Park township have neither been complied with by the developer nor adequately enforced by Council over the years.

A recent example was the proposal by R. L Cobb in November 1988 to operate a timber sawmill and store logs and sawn timber on a site leased from New Zealand Railways which was subsequently approved by Council subject to a number of conditions, including the screening of rubbish and storage materials from the view of the adjacent residential area by a 1.8m high fence. However, as Figure 23 reveals, this condition had still not been met in August 1989, when the photograph was taken. Another worrying feature is that the landscaping standard for industrial sites was not even a condition of approval.

Accordingly, it is concluded that one of the reasons National Park township is visually unsatisfactory is a lack of commitment by Council to enforce conditions of planning approval. If National Park township is to become an attractive tourist destination in the future then this situation will need to change.

#### 4.5 SUMMARY

The existing guidelines for the Paths and Residential and Tourist Accommodation Zones of National Park township can be differentiated according to whether they are guidelines for physical layout or visual design. In terms of the former, the provisions for paths and multi-unit development are generally appropriate. However, the multi-purpose yard standards should be replaced by appropriate design criteria because a minimum setback measurement cannot attempt to meet the residential objectives which are based on the needs of people regarding privacy, sunlighting and other amenities.

The visual design standards are appropriate but not comprehensive enough to ensure future development will reinforce the alpine and railway images of the township where appropriate. In particular, there is a need for criteria that controls building design. Provisions for flexibility to waiver building design requirements should be considered with caution.

In the final analysis, design guidelines are only effective if there are people employed who are committed to their enforcement.

## ***STEP 5***

### ***FORMULATION OF NEW ZONING MAP, DESIGN***

### ***GUIDELINES AND WORKS PROGRAMME SUGGESTIONS***

#### ***5.1 INTRODUCTION***

The contents of Step 5 of the Design Process for National Park township have been outlined in Chapter 3.

Their over-riding aim is to provide a local tourism planning framework in which to facilitate projection, in the future, of a physically and visually positive image at National Park township, and one that reinforces the genius-loci of the township.

They should be made available for public perusal after they have been formulated, as detailed in Chapter 3.

The contents of the new zoning map, design guidelines, and works programme suggestions for National Park township will now be discussed.

## **5.2 SUGGESTED CHANGES TO ZONING MAP**

### **INTRODUCTION**

The existing zoning map is shown in Appendix 8, while Plan 3 gives the new zoning map for National Park township, within the confines of its existing boundaries.

In the future, if the township experiences significant development, areas outside of the existing boundaries will need to be zoned for urban purposes, given their availability and site suitability.

The specific suggestions of the zoning map are:

### **SUGGESTION 1**

*Differentiate between alpine residential, mixed residential, and railway residential zones.*

### **EXPLANATION**

The Residential and Tourist Accommodation enclaves identified in Step 2 of the process project either an alpine, mixed, or railway image. In order to achieve their respective use objectives (refer to Step 3), appropriate design guidelines should be formulated for Alpine Residential, Mixed Residential, Railway Residential, and Tourist Accommodation Zones.

## SUGGESTION 2

*Rezone Enclave 9 (and the 4 sections opposite the hotel) from commercial to 'Mixed Residential', and zone parts of Enclaves 17 and 18 'Commercial - Tourist Accommodation'.*

## EXPLANATION

The existing Commercial Zone has failed to develop a commercial character, as detailed in Step 2. Instead, it features a small number of commercial, tourist accommodation, and community facilities, as well as residential houses.

Part of the reason for this situation is the physical separation of this enclave from State Highway 4. It is therefore recommended that parts of Enclaves' 17 and 18 (refer to Plan 3 ) be rezoned Commercial- Tourist Accommodation in order to encourage commercial development in an area visible from the main highway. In this respect, the Council may need to provide assistance to the owners of the general store and ski hire shop if it is decided that it is desirable for them to relocate.

The new Commercial Zone should also be joint zoned Tourist Accommodation since it is envisaged that any commercial development in the township will be initiated by a private organisation which will also provide tourist accommodation as part of the development.

Future works programme actions should seek to establish a residential character for Enclave 9, although no specific image is envisaged. The modification use objective for this area reflects this.

### **SUGGESTION 3**

*Rezone Enclave 4 from Tourist Accommodation to Alpine Residential.*

#### **EXPLANATION**

This enclave is residential in character and has been subdivided for this purpose, as detailed in Step 2. Although relatively undeveloped, it has the potential to reinforce an alpine image through the outstanding vista it offers of Mt Ngauruhoe (refer to Figure 28 ).

### **SUGGESTION 4**

*Rezone Enclave 12 from Tourist Accommodation to Mixed Residential.*

#### **EXPLANATION**

This enclave has a non-descript image, consisting mainly of dwellings for permanent residents. Encouraging tourist accommodation development in this enclave would therefore be out of character with its existing image and social characteristics.

### **SUGGESTION 5**

*Rezone parts of Enclaves 15 and 11 (refer to Plan 4) from Residential to Tourist Accommodation.*

#### **EXPLANATION**

Plan 4 shows that the eastern half of Millar Street will become the main street of National Park township if this development eventuates. It will therefore be important to reinforce the alpine accommodation image of the township in the areas adjacent to the main street.

**SUGGESTION 6**

*Rezone the railway enclave (apart from the Hotel) from Rural (Commercial in the case of the tennis courts) to Railway Residential.*

**EXPLANATION**

This enclave has residential development, and reflects the origins of the township as a railway settlement. Consequently, a railway image should be retained and enhanced, for the reason given in Step 3. A zoning designation of 'Railway Residential' will facilitate this.

**SUGGESTION 7**

*Rezone parts of enclave 1 from Tourist Accommodation to Industrial and Mixed Residential (refer to Plan 3).*

**EXPLANATION**

Parts of this enclave are used for industrial and residential uses, as outlined in Step 2. Their zoning designation should therefore reflect this.

**SUGGESTION 8**

*Rezone Enclaves 14 and 16 from Residential to Alpine Residential.*

**EXPLANATION**

To ensure that future development in these vacant areas reinforce the alpine component of the townships genius-loci.

**SUGGESTION 9**

*Rezone Enclaves 19 and 20 from Rural to Railway Residential.*

**EXPLANATION**

To ensure that future development in these vacant areas reinforces the railway component of the townships genius-loci.

### **5.3 DESIGN GUIDELINES**

#### **5.3a INTRODUCTION**

The suggestions for the physical and visual design guidelines for National Park township will be set out as follows:

- |                           |       |  |
|---------------------------|-------|--|
| Strategy Statements       | -     | statements of direction.                         |
|                           | -     | describes which kinds of things should happen.   |
| Policy Statements         | -     | statements of specific intention.                |
|                           | -     | describes what specifically should happen.       |
| Implementation Statements | -     | statements which explain how policies will work. |
|                           | -     | describes how it will happen                     |
|                           | e.g., | - guidelines                                     |
|                           |       | - criteria                                       |

Where required, explanation statements will be given:

- |                        |   |                                 |
|------------------------|---|---------------------------------|
| Explanation Statements | - | statements which give reasons.  |
|                        | - | describes why it should happen. |

(Manawatu United Council, 1988)

### 5.3b STRATEGIES

#### Physical Layout

- *To provide a safe, convenient and physically satisfactory Residential and Tourist Accommodation environment for local residents and visitors.*

#### Visual Design

- *To provide a safe, convenient and visually satisfactory Residential and Tourist Accommodation environment for local residents and visitors.*
- *To reinforce the genius-loci of the township through formulation of appropriate design criteria for the Tourist Accommodation, Alpine Residential, and Railway Residential Zones, and their elements within.*

### 5.3c PHYSICAL LAYOUT

#### *EDGE PATHS AND PATHS IN ALPINE RESIDENTIAL, RAILWAY RESIDENTIAL, MIXED RESIDENTIAL, AND TOURIST ACCOMMODATION ZONES*

The following policies and criteria for the physical layout of paths expand on the existing road standards for Taumarunui County Council given in Appendix 1. These have been shown in Step 4 to be generally appropriate.

#### **Road Hierarchy**

##### POLICIES

*To establish a safe road hierarchy that clearly defines the different types of through-roads and residential streets in a subdivision, based on traffic volume and speed.*

*To separate vehicular, cycle and pedestrian paths where appropriate.*

*To establish a road hierarchy that minimises the length of time that motorists travel in a low speed environment.*

*To avoid roads within residential and tourist accommodation areas that function as through-roads for externally generated traffic.*

*To maximise lot yield whilst achieving the minimum length of road.*

(adapted from Howe and Alexiou, 1989)

## IMPLEMENTATION

The criteria given in Tables 1, 2, and 3 shall be used to achieve these policies.

### **Kerb and Channel**

#### POLICIES

- *to use kerb and channel systems which are appropriate to each type of road in the hierarchy.*
- *to ensure that kerb and channel systems are adequate in terms of drainage.*

## IMPLEMENTATION

The kerb and channel criteria given in Table 1 shall be used to achieve these policies.

### **Parking Provisions**

#### POLICY

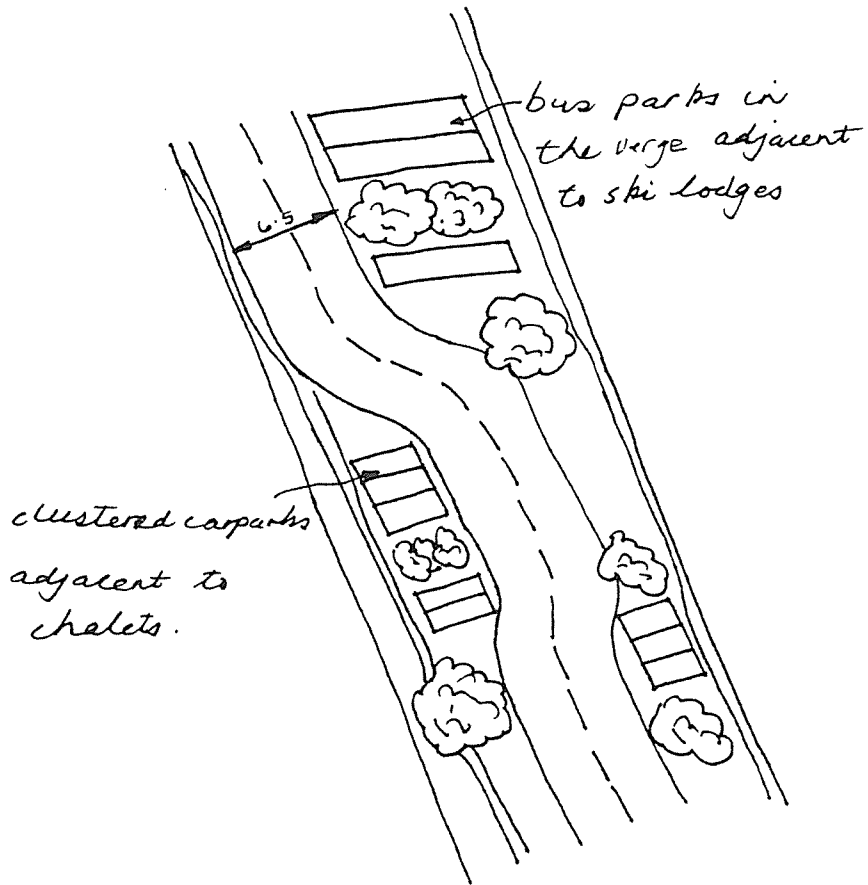
- *to provide car and tourist bus parking appropriate both in terms of number and size to its road function.*

## IMPLEMENTATION

The provisions for parking given in Table 1 shall be used to achieve this policy.

The following criteria shall also be used to guide the design of parking layouts.

Collector Road



Cluster Yard

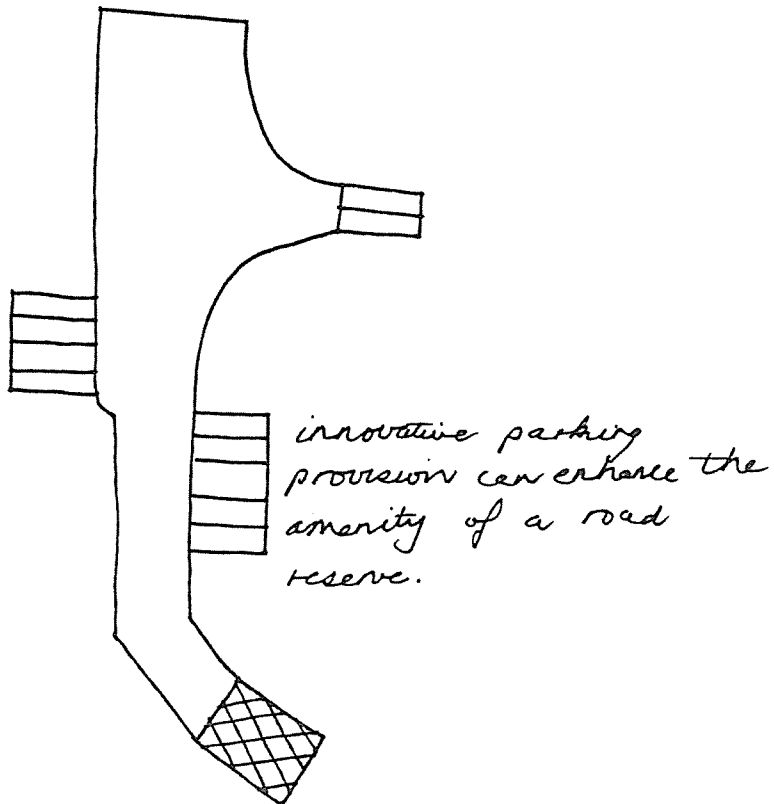
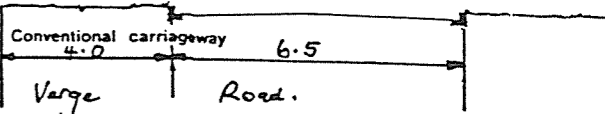
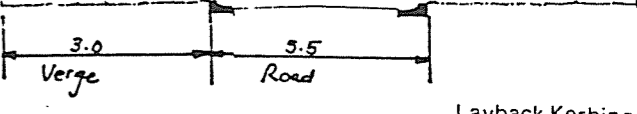

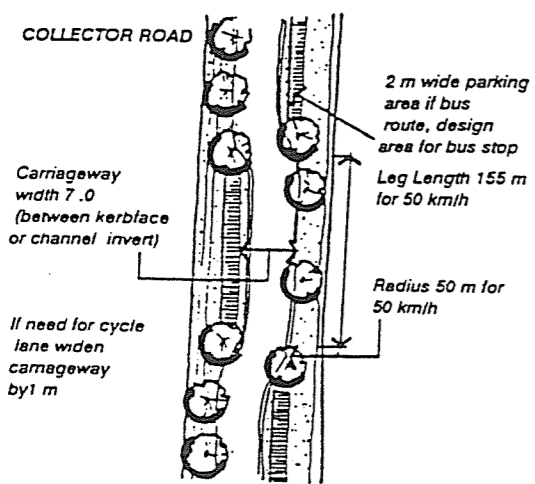
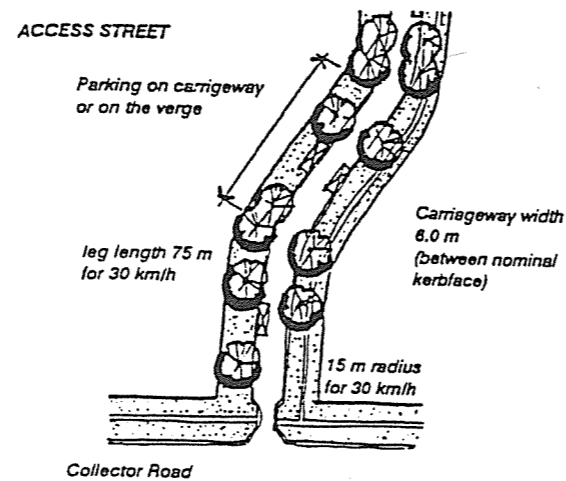


TABLE I

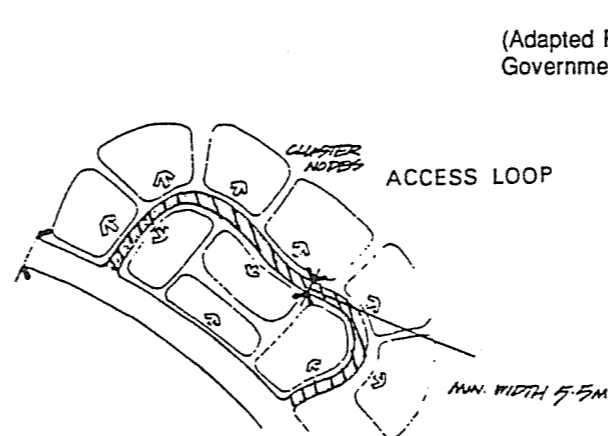
	Max. Traffic Volume/or Dwelling Units	Design Speed (km/h)	Maximum Length	Minimum Carriageway Width	Minimum Verge Width	Minimum Footpath Width	Kerbing	Car Parking Provisions	
Collector Road	3,000 veh/d None	50	Not defined	6.5-7.0m -2.0m wide indented parking and bus bays.	4.0m with adequate provision for widening	1.2-2.0m both sides	Layback/Upright.	Carriageway. Indented parking and bus bays on bus route to provide minimum 6 metre travel way.	
Access Street	2,000 veh/d Not defined 200	30-40	Not defined	5.5-6.0m	4.0m	1.2-2.0m - one side	Layback/Flush	Carriageway.	
Access Loop	75	15-25	350m	5.0-5.5m	3.0m	1.0-1.5m on one side	Layback/Flush	. 1 Hardstanding verge space per 2 allotments. . Grouped together in designated areas. . On street standing for delivery and standing vehicles.	 Layback Kerbing
Cul-de-sac	30	15-25	150m	4.5-5.0m	May not be required.	1.0-1.5m on one side if deemed necessary.	Layback/Flush	. 1 Hardstanding verge space per 2 allotments. . Grouped together in designated areas. . On street standing for delivery and standing vehicles.	 Flush Kerbing (adapted from Den-Ouden,1980,P15)
Cluster Yard	10	10	50m	3.5-4.1m	Not required - shared surface concept.	Not required - shared surface concept.	Layback/Flush	. Grouped visitor parking at the ratio of one space per dwelling provided near the threshold to cluster mews. . Screened parking within cluster mews for recreational vehicles and boats.	



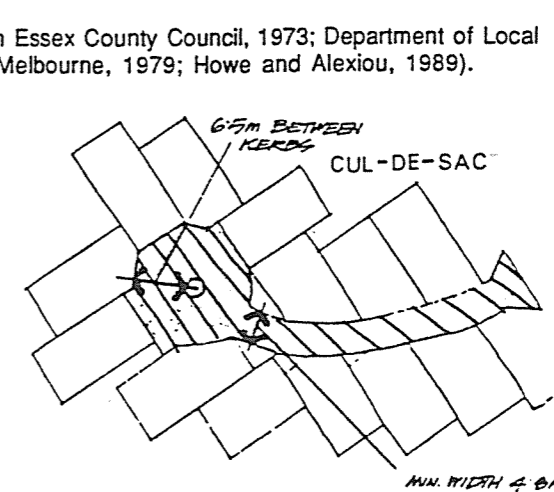
(Howe and Alexiou,1989,P9)



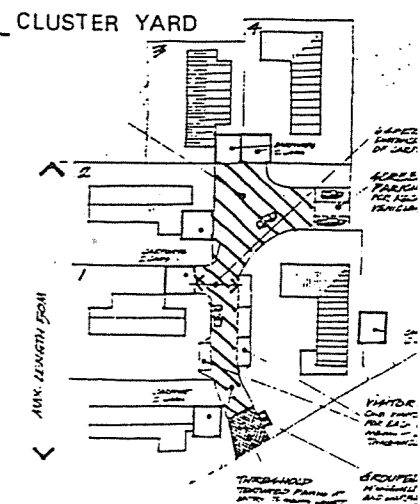
(Howe and Alexiou,1989,P9)



(Dep't of L.Gov't, Melbourne,1979,P52)



(Dep't of L.Gov't, Melbourne, 1979, P52)



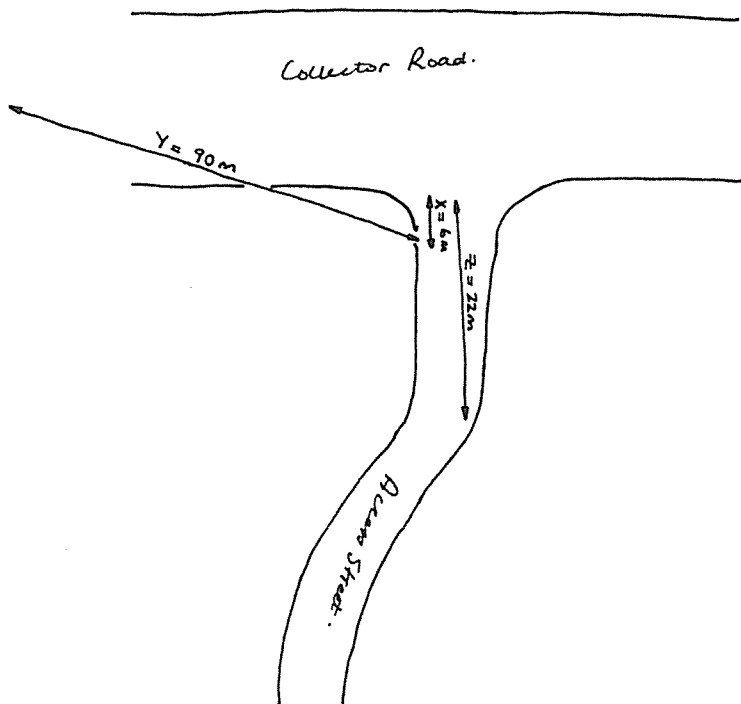
(Dep't of L.Gov't, Melbourne, 1979)

(Adapted From Essex County Council, 1973; Department of Local Government, Melbourne, 1979; Howe and Alexiou, 1989).

Circulation Function	Access Restrictions	Pedestrian	Cyclist	Access By		Bus	Connection.
				Car	Truck		
<ul style="list-style-type: none"> <li>. through roads - provide a connection between trunk collector roads and access streets.</li> <li>. maintain a reasonable level of residential amenity and safety.</li> </ul>	No frontage access	. permitted on separate footway	. permitted on roadway.	unrestricted use for through traffic.		Buses permitted	<ul style="list-style-type: none"> <li>. connect with loops and access streets.</li> <li>. no direct access to dwellings.</li> </ul>
<ul style="list-style-type: none"> <li>. provide access between the external road system and the cluster development.</li> <li>. discourage traffic which does not have destinations within the cluster development. Traffic subvenient.</li> </ul>	Frontage egress from dwellings to be in forward gear only.	. permitted on separate footway.	. permitted on roadway.	unrestricted use although through traffic discouraged.	<ul style="list-style-type: none"> <li>. permitted for deliveries and servicing.</li> <li>. through traffic discouraged.</li> </ul>	Buses permitted?	<ul style="list-style-type: none"> <li>. connect with access loops, cul-de-sac or cluster yards.</li> <li>. connect with collector roads.</li> <li>. private cluster dwellings should not have direct access.</li> </ul>
<ul style="list-style-type: none"> <li>. provide for safe access to dwellings by both pedestrians and vehicles.</li> <li>. provide access to cul-de-sac and yards.</li> <li>. discourage use by through traffic.</li> </ul>		. permitted on separate footway.	. permitted on roadway.	unrestricted use although traffic discouraged.	<ul style="list-style-type: none"> <li>. permitted for deliveries and servicing.</li> </ul>	Minibus only permitted.	<ul style="list-style-type: none"> <li>. connect with cul-del-sac, cluster yards and private dwellings.</li> <li>. connect with access street or collector road.</li> </ul>
<ul style="list-style-type: none"> <li>. provide safe access to dwellings by both pedestrians and vehicles.</li> <li>. provide access to cluster yards.</li> </ul>		. separate footpath may be required, depending on the density of development.	. permitted on roadway.	permitted for residents, visitors, and service vehicles.	<ul style="list-style-type: none"> <li>. permitted for rubbish collection, deliveries and emergency services.</li> </ul>	Minibus only permitted.	<ul style="list-style-type: none"> <li>. Entry to be actual or simulated footpath crossover.</li> <li>. Connect with cluster yards, yards and (or private dwellings).</li> <li>. Connect with access loop, access street or collector road.</li> </ul>
<ul style="list-style-type: none"> <li>. provide a safe area for access to dwellings. Priority given to pedestrians.</li> </ul>		. shared (undemarcated) surface on which pedestrian activity and street play is possible.	. permitted	permitted for residents, visitors and service vehicles only.	<ul style="list-style-type: none"> <li>. permitted only in instances of emergency service and heavy deliveries.</li> <li>. Facilities for group garbage and household deliveries provided at threshold to cluster yards.</li> </ul>	prohibited.	<ul style="list-style-type: none"> <li>. Entry to be actual or simulated footpath crossover.</li> <li>. Connect with access loops, cul-de-sacs, or access streets.</li> </ul>

WHERE MAJOR ROAD AT T JUNCTION IS A:	Y distance
Collector Road	90m
Access Street, Access Loop, Cul-de Sac	70m
WHERE MINOR ROAD AT T JUNCTION IS A:	X distance
Collector Road	9m
Access Street	6-9m
Access Loop	4.5-6m
Cul-de-Sac	4.5m
Cluster Yard	2.1m
LENGTH OF MINOR ROAD FROM 'T' JUNCTION REQUIRED TO BE STRAIGHT	'Z'
Collector Road	30m
Access Street	22m
Access Loop, Cul-de-Sac, Cluster Yard.	15m

(Adapted from ESSEX COUNTY COUNCIL 1973).



**TABLE 3: MINIMUM STAGGERS OF JUNCTIONS:**

<b>SIDE ROAD AT JUNCTION</b>	<b>MAIN ROAD AT JUNCTIONS</b>			
	<b>Collector Road</b>	<b>Access Street</b>	<b>Access Loop</b>	<b>Cul-de-Sac</b>
Collector Road	60			
Access Street	60	30		
Access Loop	60	30	30	
Cul-de-Sac		30	22	22
Cluster Yard		30	22	22

(adapted from Essex County Council, 1973)

## Signs

Refer to Page 210.

### *ALPINE RESIDENTIAL, MIXED RESIDENTIAL, AND TOURIST ACCOMMODATION ZONES*

The enclaves which comprise these zones are given in Plan 3.

The design criteria which will be outlined below will replace the multi-purpose yard standards for Taumarunui County, given in Appendix 10 and analysed in Step 4.

In addition, they will be considered in conjunction with the existing standards for multi-unit development which have been found, in Step 4, to be appropriate. Two changes will be made however. They are:

- the minimum court area for all three zones shall be 50m<sup>2</sup>.
- a 3.0m<sup>2</sup> vehicle carriageway and 0.9m segregated footpath shall be provided for developments containing 7-10 multi-units.

The physical criteria for these zones will be structured according to the house curtilage/ housing envelope framework provided by the Essex County Council, and discussed in Chapter 4.

*House Envelope*

**Visual Privacy**

POLICY

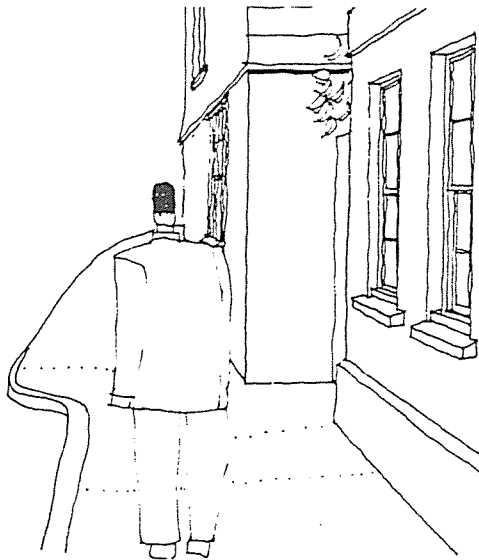
- *to ensure that the privacy of the 'habitable' rooms on the 'public' and 'private' sides of a dwelling is adequately protected.*

IMPLEMENTATION

The following criteria shall be used to achieve this policy:

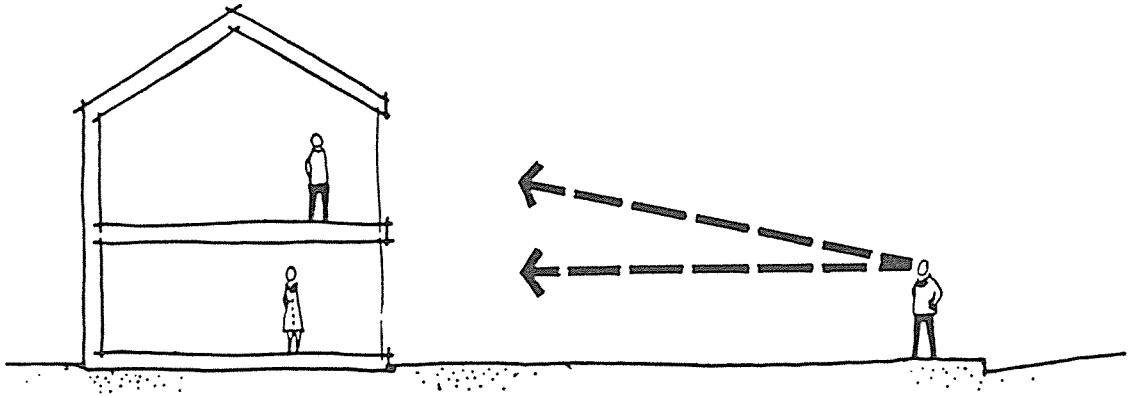
*'Public' Zone*

- restricting of the field of vision by using small windows and set forward buildings.



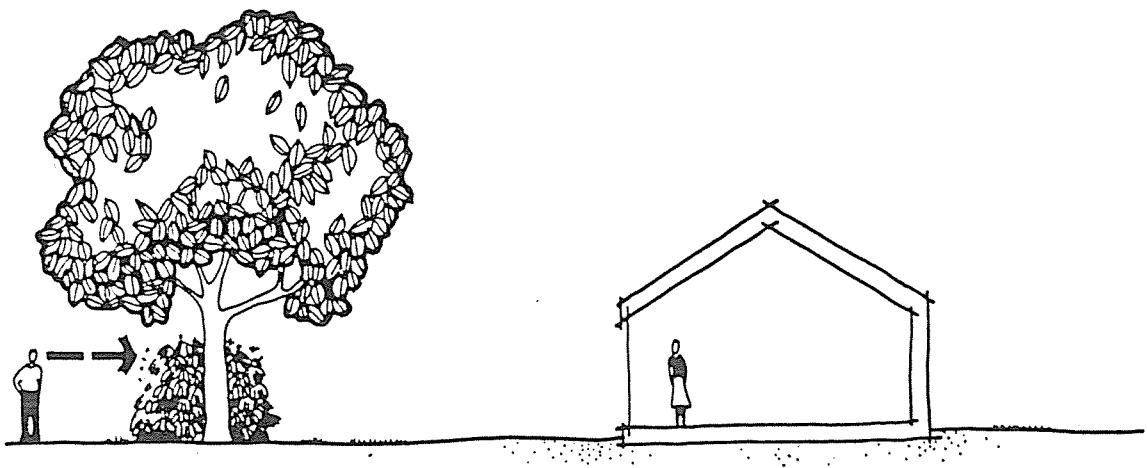
(Essex County Council, 1973, P29)

- removing the observer a long way from the habitable room. A reasonable distance for such an unobstructed view is 30-35 metres. This distance may be reduced by use of trees or shrubs, mounds, and fences etc.



(Unknown Author, 1980, P24)

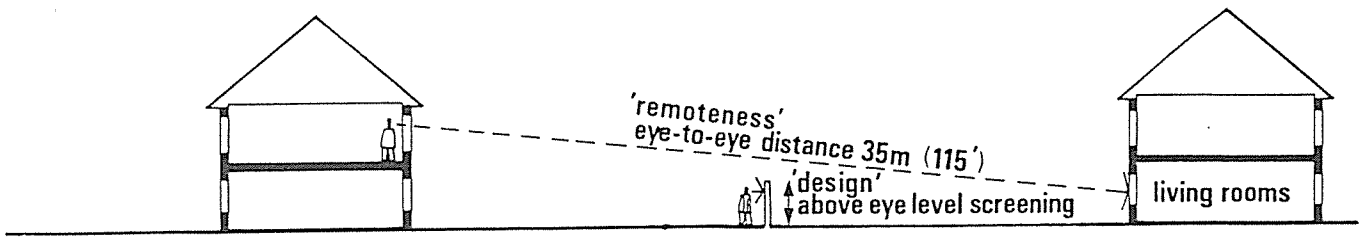
- using natural landscaping. This provides a pleasant and adequate visual barrier.



(Unknown Author, 1980, P28)

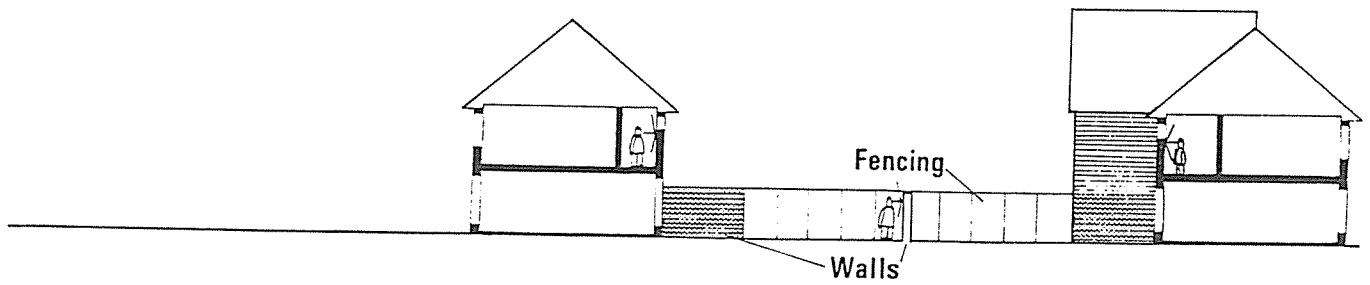
*'Private' Zone*

- a combination of 'remoteness' and 'design'.



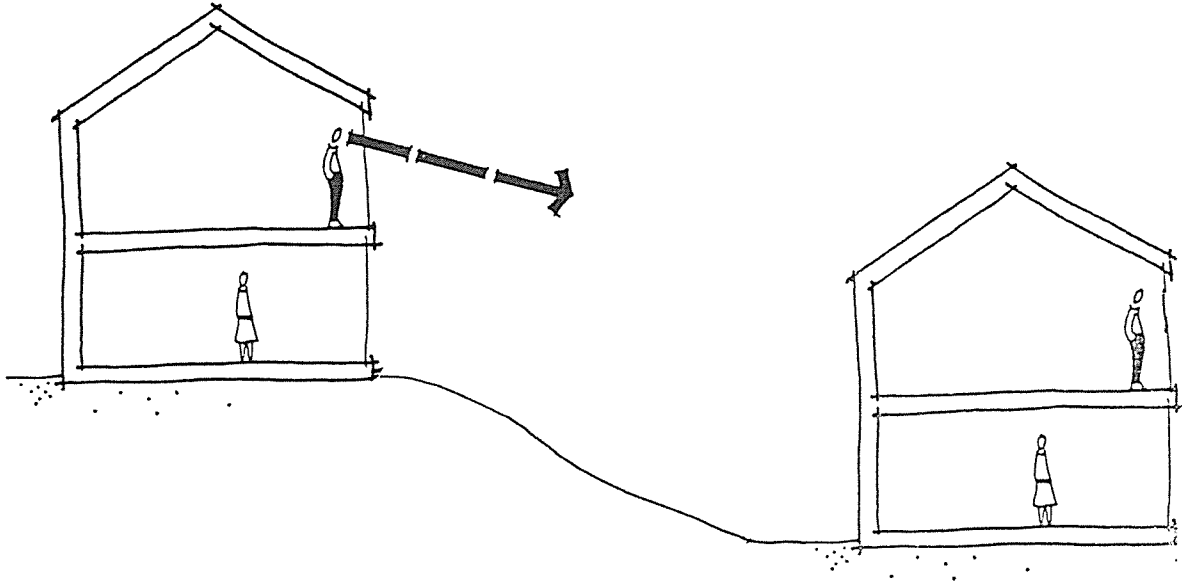
(Essex County Council, 1973, P31)

- above eye level windows to obscure the view of the observer.



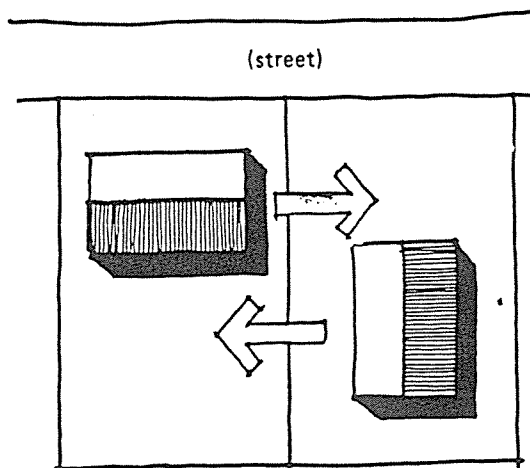
(Essex County Council, 1973, P31)

- planning a blank wall facing another room.



(Adapted from Unknown Author, 1980, Pps 24-28)

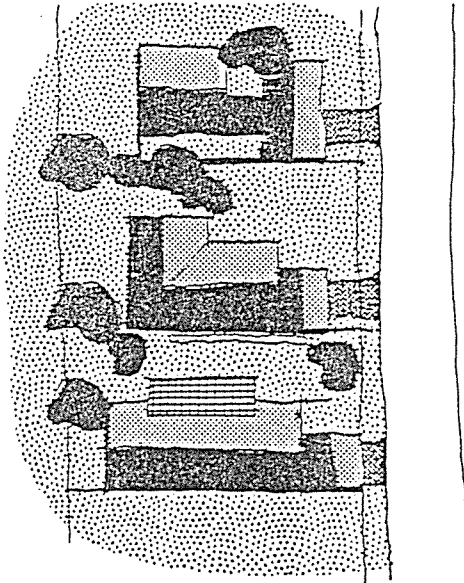
- staggering neighbouring houses. In some cases this will assist in obtaining visual privacy between houses.



(Unknown Author, 1980, P28)

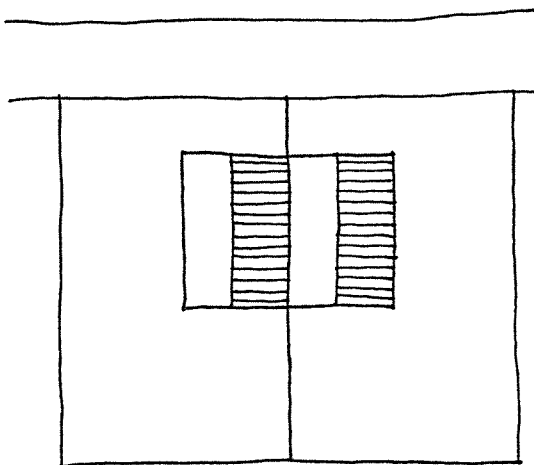
- zero lot housing

*Allows maximum concentration of open space in most useful locations and orientations.*



(Joint Venture for more Affordable Housing, Year of Publication Unknown, P14)

- duplex housing



## Aural Privacy

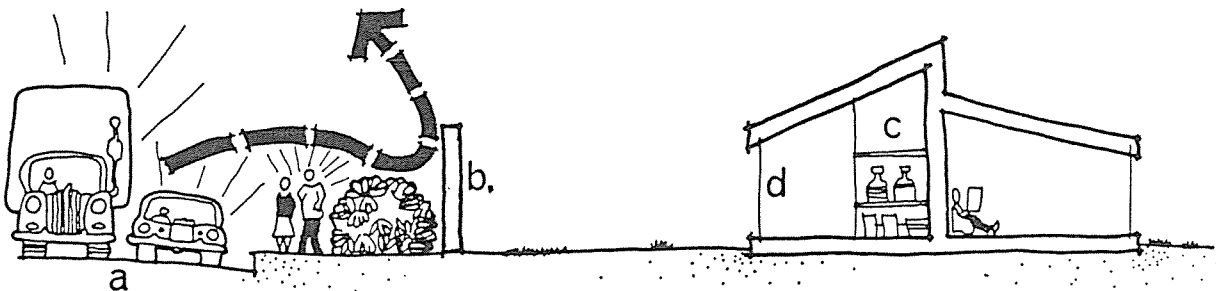
### POLICIES

- to ensure that the design and layout of dwellings is such that existing or anticipated air-borne noise levels will not exceed the maximum acceptable levels nominated by the Ruapehu District Council.
- to ensure that measures are taken, with respect to attached and semi-detached dwellings, to minimise the potential of structure-borne noise exceeding the maximum acceptable levels nominated by the Ruapehu District Council.

### IMPLEMENTATION

The following criteria shall be used to achieve these policies

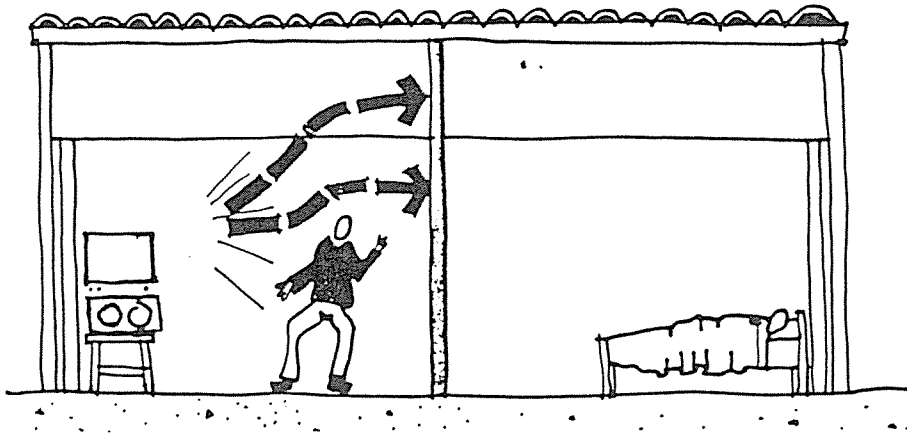
*Air-borne noise*



- I. by siting dwellings as far as practical from the noise source.
- II. by creating a physical obstruction between the dwelling and the noise source. Such an obstruction should be constructed with a dense material such as brick, concrete or stone
- III. by designing dwellings in such a way so as to create barriers between "quiet" areas and the noise source. It may be possible for example to design a house so that service areas such as bathrooms, laundries and storerooms are located between the noise source and living and bedrooms
- IV. by using sound insulating methods such as double glazing.
- V. by the introduction of service/access roads with a low traffic volume.

(Unknown Author, 1980, P37)

Structure-borne noise



(Unknown Author, 1980, P36)

The dividing or party wall shall be continuous throughout the whole structure, solid, and of a high quality.

Similarly, vertical noise transmission between units shall be adequately controlled by proper floor construction.

## Sunlighting and Daylighting

### POLICIES

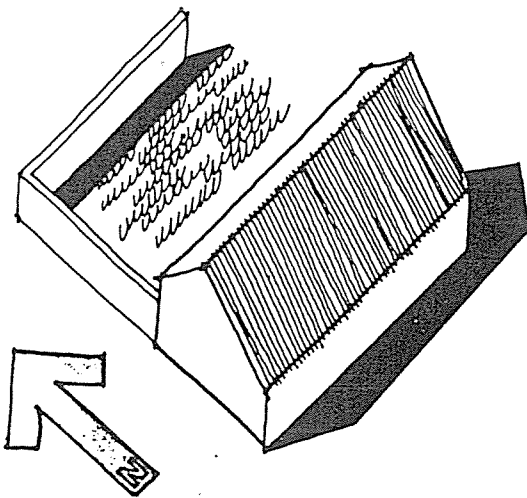
- *to ensure that the location of the habitable rooms of a dwelling is such that adequate levels of sunlight and daylight are achieved.*
- *to ensure that design measures are adopted that allow adequate penetration of low altitude winter sun and provide shade from high altitude summer sun.*

### IMPLEMENTATION

The following criteria shall be used to achieve these policies

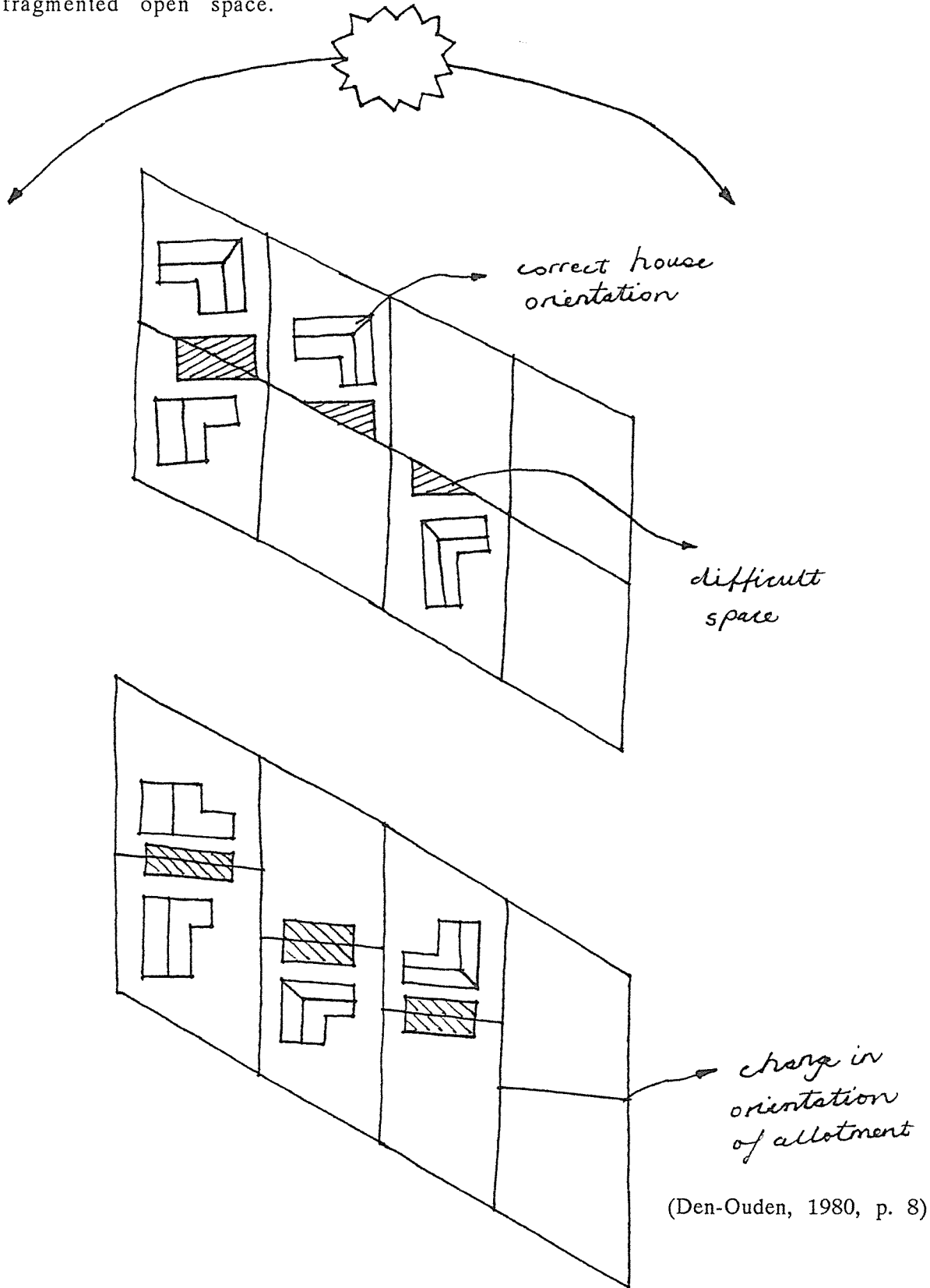
#### *Orientation*

- dwellings shall be orientated so that habitable rooms face north.



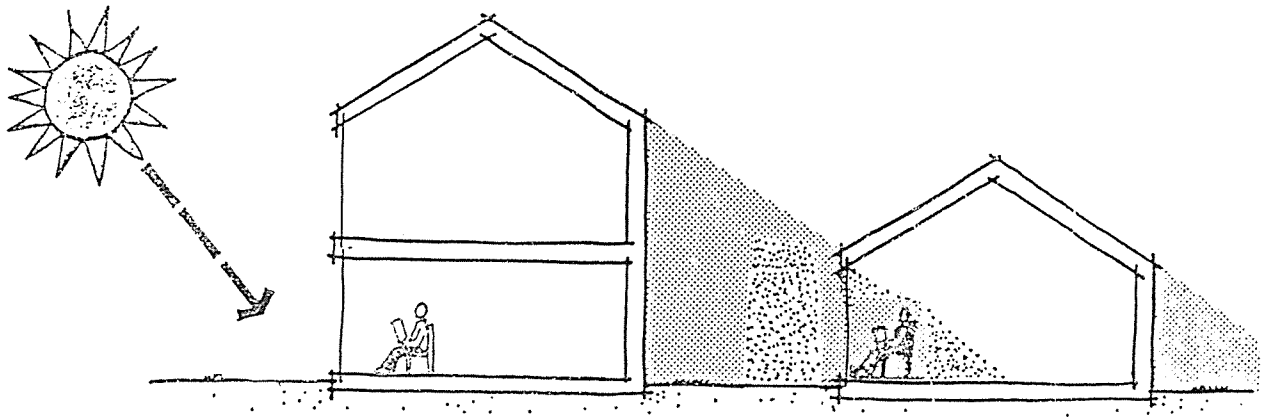
(Unknown Author, 1980, P40)

- a change in orientation of the allotment shall be preferred to altering house orientation, in order to avoid problems of oblique sun angles and fragmented open space.



*Overshadowing*

- dwellings shall be sited so that unacceptable amounts of overshadowing of other buildings is avoided.

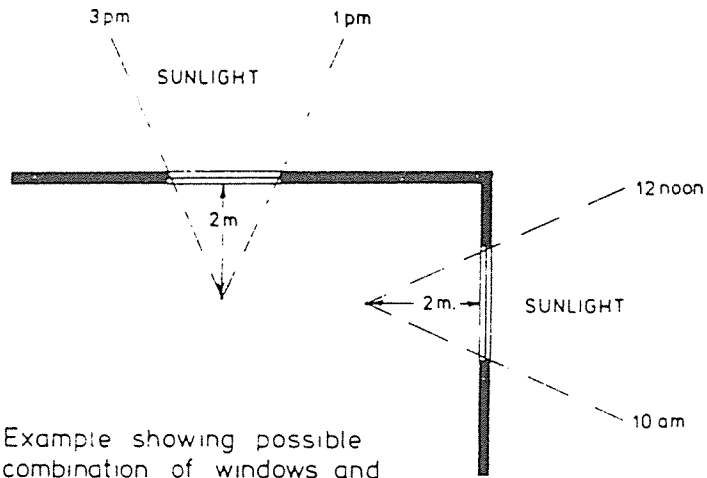


(Unknown Author, 1980, P41)

To determine what is an unacceptable amount of overshadowing, the following guideline shall be used:

- An area of glazing not less than the glazing required by the By-Law for the main living area of the dwelling unit shall be oriented to the sun in such a manner that a point 2m inside the window shall receive not less than 4 hours of sunlight on 21st June.

This requirement may also be met by a combination of more than one window. In such cases, a separate point may be used for each window, but the hours of sunlight which are measured at one point may not be measured at another.

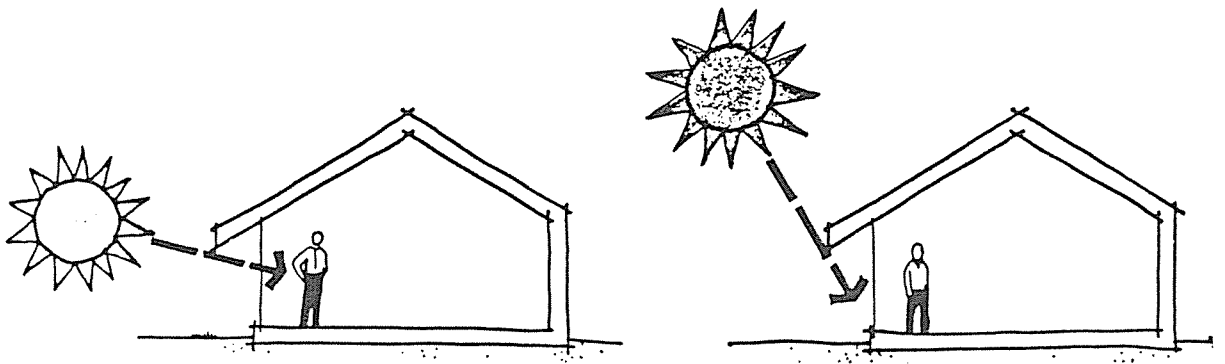


Example showing possible combination of windows and hours of sunlight

(Palmerston North City Council, 1981, P95)

*Design*

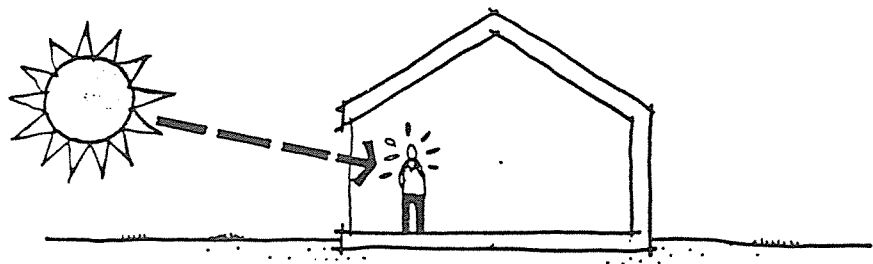
- To make maximum use of the warming winter sun and to eliminate hot summer sun, roof overhangs on the northern wall shall be used.



(Unknown Author, 1980, P40)

- It is recommended that the Council determine the optimum width of shading devices for different sized windows of dwellings at National Park Township.

East (morning) and west (afternoon) sun produce considerable heat load in summer.



(Unknown Author, 1980, P40)

Therefore, to minimise the heat intake into dwellings, windows, and in particular large windows, shall be avoided in east and west walls.

Alternatively, windows protected on the outside by shutters or external blinds may be used. This is especially relevant if a view is sought.

### *Housing Curtilage*

#### Visual Privacy

#### POLICY

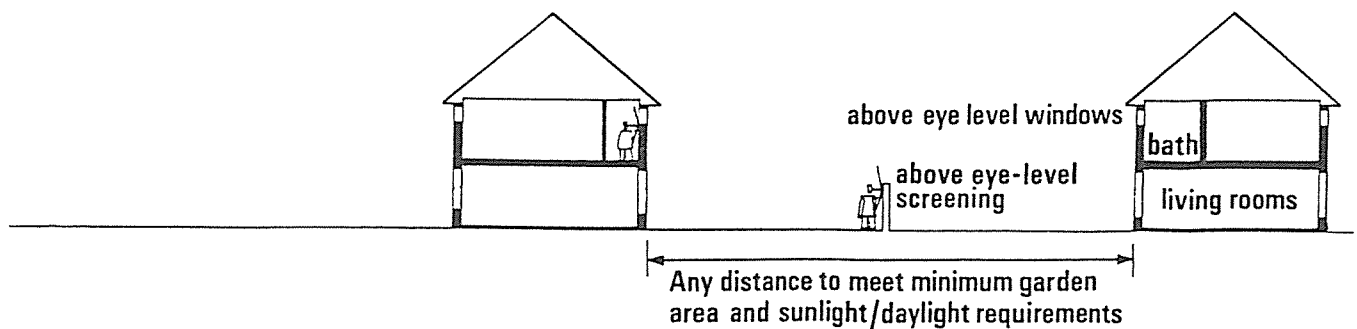
- *to ensure that dwellings have an outdoor sitting area not overlooked by adjacent or opposing outdoor sitting areas or habitable rooms.*

#### IMPLEMENTATION

The following criteria shall be used to achieve this policy

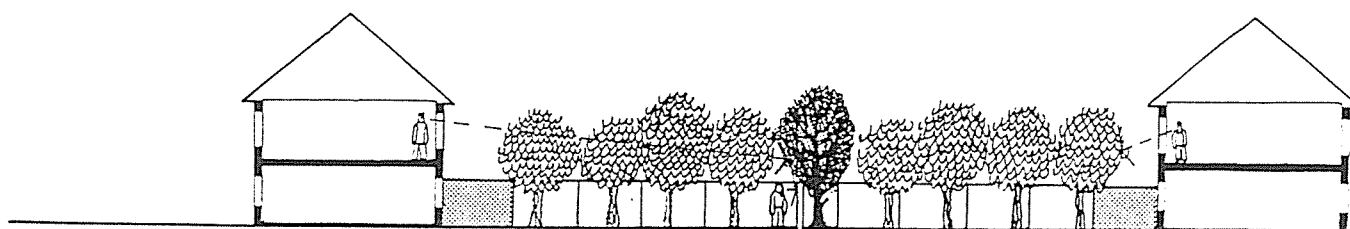
#### *Design*

Here complete privacy is possible even at minimal distances.



(Essex County Council, 1973, P33)

### *Screening*



Screen planting effectively blocks first floor overlooking

 Private zone

(Essex County Council, 1973, P33)

### **Aural Privacy**

#### POLICY

- *to ensure that the design and layout of private open space is such that existing or anticipated air-borne noise levels will not exceed the maximum acceptable levels nominated by the Ruapehu District Council.*

#### IMPLEMENTATION

The following criteria shall be used to achieve this policy

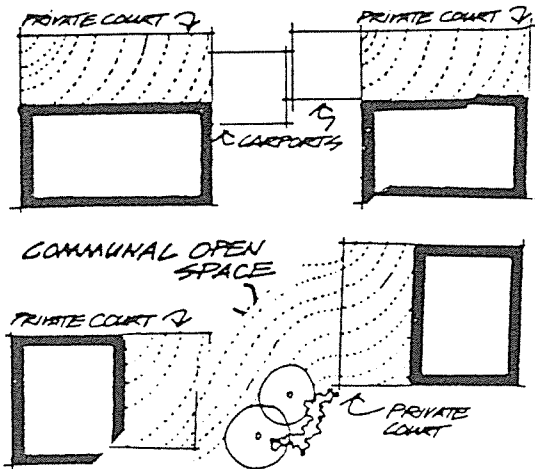
#### *Multi Unit Development*

Carports, service yards, communal or public open space shall be sited to acoustically isolate private open space.



### BUFFER ELEMENTS

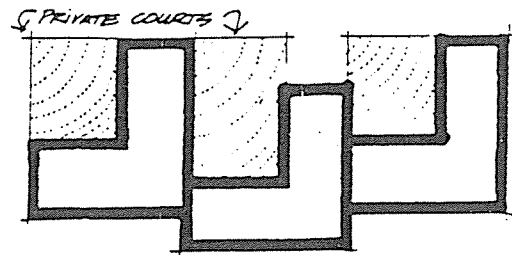
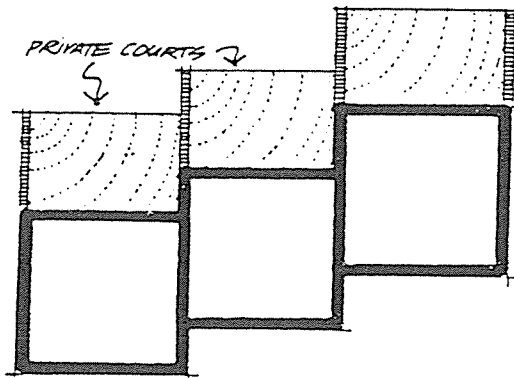
CARPORTS, SERVICE YARDS, COMMUNAL OR PUBLIC OPEN SPACE MAY BE SITED TO ACOUSTICALLY ISOLATE PRIVATE OPEN SPACE



(Department of Local Government, Melbourne, 1979, P35)

courts achieve aural privacy by staggered siting of dwellings and wing wall extensions to courts.

private courts can be acoustically isolated by the windowless walls of adjacent buildings.

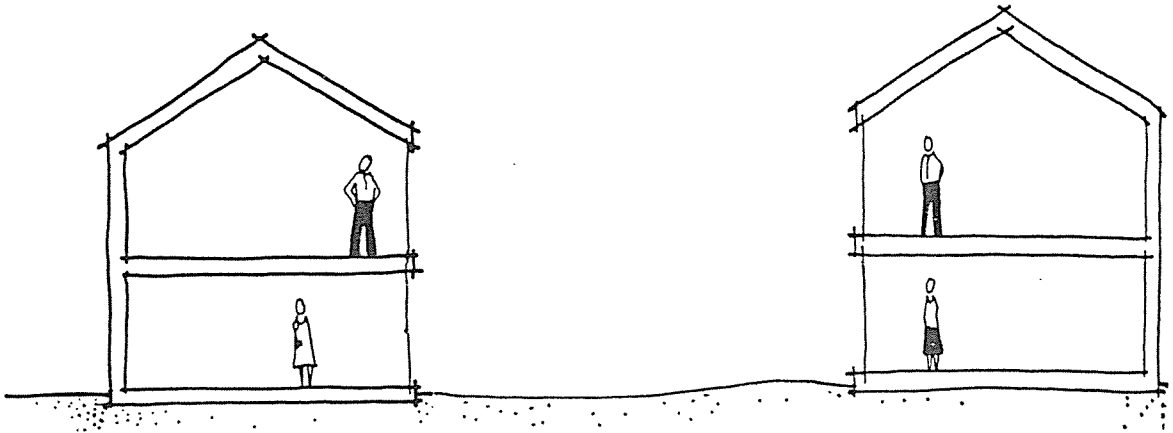


(Department of Local Government, Melbourne, 1979, P35)

These criteria can also achieve visual privacy.

*Low density Development*

'remoteness' will increase aural privacy.



A reasonable distance is about 30m.

(adapted from Unknown Author, 1980, P40)

The criteria for visual privacy in the housing curtilage will also ensure that adequate aural privacy is achieved .

## Sunlighting/ Daylighting

### POLICY

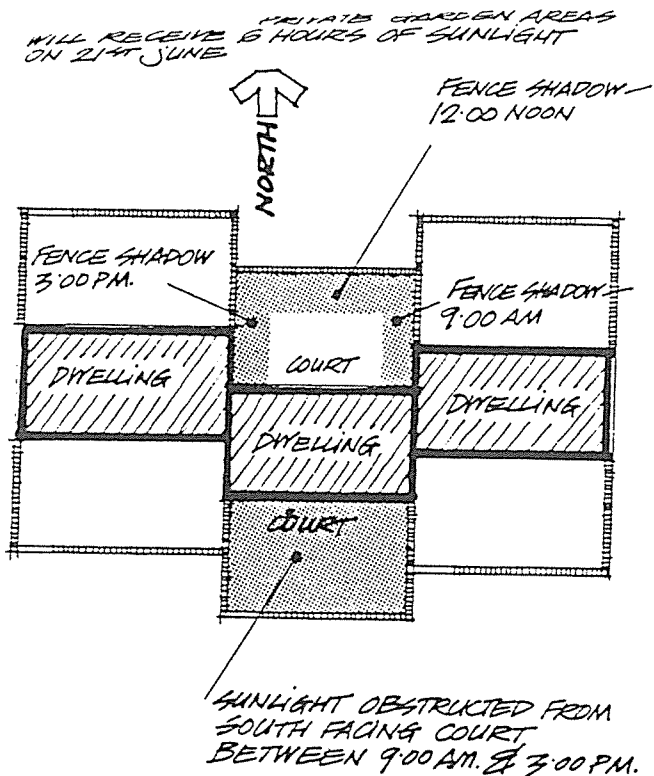
- to ensure that adjacent or opposing dwellings are sited such that unobstructed sunlight is received on a reasonable portion of the allotment.

### IMPLEMENTATION

The following criteria shall be used to achieve this policy

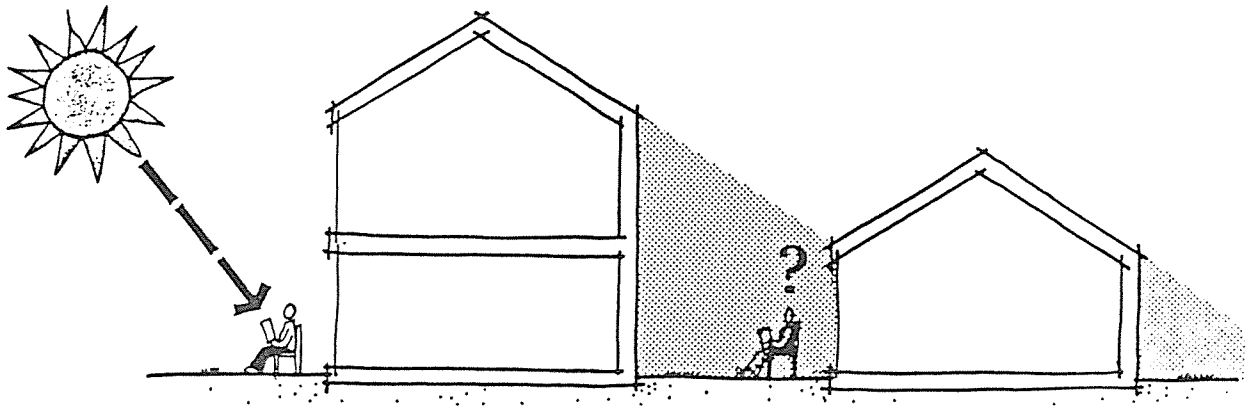
#### Orientation

Private courts shall be oriented to face north.



(Department of Local Government, Melbourne, 1979, P34)

Dwellings shall be sited so that unacceptable amounts of overshadowing of private courts is avoided.



(Unknown Author, 1980, P41)

To determine what is an unacceptable amount of overshadowing, the following guideline shall be used:

- The centre point of any open space (private garden, roof deck, patio, balcony) shall receive not less than 4 hours sunlight on 21st June.

(adapted from Palmerston North City Council, 1981)

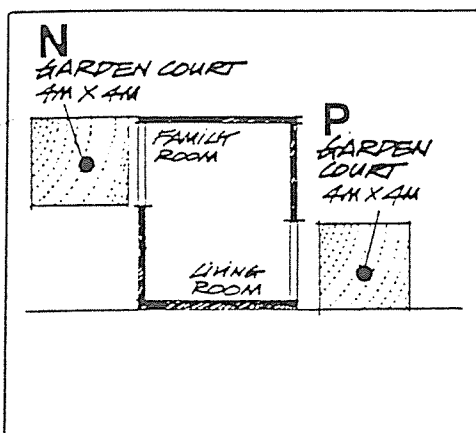
## Minimum Court Area

### POLICY

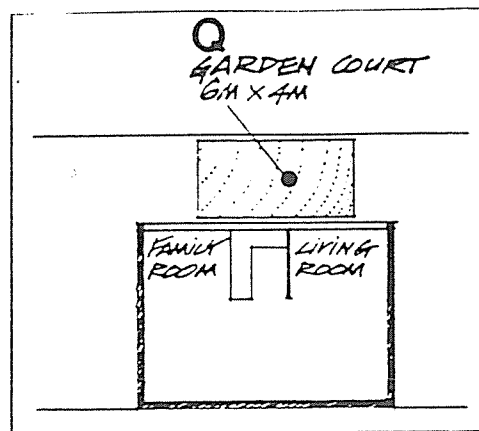
- to ensure that developers provide an adequate sized light/garden court with direct access to the main habitable rooms of the dwelling.

### IMPLEMENTATION

The following criteria shall be used to achieve this policy:



this applies to dwellings with floor space exceeding 100m<sup>2</sup>.



this applies to dwellings with floor space less than 100m<sup>2</sup>.

(Department of Local Government, Melbourne, 1979, P28)

The garden court area may form part of the private open space of an allotment.

## **Minimum Private Area (Private Open Space)**

### **POLICY**

- *to ensure that the occupants of each dwelling have adequate open space for active and/or informal recreation, and/or outdoor household activities.*

### **IMPLEMENTATION**

The following criteria shall be used to achieve this policy:

The private open space per dwelling shall be:

- a minimum of 50m<sup>2</sup> in area divided into no more than 2 parts (of which no one part shall be less than 16m<sup>2</sup>).
- a minimum of 2.5m in width at any part.
- a minimum of 5m in width over 80% of this area.

### **Private Gardens less than 100m<sup>2</sup>**

Where the private garden of any dwelling is less than 100m<sup>2</sup>, the allotment on which that dwelling is situated shall be within 80m (which shall be measured along a reasonably safe and convenient pedestrian route) of a public or communal area of usable open space which is at least 300m<sup>2</sup> in extent and capable of use as a child's play area.

(Department of Local Government, Melbourne, 1979, P47)

## **Signs**

Refer to Page 226.

## ***RAILWAY RESIDENTIAL ZONE***

The enclaves contained within this zone are shown on Plan 3.

### **POLICIES**

- *to retain the regimented linear features which characterise railway house subdivisions.*
- *to ensure that adequate visual and aural privacy, and sunlighting and daylighting, is achieved in the housing envelope and curtilage, without compromising the linearity of the physical layout.*
- *to ensure that adequate minimum court area, and private and public open space is provided.*

### **IMPLEMENTATION**

These policies shall be achieved by using the following criteria:

#### *Frankton Railway Village Home Owners Manual*

It is recommended that the physical layout criteria in the Home Owners Manual for Frankton Railway Village (in Hamilton) be adopted. A copy of this is given in Appendix 13.

#### *Criteria for Tourist Accommodation, and Mixed and Alpine Residential Zones*

Such matters as visual privacy, which may not necessarily be able to be achieved through enforcement of the guidelines for Franklin Village, shall be achieved by implementing appropriate criteria existing for the Alpine and Mixed Residential, and Tourist Accommodation Zones of National Park township. Examples include landscaping and erection of fences.

***NODES IN RESIDENTIAL AND TOURIST ACCOMMODATION ZONES***

**POLICIES**

- *to ensure that every dwelling has within its proximity a sufficient area of public open space to allow reasonable opportunities for active or informal recreation.*
- *to ensure that such areas have been shown to be suitable for their intended use.*
- *to provide easily identifiable 'activity' and 'social' areas within each public open space.*

**IMPLEMENTATION**

These policies shall be achieved by using the following policies:

***Minimum Area***

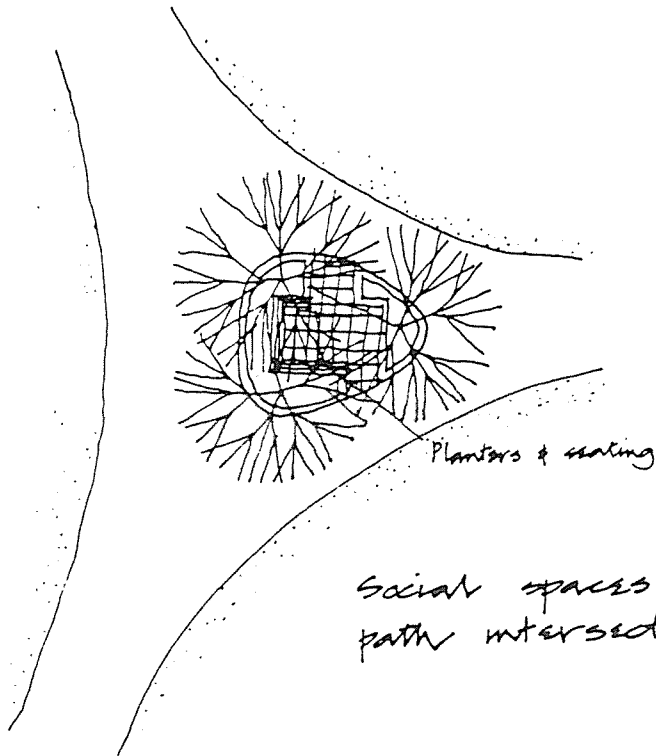
- The distribution of open space between public, communal and private open space can vary greatly in different cluster subdivisions without having a detrimental effect on development. Standards for public and communal open space shall not, therefore, be fixed at arbitrary high levels. Rather, guidelines shall be given which are determined by the density of a subdivision, as follows:

<u>Cluster Type</u> <u>Required</u>	<u>Density</u>	<u>Minimum Public</u> <u>and/or Communal</u> <u>Open Space</u>
Rural	Not exceeding 1 lot to 2 ha.	25%
Semi-Rural	Greater than 1 lot to 2 ha but not exceeding 5 lots per hectare.	15%
Low Density	Greater than 5 lots per hectare but not exceeding 11 lots per hectare	10%
Medium Density requirement land.	Greater than 11 lots per hectare.	Nil/other than 5%  in cash or

- Where the private open space of any dwelling is less than 100m<sup>2</sup>, the allotment on which the dwelling is situated shall be within 80m (which shall be measured along a reasonably safe and convenient pedestrian route) of a public or communal open space which is at least 300m<sup>2</sup> in extent and capable of use as a child's play area.

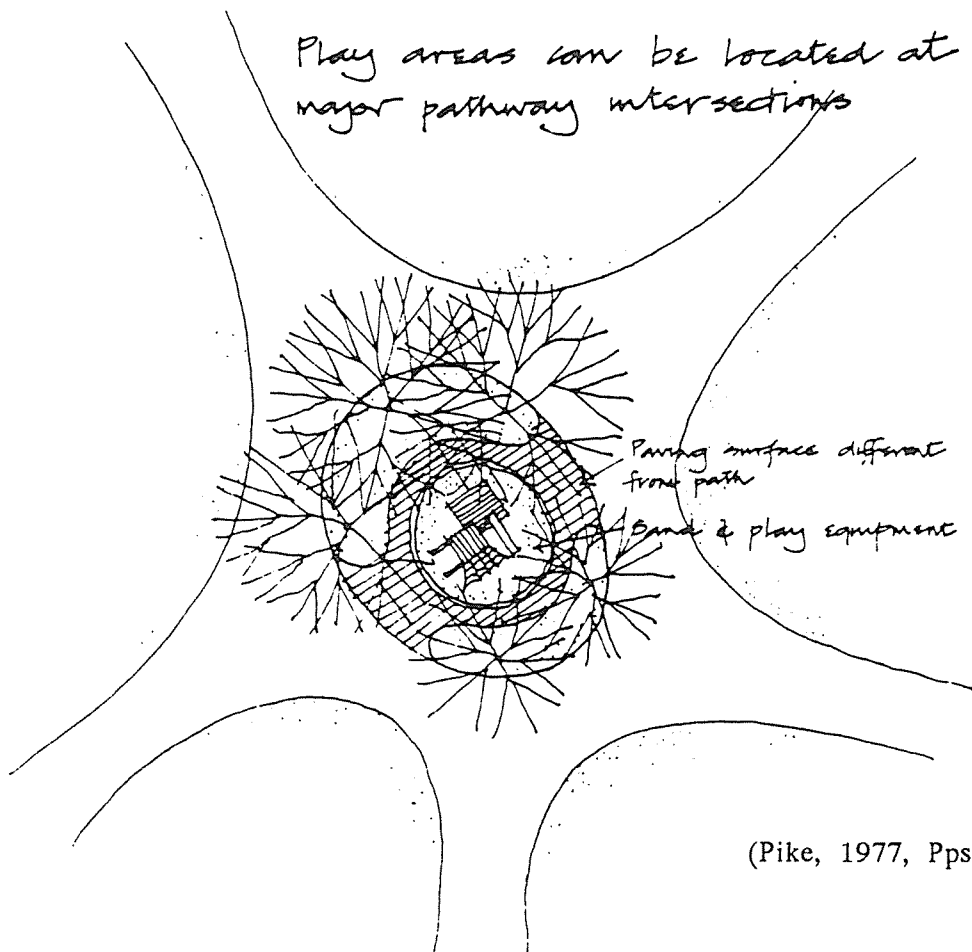
(Department of Local Government, Melbourne, 1979, P47)

'Activity' and 'Social' spaces



Planters & seating

Social spaces can be located at path intersections.



Play areas can be located at major pathway intersections

Paving surface different from path

Sand & play equipment

#### Activity areas

- these areas commonly function as nodes for children.
- in addition to featuring open space, they can contain playgrounds and community recreational facilities.
- a minimum size of 10m x 20m shall exist for areas where one might kick a football or hit a cricket ball.
- they shall be visually and acoustically isolated from adjoining properties.

#### Social spaces

- these spaces shall be provided for people to meet informally.
- they shall feature seating and plant boxes, and other landscaping features.
- both social spaces and activity areas shall be directly linked with the open space circulation system.

(Pike, 1977, Pp21-23)

### 5.3d VISUAL DESIGN

#### *EDGE PATHS, AND PATHS IN ALPINE RESIDENTIAL, RAILWAY RESIDENTIAL, MIXED RESIDENTIAL, AND TOURIST ACCOMMODATION ZONES*

The following policies and criteria for the visual design of paths shall be added to the guidelines for National Park township.

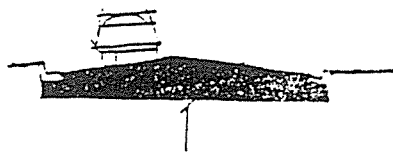
#### Enclosure

#### POLICY

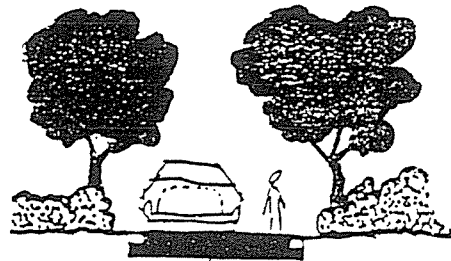
- *To encourage planting, curving, and reduction of the carriageway width to create paths that are enclosed and in sympathy with the human scale.*

#### IMPLEMENTATION

The following criteria shall be used to achieve this policy:



*a conventional streetscape.*



*reduced pavement width (3.5m for cluster yards) encourages an enclosed residential environment, especially when the verge is landscaped. Curving of the carriageway encloses the road users view even further, thereby helping to avoid daunting & monotonous streetscapes.*

(Joint Venture for more Affordable Housing, Year of Publication Unknown, P28)

## Road Carriageway Location

### POLICY

- to provide a visually satisfactory road reserve.

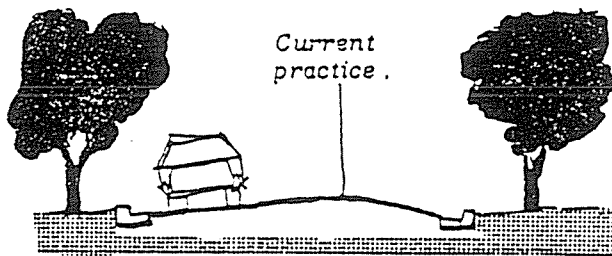
### IMPLEMENTATION

The following criteria shall achieve this policy:

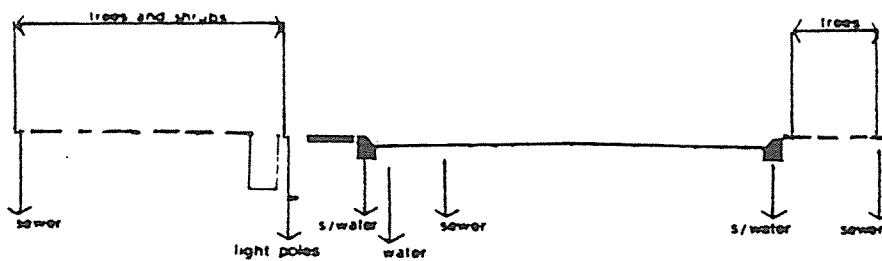
#### *Alternative Road Carriageway locations*

Below are some possible design variations which may be applicable to either new areas yet to be developed, recently established areas or older suburban areas.

A relocation of the carriageway gives more usable space for treeplanting and landscaping adjacent to the property boundary.

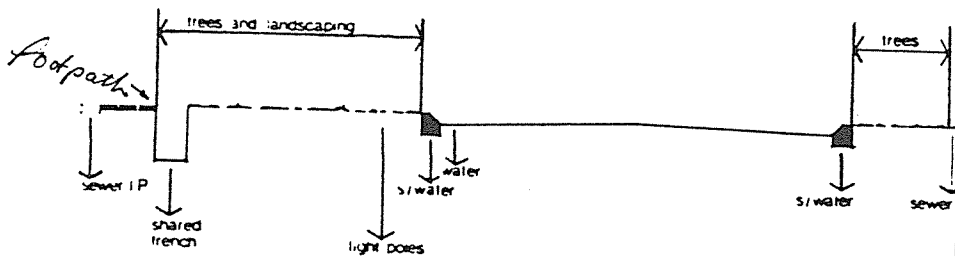


(Joint Venture for more Affordable Housing, Year of Publication Unknown, P28)



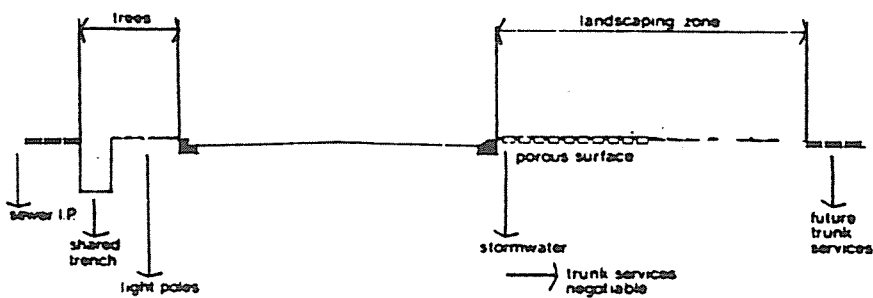
(Den-Ouden, 1980, P62)

A relocation of the footpath results in more usable space for trees and landscaping adjacent to the carriageway.



(Den-Ouden, 1980, P62)

A narrower carriageway is relocated to one side as well as creating a landscape zone. This zone can incorporate planting, parking, pavement variations and pedestrian/cycle movement. But traffic management problems need careful considerations.



(Den-Ouden, 1980, P62)

**Signs**

POLICY

- *to ensure that no off-premise advertising signs are located within any road reserve in National Park township.*

EXPLANATION

Advertising signs are only appropriate to arterial and collector roadway corridors, and not to road types that exist in National Park township.

***PATHS IN ALPINE RESIDENTIAL AND TOURIST ACCOMMODATION ZONES***

**PLANT TYPE AND PAVING STYLE**

**POLICY**

- *To ensure that choice of plant type and pavement style reinforces an alpine image.*

**IMPLEMENTATION**

The following criteria shall be used to achieve this policy:

*Plant Type*

Plants chosen for landscaping of the road reserves in these zones shall be of alpine nature and indigenous to the Tongariro region. Refer to the table in Appendix 14. This table is being formulated by a landscape architect for Taumarunui County Council.

*Pavement Colour and Texture*

These features of the road carriageways in these zones shall be of a nature appropriate to an alpine and volcanic environment. It is recommended that the Engineering Dept of the Ruapehu District Council contact a paving contractor to determine appropriate colours, textures, and types of paving and blocks for each type of road within these zones.

## **Signs**

### **POLICY**

- *To ensure that information signs in the road reserve in these areas (refer to Plan 3) reinforces an alpine image.*

### **IMPLEMENTATION**

The design of these signs shall be of the same general characteristics as those illustrated in the nodes section (Page 237).

### **EXPLANATION**

Design criteria exists for off-premise information signs only, since the design of roads signs is determined by the Ministry of Transport.

***TOURIST ACCOMMODATION, ALPINE RESIDENTIAL, AND MIXED RESIDENTIAL ZONES***

The enclaves comprising these zones are shown on Plan 3.

The following criteria for the visual design of these elements in these zones shall be added to the existing guidelines that were found to be appropriate in Step 4.

**Form**

**POLICY**

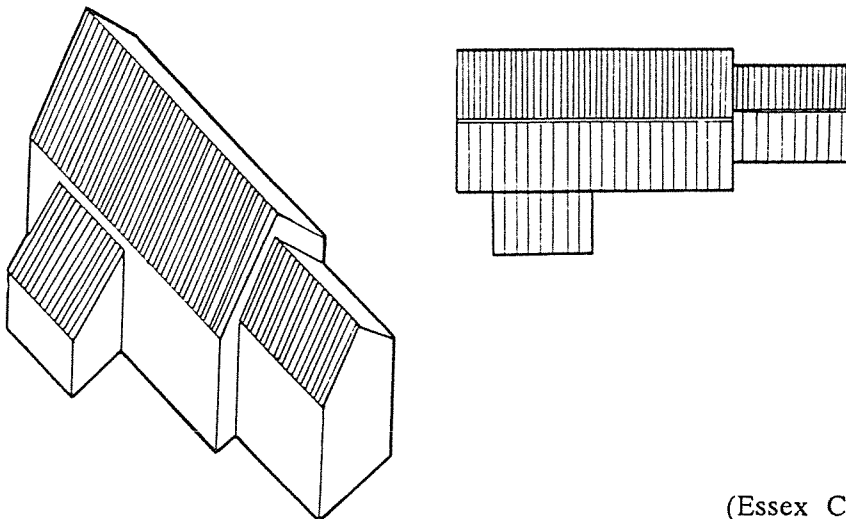
- *to ensure that dwellings are of 'additive form' and 'visually determinate'.*

**IMPLEMENTATION**

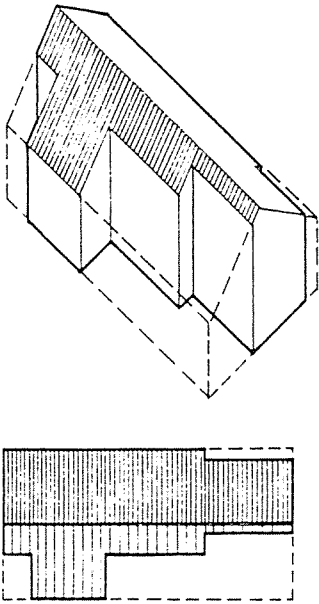
The following criteria shall be used to achieve this policy:

*'Additive form'*

'Additive form' refers to irregular plans that are covered by a series of separate forms, added together. The form below is 'visually determinate' because the relationship between the separate forms is clear.

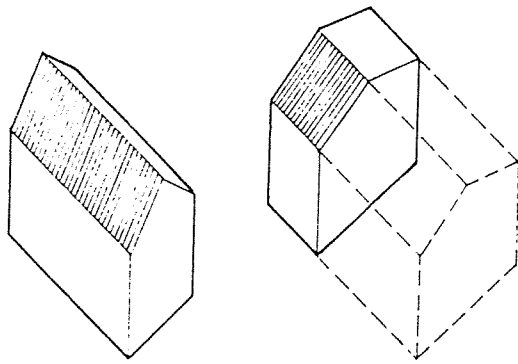


The sketch below is an example of 'subtractive form'. Here, an irregular plan is visually covered by a single pitched volume whose span covers the extremities of the plan and from which pieces have been 'subtracted' to leave the desired plan outline. This form is 'visually indeterminate' because the eye cannot decide whether the building is a series of smaller volumes added together or one volume with pieces missing.



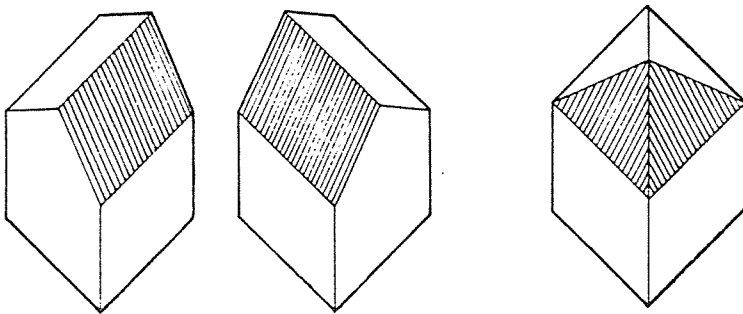
(Essex County Council, 1973, P75)

Spanning the plan in the 'wrong direction' will introduce an element of ambiguity, in that the eye will try to 'invent' a larger building to recreate the familiar form.



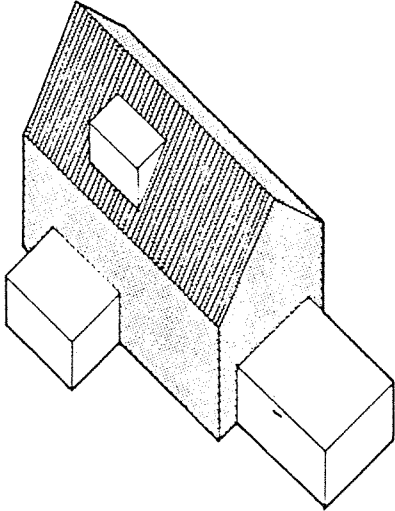
(Essex County Council, 1973, P76)

The gabled pitch roof over a more or less square plan form will also introduce ambiguity, as the roof could span in either direction with an equal lack of logic. The visually logical solution is the pyramid roof.



(Essex County Council, 1973, P76)

Additive form buildings mixing pitched and flat-topped shapes will be determinate but will lack unity. This should be avoided.



(Essex County Council, 1973, P77)

## Scale and Proportion

### POLICY

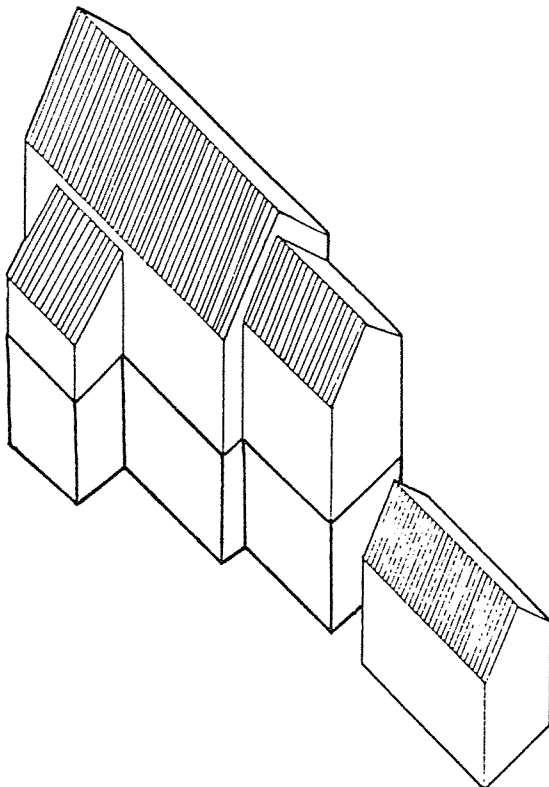
- *to ensure that the mass and area of dwellings is compatible and consistent with a low intensity 'character'.*

### IMPLEMENTATION

The following criteria shall be used to achieve this policy:

#### *Compatibility*

The juxtaposition of dwellings of incompatible scale and proportion shall be avoided.



(adapted from Essex County Council, 1973)

A table of recommended standards relating to floor space shall be compiled by the Ruapehu District Council.

This table shall take the following form:

	No of people			etc.
	3	4	5	
Chalet	(sqm).			
2 storey Chalet				
Accommodation Lodge				

(adapted from Essex County Council, 1973)

These criteria will ensure that objectionable juxtapositions are avoided.

### *Height*

- refer to existing height standards in Appendix 10.

## Pattern

### POLICIES

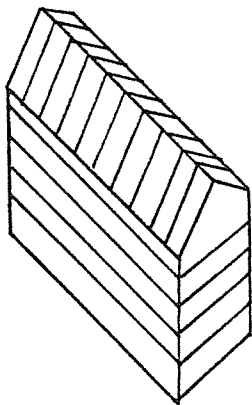
- *to ensure that external materials are used in a visually appropriate manner.*
- *to ensure that fenestration is well proportioned and well related within the elevation and is also sympathetic to adjacent buildings.*

### IMPLEMENTATION

The following criteria shall be used to achieve these policies:

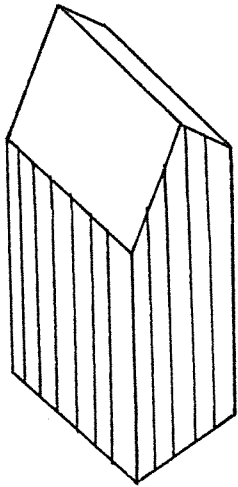
#### *External Materials*

The facade pattern below is static. It has a balance of horizontal and vertical elements. This pattern is desirable because it avoids competition with other buildings or landscape.



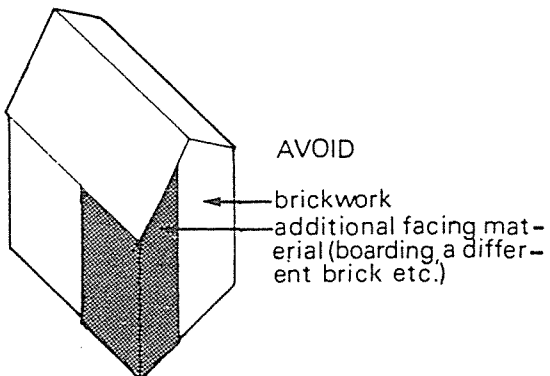
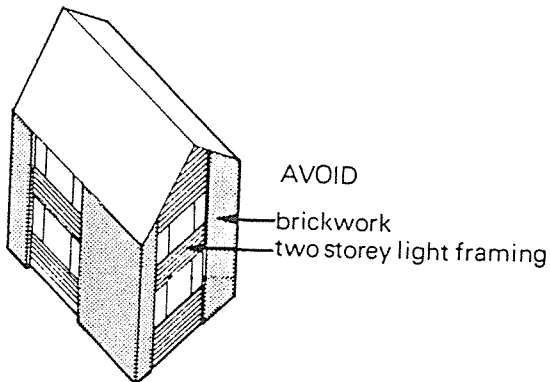
(adapted from Essex County Council, 1973)

The facade pattern below is directional. It is an example of the generally held view that tall buildings should have vertical emphasis, in order to avoid conflict between the direction of the pattern and the overall shape of the facade.



(adapted from Essex County Council, 1973)

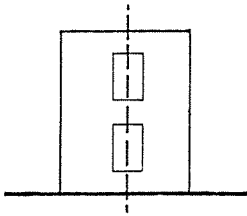
This form of construction below is visually ambiguous.



(Essex County Council, 1973, P78)

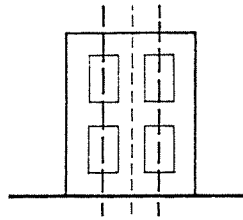
*Fenestration*

The fenestration axis reinforces the centroid axis.



a unified elevation

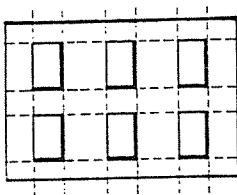
The location of the 2 fenestration axes conflicts with centroid axis



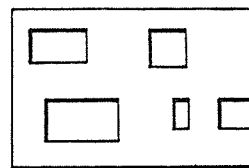
a conflicting elevation

(Essex County Council, 1973, P79)

Openings shall be related in such a way as to allow the eye to move comfortably from one elevational element to the next without effort.



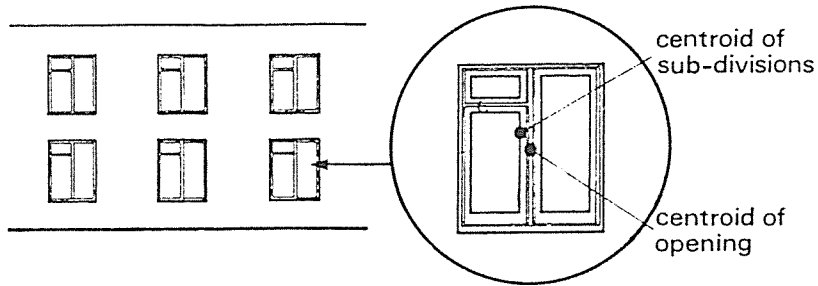
A restful effect



Lack of repose

(Essex County Council, 1973, P80)

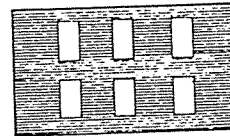
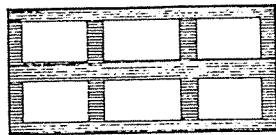
Lack of repose as the fenestration subdivisions do not coincide with the horizontal axes of the openings.



(Essex County Council, 1973, P80)

Overlarge areas of glazing undermine the visual stability of this structure.

Dominant areas of cladding material provide a visually stable facade.

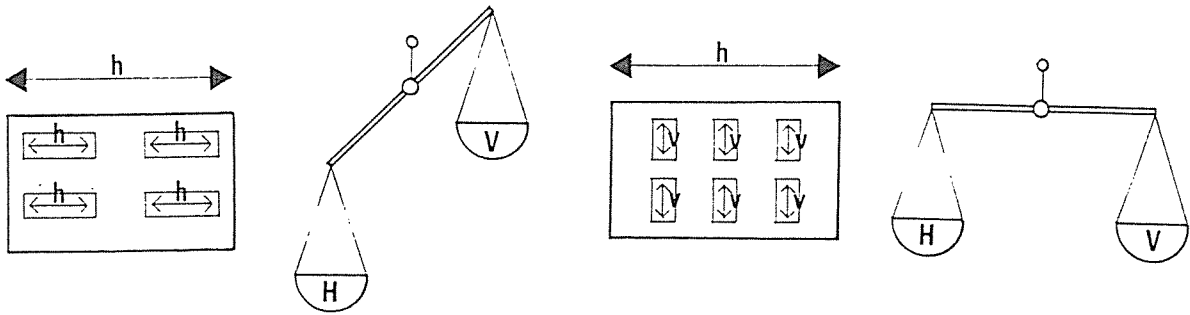


Lack of visual strength

Visual stability

(Essex County Council, 1973, P79)

The sum of all the forces in one direction shall be balanced by the sum of all the forces in the other direction.



Visual forces unresolved

Visual forces resolved

(Essex County Council, 1973, P80)

## Texture

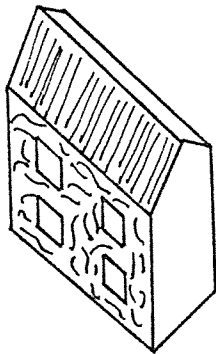
### POLICY

- *to ensure that a dominant texture prevails in a single dwelling and in the dwellings of the same enclave.*

### IMPLEMENTATION

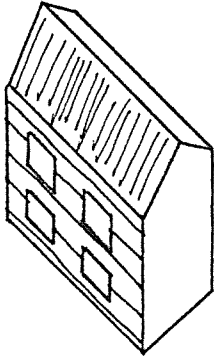
The following criteria shall be used to achieve this policy:

Violently diverse and competing areas of texture produces a restless and divisive effect.



(Essex County Council, 1973, P77)

A visually satisfactory dwelling in terms of texture.



(Essex County Council, 1973, P77)

## Signs

The following policy and criteria shall be adopted in addition to the existing sign standards for Taumarunui County.

### POLICY

- *to ensure that on-premise signs are not excessively obtrusive from any position in the road reserve.*

### IMPLEMENTATION

The following criteria shall be used to achieve this policy:

- The Council shall decide on an appropriate minimum setback distance for on-premise signs from the front property boundary.

- Incentives to encourage this shall be:
  - If signage is located in a required front yard, the amount of signage shall be reduced by a percentage to be determined by dividing the number of metres the signage is set back from the front lot line, measured from the closest point of the sign to the lot line, by the required front yard and subtracting from 100%.
  - If signage is set back more than the required front yard, the amount of signage may be increased by a percentage to be determined by dividing the number of metres the signage is set back from the front lot line, measured from the closest point of the sign to the lot line, by the required front yard.

(Duerksen, 1986, P43)

***ALPINE RESIDENTIAL AND TOURIST ACCOMMODATION ZONES***

**Form**

**POLICY**

- *to ensure that roof types reinforce an alpine image.*

**IMPLEMENTATION**

The following criteria shall be used to achieve this policy:

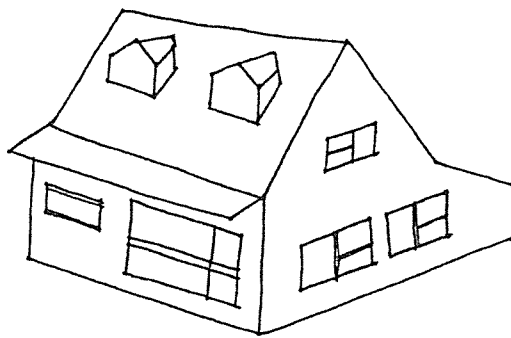
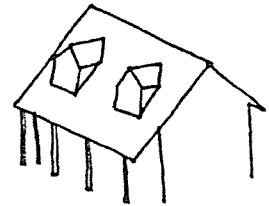
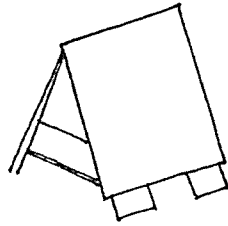
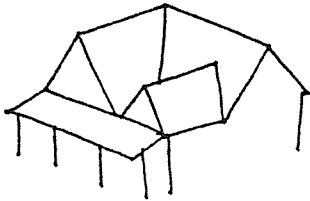
***Roof Type***

The roof of a dwelling at National Park township shall incorporate the following features:

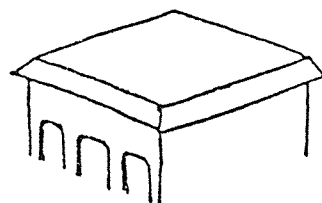
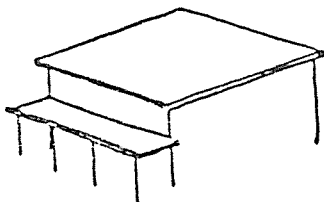
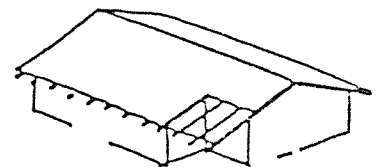
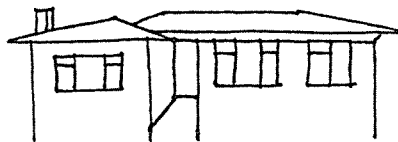
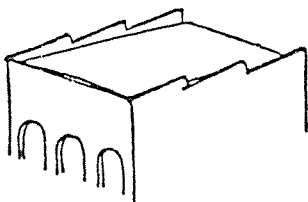
- steep pitched (often 50 degrees) gables and hips. Roof pitches of less than 10° will not generally be approved.

(Department of Conservation, 1988; Collins, 1986)

Examples of appropriate roof types



Examples of inappropriate roof types



**Pattern**

POLICY

- *to ensure that the style and type of external material used reinforces an alpine image.*

IMPLEMENTATION

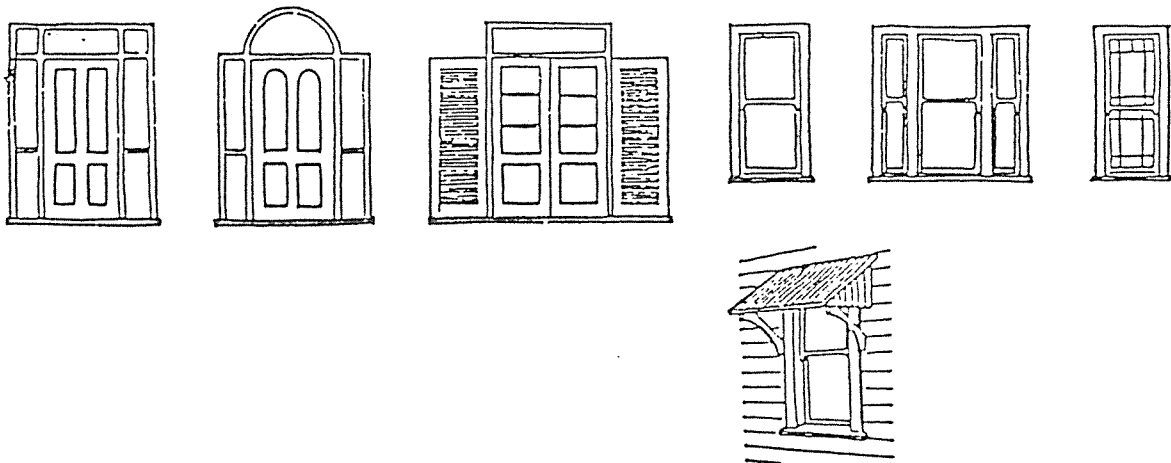
The following criteria shall be used to achieve these policies:

*Material Type*

- timber - the preferred sheeting material for all buildings.
- natural stonework - will be encouraged if it is of a high standard. In particular it will be encouraged around the foundations and basements of buildings.

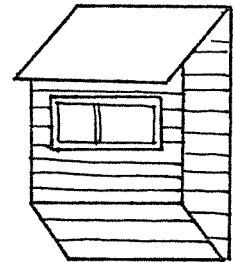
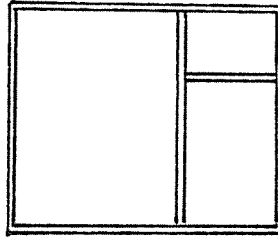
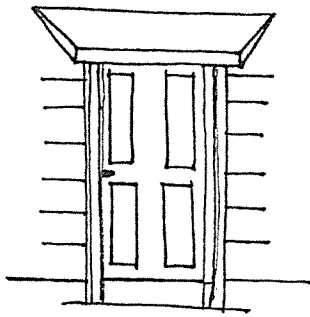
*Style*

Examples of inappropriate doors and windows

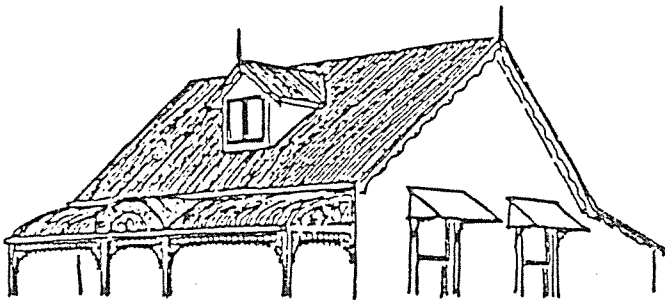


Windows and doors shall:

- generally be simplistic in design - devoid of intricacy and decorative features.
- be of large, square shape.
- feature aluminium joinery (windows). Double glazing may be appropriate.



Intricately decorated roofs and verandahs shall also be avoided.



(Queensland Government Gazette, No. 57, 1987, P1284)

## Colour

### POLICY

- *to ensure, in adhering to the 'integration approach' to the use of colour, that dwellings harmonise with the alpine environment of the Tongariro region.*

### IMPLEMENTATION

The following criteria shall be used to achieve this policy:

- the owners of dwellings in these zones shall ensure that they are familiar with the colour palette for their area before preparing a colour scheme.
- colour schemes will be judged on the degree to which the dominant colours are compatible with the background colours of the landscape.
- high contrasts with the surrounding landscape shall be avoided, particularly in roofs and doors.
- the subtle use of some contrasting 'accent' colours will, however, be encouraged to provide warmth and vitality to the colour schemes of individual buildings when viewed from closeup.
- when a number of buildings are viewed together as a group, special attention should be paid to ensuring a close unity of colours within the group.

Examples of colour palettes for an Alpine area are given in Appendix 15.

(Department of Conservation, 1988)

## Signs

### POLICY

- to ensure that the design of signs in these zones reinforces an alpine image.

### IMPLEMENTATION

The following conditions shall apply to encourage achievement of this policy:

- the amount of signage may be increased by a factor of 0.25 if the signage is:
  - landscaped with appropriate alpine plants.
  - constructed of materials which are of the same type as those of surrounding alpine buildings.
  - of colours taken from the colour scheme for the area in which the on-premise sign is located.

(Duerksen, 1986)

## ***RAILWAY RESIDENTIAL ZONE***

The enclaves contained within this zone are given in Plan 3.

### **POLICIES**

*- to retain the form and Georgian facade characteristics of railway cottages.*

### **IMPLEMENTATION**

These policies shall be achieved by using the following criteria:

*Frankton Railway Village Home Owners Manual*

It is recommended that the visual design criteria in the Home Owners Manual for Frankton Railway Village (in Hamilton) be adopted. A copy of this is provided in Appendix 13.

### **Signs**

Refer to Page 225 .

*NODES IN TOURIST ACCOMMODATION, ALPINE RESIDENTIAL,  
RAILWAY RESIDENTIAL, AND MIXED RESIDENTIAL ZONES*

Public Open Space

POLICIES

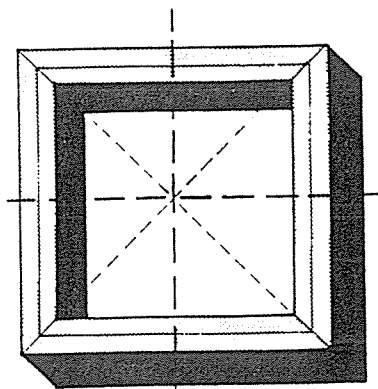
- *to ensure that public open space is static in nature.*
- *to ensure that the size of a public open space is related to the 'human scale'.*

IMPLEMENTATION

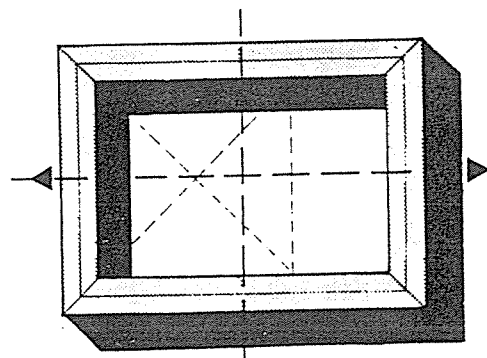
The following criteria shall be used to achieve these policies:

*Static space*

- a static space is characterised by a long axis which exceeds the length of the short axis by less than 50%.
- a 'square' which has an axis longer than the other will be a static space tending towards the dynamic - that is, assuming the characteristics of a pathway.



Static space.



Static tending towards dynamic

(Essex County Council, 1973, P66)

*Human Scale*

The physical dimensions of a public open space shall be determined by visual principles. (This is in addition to the minimum public and/or communal open space guidelines for Residential and Tourist Accommodation Zones given in the physical design section.)

This is because the size of a public open space should be related to the scale of a human being. If a space is 'too large' or 'too small' relative to the size of a human, there will be a tendency towards a feeling of agoraphobia or claustrophobia respectively.

It is considered that an appropriate relationship between the width of a public open space and the 'effective height' of its surrounding buildings is in the order of 4:1 (width:height).

a large square with buildings of insufficient height for the width of the space to give a comfortable degree of enclosure.



(Essex County Council, 1973, P68)

## ***NODES IN TOURIST ACCOMMODATION AND ALPINE RESIDENTIAL ZONES***

### **Public Open Space**

#### **POLICIES**

- *to ensure that the design features of 'furniture' provided in public open spaces reinforces an alpine image.*
- *to ensure that public open space provides unobscured views of Mts Ruapehu, Ngauruhoe and Tongariro, and that furniture within these spaces is oriented such that it provides unobstructed views of these mountains.*

#### **IMPLEMENTATION**

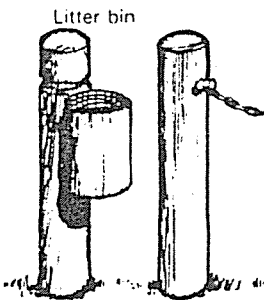
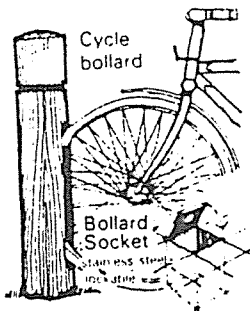
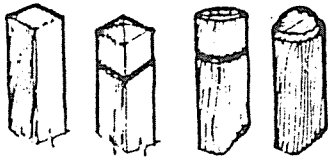
The following criteria shall be used to achieve these policies:

##### ***Furniture***

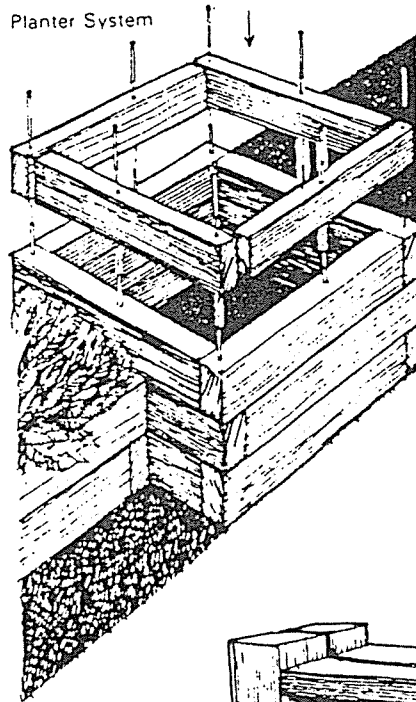
The texture and colour of furniture used in public open spaces should be consistent with the texture and colour criteria for the enclaves in which occur.

Examples of styles of outdoor furniture appropriate to alpine and tourist accommodation zones are the following:

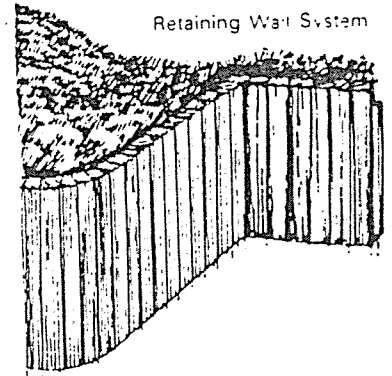
## BOLLARDS



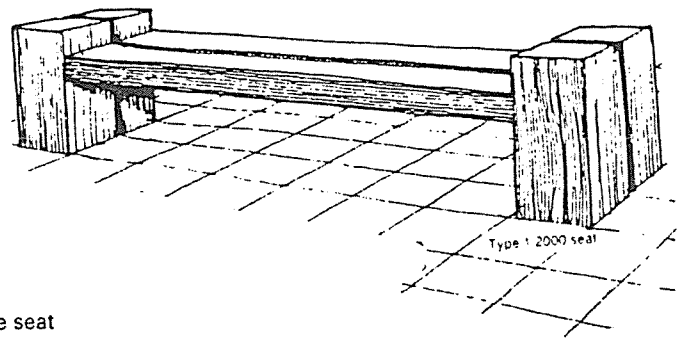
## PLANTERS



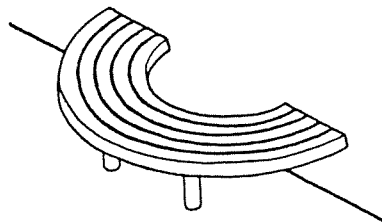
## RETAINING WALLS



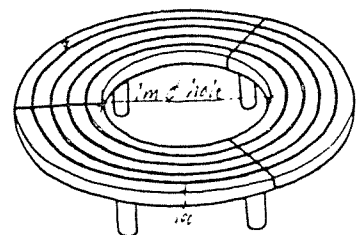
## SEATS



180° wall mounted tree seat



Circular tree seats



(Rawsthorn, 1986)

*Views*

Refer to Landmarks section.

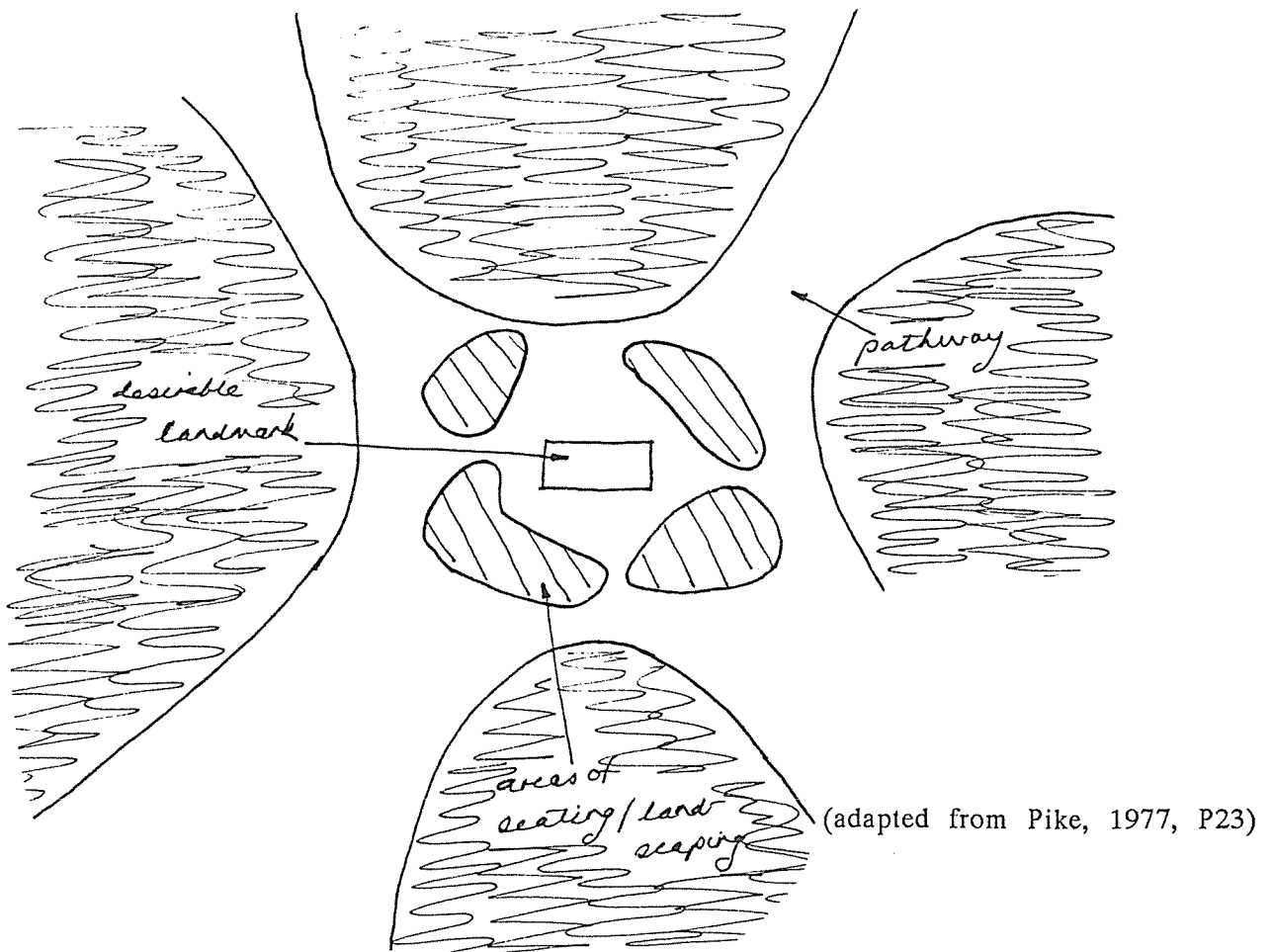
## LANDMARKS

### POLICIES

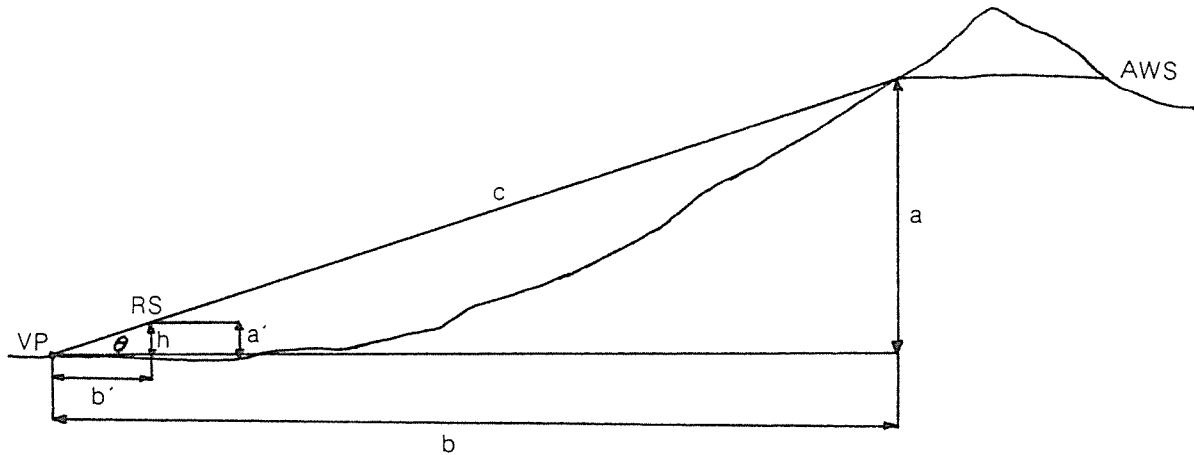
- to ensure that 'desirable' local landmarks are surrounded by nodes and converged upon by paths, in order to heighten image.
- to screen 'undesirable' local landmarks.
- to ensure that places with important views of Mts Tongariro, Ngauruhoe and Ruapehu, identified by Council, are not obscured by any type of structure, including trees.

### IMPLEMENTATION

The following criteria shall be used to achieve these policies:



*Important Views*



VP = Viewpoint

RS = Review Site

AWS = Average Winter Snowline

$a$  = Height of AWS - VP Elevation.

$b$  = Distance, VP to AWS

$c$  = Sightline to AWS

$a'$  = VP Elevation to Sightline at RS

$b'$  = Distance, VP to RS

$h$  = Allowable Height. Note if VP and RS elevations are different,  $h$  will need to be adjusted

The height of any structure within a view corridor (that has been designated by Council) will be determined by the following formula:

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$

$$\tan \theta \times b' = a'$$

$$a' = h \quad \text{if RS elevation} > \text{VP elevation} \quad a' - e = h$$

(adapted from Duersken, P21)

## ***EDGES***

### **POLICIES**

- *to provide edges between enclaves in order to heighten their distinctive characters.*
- *to provide screening of different enclaves from each in order to increase their amenity.*
- *to define the hard edges of public open spaces.*

### **IMPLEMENTATION**

The following criteria shall be used to achieve these policies:

#### ***Path Edges***

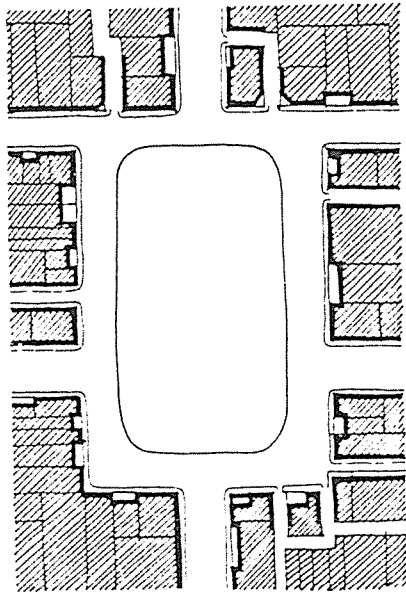
Landscaping species, chosen carefully from the Vegetation List, shall be used to heighten the distinctiveness of different enclaves.

#### ***Screening***

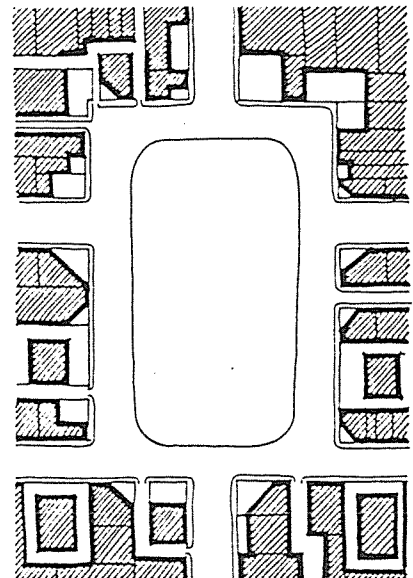
Indigenous alpine landscaping shall be used to screen industrial uses from adjacent residential, tourist accommodation and commercial enclaves.

*Public Open Spaces*

Buildings defining the edge. Only minor setbacks.



Weakening of the visual edges of the square by varied setbacks and lack of continuity of the facade.



(Downton and Hamnett, 1988, P25)

## **5.4 WORKS PROGRAMME SUGGESTIONS**

### **INTRODUCTION**

The following suggestions apply only to public areas of National Park as Council is able to exercise some control the visual appearance of these areas.

The nature of these suggestions shall be determined by the use objective given to each visual element of the township in Step 3 of the Design Process, and as shown on Plan No. 2.

It is important to remember that this works programme is a suggested one only. It's actual implementation will depend upon a number of factors including budget constraints imposed on the Planning and Engineering Department's of the new Ruapehu District Council.

### **EDGE PATHS**

#### **CARROL AND FINDLAY STREETS, AND THE EASTERN HALF OF MILLAR STREET**

##### *Suggestion 1*

- enhance the road reserve features of these streets in accordance with the criteria given for collector roads in Table 1. Specifically, these criteria relate to the provision of the road carriageway, and it's kerbing, footpath, and verge features.

##### *Suggestion 2*

- enhance the views that these streets provide of Mt. Ngauruhoe by planting large trees to create enclosed avenues. The type of trees used should be decided by a landscape architect, who would compile a list of appropriate species for National Park township, based on the table given in Appendix 14.

## BUDDO AND WARD STREETS

### *Suggestion 1*

- enhance the road reserve features of these streets in accordance with the criteria given for access streets in Table 1. This should include upgrading of the seal.

### *Suggestion 2*

- enhance the visual features of these streets by enclosing their road reserves through planting, curving, and narrowing, but not to the extent that their access and collector functions become uncertain to the traveller. Refer to Table 1 and Plan No. 3 for examples of how this may be achieved. Care should be taken, however, to avoid obscuring of mountain views from adjacent houses. In this respect, the use of spreading shrubs and trees is best.

## OTHER PATHS OUTSIDE OF ENCLAVES

### NORTHERN ENDS OF WARD, MACKENZIE, AND BUDDO STREETS

#### *Suggestion*

- modify these sections of road by closing them off to form cul-de-sacs, in accordance with the criteria given in Table 1. Refer to this table and Plan No. 3 for illustrations of the visual characteristics of cul-de-sacs.

## ENCLAVES

### RAILWAY RESIDENTIAL ZONE

#### *Suggestion 1*

- enhance the road reserve characteristics of the two paths in this enclave, in accordance with the appropriate criteria given in Table 1. The main road in this zone is an access street, while the gravel path providing access to the houses to the west of the railway line should be modified to become a cul-de-sac.

#### *Suggestion 2*

- do not consider curving of the road carriageway, or landscaping to 'soften' the appearance of these areas, since it is important to retain linearity- a feature of Railway subdivisions.

#### *Suggestion 3*

- enhance the appearance of the railway reserve through planting.

### INDUSTRIAL ZONE

#### *Suggestion*

- enhance the appearance of these areas, as they are not considered conducive to attracting tourists, by screening them from the view of people in adjacent road reserves and residential areas. Species types to achieve this should be taken from the table in Appendix 14, which will be completed by a landscape architect.

## ALPINE RESIDENTIAL ZONE

Enclaves 3 and 4

### *Suggestion 1*

- enhance the appearance of the road reserves of these enclaves by adopting imaginative combinations of curving, planting, and narrowing of the carriageway, as shown in Table 1 and Plan No. 3.

### *Suggestion 2*

- enhance the alpine image of these enclaves by planting alpine species in the road reserve. These species should be chosen from the table in Appendix 14, when it is completed by a landscape architect.

### *Suggestion 3*

- provide judder bars to reinforce the cul-de-sac (access) functions of these streets, and to enhance provision of a safe physical environment.

## MIXED RESIDENTIAL ZONE

Enclave 9

The enhancement of Carrol Street, which bisects this enclave, has already been discussed in relation to Edge Paths.

Enclave 10

### *Suggestion 1*

- enhance the residential access function of this enclave by blocking off Millar Street such that it provides private vehicular access to adjacent sections, and public access for pedestrians (refer to Plan No. 3).

*Suggestion 2*

- enhance the road reserve features of MacKenzie Street in accordance with the criteria given for access streets in Table 1. This should include upgrading of the seal.

*Suggestion 3*

- enhance the visual features of these streets by enclosing their road reserves through planting, curving, and narrowing. Refer to Table 1 and Plan No. 3 for examples of how this may be achieved. Care should be taken, however, to avoid obscuring of mountain views from adjacent houses. For this reason, the use of spreading shrubs and trees is best.

*Suggestion 4*

- provide judder bars to reinforce the access (as opposed to thoroughfare) function of MacKenzie Street, and to enhance provision of a safe physical environment. Their location is shown on Plan No. 3, and note that the enclosure of the street takes into consideration the location of the Cosmopolitan Club and the Fire Station.

## COMMERCIAL/ TOURIST ACCOMMODATION ZONE

### Enclave 8

#### *Suggestion 1*

- transfer the existing parking function of the node in this enclave to the western side of Macracarpa Lodge or part of the adjacent vacant enclave.

#### *Suggestion 2*

- modify the existing parking area opposite the garage to reinforce it's nodal function. This should include:
  - alpine landscaping;
  - provision of seating and lighting;
  - provision of display boards providing information about the mountains in Tongariro National Park.

In addition, all of these elements should be oriented to the mountains, and designed in accordance with the provisions for nodes in the visual guidelines for the township.

#### *Suggestion 3*

- enhance the image of the war memorial by adopting the criteria given in the guidelines for local landmarks, eg path convergence. This will only occur if relocation of the landmark is considered appropriate.

## PART. ENCLAVES 17 AND 18

#### *Suggestion*

- if it is decided to adopt the proposal shown on Plan No.3 to establish a central Commercial-Tourist Accommodation Zone, then the war memorial should be relocated to the middle of the proposed square. At this location,

it's image can be reinforced by placing seating, lighting and landscaping around it, and having pedestrian paths converge on it.

#### **OTHER SUGGESTIONS**

- distribute manuals to the dwellings/ lodges in the Alpine Residential and Tourist Accommodation Zones which outline such aspects as appropriate species types, materials, colours etc, to use in property improvement and house extensions.
- consideration, by the Council, of purchase and relocation of railway houses for the vacant enclaves within the Railway Residential Zone, which could then be sold or rented as ski accommodation houses.
- discussion of a possible alternative route for the trucks from Tongariro Timber Mill to travel when they dump wood chips south of the town, in order to avoid the negative aural and olfactory effects resulting from this occurrence.

## APPENDIX 1

### 1. SUMMER SURVEY OF TONGARIRO NATIONAL PARK USERS - JANUARY-MARCH 1989

#### RESULTS

**What were your general impressions of N.P.T. before visiting?**  
69 respondents

**Impressions before Visiting:**  
35% Negative

39% bleak, cold, dreary, isolated, desolate, deserted, dead

35% did not know the place existed, never been there, never heard of it

26% lacking in facilities, services, amenities

**What were your general impressions of N.P.T. after visiting?**  
59 respondents

**Impressions after Visiting:**  
44% Negative

37% deserted ski town, ghost-town, everything closed, dead, very dead

32% lacking in facilities, services, amenities

17% scruffy, eyesore, grotty, unattractive, neglected, unkept, untidy, rundown

14% dreary, bleak, exposed, uninviting, dowdy, cold

9% limited, going backwards, struggling

40%	<b>Neutral</b>	19%	<b>Neutral</b>
50%	small, very small	53%	small, very small
14%	quiet, very quiet	33%	quiet, very quiet, sleepy
10%	<b>Positive</b>	19%	<b>Positive</b>
50%	nice, good, pleasant	53%	warm friendly, helpful. enthusiastic, knowledgeable locals
40%	beautiful, scenery and surrounding countryside	27%	nice place to stay, nice hostel
		20%	beautiful scenery and surroundings

### **Conclusions**

- a) The greatest number of respondents had neutral impressions of National Park township before visiting. This may well be indicative of a need for tourism marketing to establish a tangible image for the township.
- b) Respondents impression of the township is more negative upon visit of the township. This is a problem for tourism planners to address.
- c) The number of negative impressions of National Park township before visiting is also high. This may well be indicative of a misunderstanding of the question.
- d) The number of positive impressions of the township increased after visitation. This is encouraging since, in particular, it indicates that the people of the township's tourist industry are worthy hosts.

## 2. WINTER SURVEY OF TONGARIRO NATIONAL PARK USERS – AUGUST– SEPTEMBER 1989

### RESULTS

What were your general impressions of N.P.T. – expected to see before your first visit?

183 respondents

Expectations before visit:

44% Positive

26% small ski resort Swiss style, upmarket alpine ski village, ski theme, atmosphere

16% more shops, services, facilities, eg PO, super-market, crafts, eating places

12% activity ie people, winter activity, entertainment

10% compact, consolidated shopping area, commercial hub, centred around main road

5% quality buildings, private chalets, in sympathy with alpine environment

What were your general impressions of N.P.T. – after visiting?

175 respondents

Impressions after visiting:

53% Negative

35% depressing, dirty, shantytown degenerating, rundown, state of disrepair, unattractive, shabby, scruffy, derelict, inferior, drab, untidy, rustic, messy, poor, terrible, horrible

13% disappointed, unimpressed

11% exposed, isolated, windy, cold, bleak, lack of snow, dismal climate

8% scattered, unplanned, unorganised, disjointed

7% not enough essentials eg shops, hotel, food and entertainment

5% more accommodation/motels

6% dead, desolate, ghost town,  
deserted

4% no focal point, lack of  
activity, no central area,  
non gregarious atmosphere

**38% Neutral Expectations**

41% small township, village  
typical for New Zealand  
township

23% essential services/facilities only,  
eg petrol, ski hire, accommodation,  
pub, restaurants

13% larger township

4% rural, country place

**32% Neutral Impressions**

35% small, very small, smaller,  
than expected, typical small holiday

15% quiet, very quiet, sleepy

13% had not changed, as expected

8% rural, remote, country place

7% okay

**8% Negative Expectations**

53% terrible, shanty town,  
rundown, grotty, rustic,  
in decline, underdeveloped

23% cold, windy, bleak, dreary

**10% No Expectation**

28% No expectation

14% nothing much

**15% Positive Impressions**

23% pleasant, nice, good, liked  
it, nice

17% friendly, good attitude towards  
visitors

14% did not see

14% impressed, really liked it, lovely,  
really good, charming

**Conclusions:**

- a) A significant number of respondents had positive expectations of what they would see at National Park township upon visiting.
- b) Overwhelming, however, this expectation was not met at the organic level of the tourism experience. Over half of respondents experienced negative impressions of the township upon visiting. Again, this is indicative of a major tourism planning problem.
- c) The respondents that had negative expectations of the township may well have misinterpreted the question, as the way in which they worded their answer would indicate.
- d) Again, the number of respondents with positive impressions upon visiting the township is encouraging.

**Overall Comments:**

- a) The results of these questionnaires should be treated as indicative only, as the sampling method was selective, and since no statistical analysis was undertaken to ascertain the number of returned questionnaires required to derive meaningful results at a given confidence level.
- b) Greater statistical method was considered unnecessary as the end product of the project was not wholly dependent on the results of the questionnaires.
- c) It would appear that National park township has a severe image problem at the organic level.
- d) With respect to the Winter time survey, it would appear that people generally have positive expectations of the township before visiting (the induced level). This would tend to make marketing of the township easier but, in the longer term, of less significance if these positive expectations are not reinforced as positive impressions at the organic level.
- e) The disparity between the summer and winter time surveys, in terms of the number of positive comments about the township before visiting, may well have been the consequence of a misinterpretation of the question in the summer survey. The rewording of the question in the winter survey sought to rectify this problem, and to a large extent, rendered more meaningful results.
- f) Details of the sampling methods involved in the dissemination of the questionnaires is available if required.

TONGARIRO NATIONAL PARK SUMMER-TIME SURVEY  
QUESTIONNAIRE

PART B:

AIM - TO GATHER INFORMATION ABOUT NATIONAL PARK TOWNSHIP  
AND ITS ROLE IN PROVIDING ACCOMMODATION IN THE REGION.

2. If you have stayed/intend to stay at National Park Township:

(a) What was/will be your main reason for staying in National Park Township?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other reasons (Please state):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(b) Would you (have) stay/stayed at National Park Township if there was a local transport service available to Whakapapa Village?

\_\_\_\_\_ Yes

\_\_\_\_\_ No

3(a) What are/were your general impressions of National Park Township? (Before and after your visit)

Before: \_\_\_\_\_

\_\_\_\_\_

After: \_\_\_\_\_

\_\_\_\_\_

(b) How do you think the appearance of National Park could be improved?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. If you have stayed at National Park Township:

(a) As a visitor to the Township, were the facilities, activities and services adequate to meet your needs?

\_\_\_ adequate

\_\_\_ not adequate

TONGARIRO NATIONAL PARK WINTER-TIME SURVEY

PART B: NATIONAL PARK TOWNSHIP

Q.1 WHAT ARE/WERE YOUR GENERAL IMPRESSIONS OF NATIONAL PARK TOWNSHIP?

EXPECTED TO SEE BEFORE  
YOUR FIRST VISIT

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AFTER VISITING

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Q.2 HOW DO YOU THINK THE APPEARANCE OF NATIONAL PARK TOWNSHIP COULD BE IMPROVED?

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Q.3 HOW DO YOU THINK THE FACILITIES AND SERVICES AT NATIONAL PARK TOWNSHIP COULD BE IMPROVED?

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CONSIDER YOURSELF TO BE IN A POSITION TO PURCHASE HOLIDAY ACCOMMODATION IN NATIONAL PARK TOWNSHIP.

Q.4 WHAT OPTION WOULD YOU BE MOST LIKELY TO SEEK? (PLEASE TICK)

- VACANT SECTION AND BUILD
- PURCHASE EXISTING HOME/CHALET
- RENOVATE EXISTING HOME
- PURCHASE A UNIT OR APARTMENT IN A CONDOMINIUM STYLE BUILDING
- TIMESHARE

Q.5 WHAT WOULD YOU EXPECT TO PAY FOR EACH OF THE FOLLOWING IN NATIONAL PARK TOWNSHIP?

- VACANT SECTION \$ \_\_\_\_\_
- BUILD NEW CHALET/HOLIDAY HOME \$ \_\_\_\_\_
- EXISTING HOUSE/CHALET \$ \_\_\_\_\_
- OLDER HOUSE FOR REFURBISHMENT \$ \_\_\_\_\_
- APARTMENT OR UNIT IN CONDOMINIUM \$ \_\_\_\_\_

Q.6 WHICH OF THE FOLLOWING WOULD BEST DESCRIBE THE PURCHASE ARRANGEMENTS YOU WOULD BE LIKELY TO PREFER? (PLEASE TICK)

- \_\_\_\_\_ BUY AS A FAMILY INVESTMENT
- \_\_\_\_\_ BUY AS A GROUP OF FRIENDS
- \_\_\_\_\_ TIMESHARE
- \_\_\_\_\_ BUY AS AN INVESTMENT GROUP

Q.7 HOW LIKELY WOULD YOU BE TO CONSIDER PURCHASING HOLIDAY ACCOMMODATION IN NATIONAL PARK TOWNSHIP? (PLEASE CIRCLE)

- VERY LIKELY 5
- QUITE LIKELY 4
- MAYBE 3
- UNLIKELY 2
- NOT AT ALL 1

QUESTIONNAIRE DISTRIBUTION POINTS AND RETURN RATE DETAILS

1) SUMMER-TIME SURVEY

AREA	DISTRIBUTION POINT	NO. OF BEDS	NO. OF QUESTIONNAIRES DISTRIBUTED	NO. OF QUESTIONNAIRES RETURNED	% OF QUESTIONNAIRES
National Park Township	- Howards Lodge	46	26		
	- Macracarpa Lodge	54	30		
	- Highland Motel	35	19		
Surrounding Area	- Discovery Lodge	100	30		
	- Mountain Heights Motel and Lodge	64	20		
	- Turangi Information Centre	-	50		
	- Ohakune Information Centre	-	50		
Whakapapa Village	- Whakapapa Information Centre	-	150		
	TOTALS		375	144	38.4%

2) WINTER-TIME SURVEY

AREA	DISTRIBUTION POINT	NO. OF BEDS	NO. OF QUESTIONNAIRES DISTRIBUTED	NO. OF QUESTIONNAIRES RETURNED	% OF QUESTIONNAIRES
National Park Township	- Howards Lodge	46	17	8	47%
	- Macracarpa Lodge	54	14	2	14%
	- Buttercup Lodge	86	28	7	25%
	- Pipers Ski Lodge	100	26	4	15%
	- Ski Haus	102	32	7	22%
	- National Park Service Station	--	21	3	14%
Surrounding Area	- Slalom Ski Lodge	137	22	2	9%
	- Discovery Lodge	100	7	3	43%
	- Eivens Lodge	80	7	3	43%
Whakapapa Village	- Ruapehu Skotel	218	47	10	21%
	- Chateau Tongariro	130	19	5	26%
	- Whakapapa Camp	68	7	2	28%
	- Whakapapa Information Centre	--	53	20	38%
	- Whakapapa Tavern	--	25	2	8%
AREA	DISTRIBUTION POINT	NO. OF BEDS	NO. OF QUESTIONNAIRES RETURNED	NO. OF QUESTIONNAIRES RETURNED	% OF QUESTIONNAIRES
Iwikau Village and Skifield	- Ski Club Lodges (11)	--	70	42	60%
	- Skifield Lower Cafeteria	--	125	35	28%
	- R.A.L. Customer Service	--	50	22	44%
	TOTALS		577	*27 206	36%

\* The distribution point of these returned questionnaires is unknown

## NOTES

- The rate of return for both surveys was not far off the expected rate of 40% (refer to Chapter 3).
- The number of questionnaires distributed to each accommodation centre was generally determined by its respective bed number capacity, with additional questionnaires being distributed to centres when they ran out.
- The distribution point that each individual questionnaire was distributed to was not recorded for the Summer-Time Survey. However, this information was recorded for the Winter-Time Survey in order to gauge some knowledge of the types of accommodation users that might be over-represented in the final figures (e.g. motel users).
- The highest percentage of questionnaires returned were from the Whakapapa skifield area, particularly the Ski Club lodges of Iwikau Village. This was due to the different distribution method used with regard to the Ski Club lodges, in that questionnaires were individually handed out and collected from the Club occupants over a weekend in August, 1989. In that regard it may be that skiers were over represented in the survey results, although it is recognised that most people visiting the Tongariro Region at that particular time were there for that purpose.

## LYNCH (1960) THE PUBLIC IMAGE OF A CITY

### AIM OF THE METHOD

The aim of Lynch's method is to identify the 'public image' of a given city by analysing the physical and perceptible elements in the images of individuals and groups living in that city. These elements, Lynch argues, may be used as a basis for preparing a visual plan consisting of recommendations to control the visual form of a city.

### PROCESS

Lynch recommends the use of the following five types of physical and perceptible elements in order to identify the public image of a place.

<u>Paths:</u>	the channels along which an observer may travel. For many people these are the predominant elements in their image. Examples are roads, cul-de-sacs, and pedestrian paths.
<u>Edges:</u>	the linear elements not used as paths by the observer. In general, they act as important organising features in people's images. Examples include rivers and tree rows.
<u>Districts:</u>	the medium to large two-dimensional sections of a city, which the observer mentally enters 'inside of' and which have some common identifiable feature. These include historic areas and Central Business Districts.
<u>Nodes:</u>	the strategic points on which an observer can enter or the intensive foci to and from which an observer can travel. Nodes which are the focus and epitome of districts are cores. Examples are path intersections and squares.
<u>Landmarks:</u>	the external, perceptible, and physical objects which an observer views. They may be distant or local, including mountains, and tall or distinctive buildings.

PUBLIC PARTICIPATION IN THE PROCESS

	Field Reconnaissance By Trained Observers	Interviews of a Sample	Comparison and Brief Report
First Round Investigations	<p><b>Task:</b> identify elements of the visual form of study area.</p> <p><b>Technique:</b> Foot and vehicle visual analysis.</p> <p><b>Time:</b> Night and day.</p> <p><b>End Product:</b></p> <ol style="list-style-type: none"> <li>Brief report of <ul style="list-style-type: none"> <li>strength and weakness of study area.</li> <li>general patterns as well as paths.</li> </ul> </li> <li>Map of elements.</li> </ol>	<p><b>Task:</b> Identify elements of public image of the study area.</p> <p><b>Technique:</b> A questionnaire requiring four responses from interviewees:</p> <ul style="list-style-type: none"> <li>a sketch map of area showing the most interesting and important features and giving a stranger enough knowledge to move about without too much difficulty.</li> <li>a sketch of the route and events along one or two imaginary trips.</li> <li>written list of parts of city felt to be most distinctive.</li> <li>written answers to where is located?</li> </ul> <p><b>End Product:</b></p> <ol style="list-style-type: none"> <li>A map of elements of public image showing frequency of mention of elements.</li> <li>Brief report analysing elements connection, sequence of drawings, vivid elements, sense of structure, composite image.</li> </ol>	<ol style="list-style-type: none"> <li>Visual strength and weakness of the area.</li> <li>Critical points, sequences, patterns worthy of future attention.</li> </ol>
	Analysis of critical elements, sequences, patterns.	Intensive field reconnaissance of critical elements, sequences, patterns.	Synthesis and End Product
Second Round Investigations	<p><b>Techniques:</b></p> <ol style="list-style-type: none"> <li><u>Small sample interviews:</u> <ul style="list-style-type: none"> <li>interviews asked to locate selected critical elements, describe them, make sketches of them, discuss their feelings and memories about them, make imaginary trips</li> </ul> </li> <li><u>Brief field trips:</u> <ul style="list-style-type: none"> <li>A few subjects taken to critical elements, locations and asked to discuss and describe them</li> </ul> </li> <li><u>Direction enquiries:</u> <ul style="list-style-type: none"> <li>Random sample of persons on street asked to give directions to various elements.</li> </ul> </li> </ol> <p><b>End Product:</b> Brief report analysing the above, and any problems</p>	<p><b>Techniques:</b> Detailed studies of identity and structure under many field conditions of light, distance, activity and movement.</p> <p><b>End Product:</b> Brief report analysing the above, and any problems.</p>	<p><b>Techniques:</b> Synthesising of material in a series of maps and reports. This will give the basic public image of the study area, its general visual problems and strengths, and its critical elements and element inter-relationships combined with its detailed qualities and possibilities for change.</p> <p><b>End Product:</b> This material, continuously modified and kept up in date, will provide a plan for the future visual form of the study area.</p>

# HIGUCHI (1975) THE VISUAL AND SPATIAL STRUCTURE OF LANDSCAPES

## AIM OF THE METHOD

Higuchi's aim is to provide an objective framework in which to study the visual and spatial factors that underline the legibility and imageability of the landscape.

This framework is necessary if a design plan is to adequately consider the images which visual and spatial characteristics of the landscape invoke. Only in this way can a design plan seek to reinforce and enhance images of the landscape.

## PROCESS

Higuchi classified the spatial characteristics of the landscape into seven types of spatial forms, based on the traditional Japanese landscape of volcanic mountains, woods and low density development. According to the method, there are, for each type of spatial form, universally accepted elements which can be used to understand the structure of the landscape. These elements are:

<p><u>Boundaries</u>: physical, spatial enclosures which psychologically and physically protect peoples existence.</p>
<p><u>Focus - Centre</u> <u>Goal</u>: objects of clear form, which contrast with their background and with prominence of spatial location.</p>
<p><u>Directionality</u>: directional relationships derived from the gradient and form of mountains, valleys, basins and rivers. Prevailing wind also influences this type of relationship.</p>
<p><u>Domains</u>: the total space brought together and given order by the conditions of boundaries, focus centre goals and directionality.</p>

In the presence of a new development (or re-development), the elements outlined above can be used to identify the features of the given landscape so as to ensure that the new development is in spatial harmony with the spatial type in which it is built. Furthermore, to ensure visual harmony, the form of the development project must be subject to the standards and indexes of:

- visibility or invisibility
- distance
- angle of incidence
- depth of invisibility
- angle of elevation
- angle of depression
- depth
- light

(Higuchi, 1975, Pp 2-5)

## **PUBLIC PARTICIPATION**

Higuchi makes no reference to the possible role of public participation in this process. The question of who is to determine the landscape elements and their relative importance to imageability is left unanswered.

# ROSENOW AND PULSIPHER (1979) THE PERSONALITY PLANNING PROCESS

## AIM OF THE METHOD

The aim of Rosenow and Pulsipher's Personality Planning Process is to preserve and/or create unique community features.

It is argued that the preservation and/or creation of unique features is responsible for giving communities a sense of place and that this is the key to the 'new tourism' with its increased sensitivity to heritage and environment.

## PUBLIC PARTICIPATION

Rosenow and Pulsipher do not indicate who is to determine the distinctive features important to an areas character. While mention is made that citizen involvement is essential, the specific role of public participation in the Personality Planning Process is not defined, other than to recognise that provision can be made in the planning process for input, review and feedback by both decision makers and citizens.

THE PERSONALITY PLANNING PROCESS INVOLVES:

<p>Delineating  Distinctive  Features:</p>	<p>These features include, but are not limited to:</p> <ul style="list-style-type: none"> <li>- historical and scenic resources</li> <li>- urban landscape, rural landscape, ethnic and cultural, geological and ecological features</li> <li>- recreation, natural areas</li> <li>- waterfronts</li> <li>- rivers and streams</li> <li>- dominant landforms.</li> </ul>
<p>Plotting  Critical Zones:</p>	<p>The location of distinctive features must be examined in light of visitor and resident activity patterns. In this manner, 'critical zones' may be identified within which visual quality is especially important.</p> <p>Critical Zones may include: entrance routes, major travel corridors, access routes, and places where large numbers of people congregate.</p>
<p>Establishing  Use Objectives:</p>	<p>For the critical zones, general use objectives can be designated. These may include:</p> <ul style="list-style-type: none"> <li>a) <u>Preservation</u>: of historically or architecturally significant buildings. Natural changes in environmental features only.</li> <li>b) <u>Retention</u>: of the character of the landscape, buildings, other features. Manipulation of vegetation patterns, adaptive use of historic structures, building of visually compatible structures only.</li> <li>c) <u>Modification</u>: of original landscape by buildings, signs, structures, other features. This development must be either visually compatible with the areas appearance, or create a positive new appearance for the area.</li> <li>d) <u>Enhancement</u>: of areas with less than desirable visual characteristics. Altering, concealing, removing, replacing obtrusive elements would be the focus.</li> <li>e) <u>Drastic Modification</u>: of the landscape such that its character is completely destroyed. May involve ugly or overwhelming structures.</li> </ul>
<p>Formulating  Specific  Action  Programmes:</p>	<p>Based on the use objectives, a specific action programme would be developed to include such things as:</p> <ul style="list-style-type: none"> <li>- zoning</li> <li>- purchase of scenic easements</li> <li>- sign control ordinances</li> <li>- landscaping by business owners</li> <li>- purchase and preservation of historic buildings</li> <li>- united action for store front improvement, etc.</li> </ul>

(Rosnow and Pulsipher, 1979, Pp144-162)

**GARNHAM (1985) MAINTAINING THE SPIRIT OF  
PLACE  
A PROCESS FOR THE PRESERVATION OF TOWN  
CHARACTER**

**AIM OF THE METHOD**

The aim of Garnham's process is to maintain 'spirit of place' or 'genius loci' in small towns by preserving or revitalising town character. Garnham defines 'genius loci' as the unique character of place and lists its components as: physical features and appearances, observable activities and functions, and meanings and symbols.

The process is designed to avoid the destruction or alteration of the unique attributes that give each place its special character and meaning. Such destruction is indicative of contemporary growth and change patterns that have often introduced a regrettable sameness in many small towns. The symbols of sameness include unsightly and inappropriate signs, traffic congestion and franchise architecture.

PROCESS

The following process is designed to maintain the genius loci of small towns.:

Information Gathering		Mapping													
PHASE 1 STEP 2	<ol style="list-style-type: none"> <li>Looking at the Region Collect - natural information cultural information visual information</li> <li>Looking at the Town Collect information of the town's basic physical and visual structures.</li> </ol>	PHASE 2	- Map each natural, cultural, and visual item												
		STEP 3	- For each natural item e.g. topographic slope, the map should be divided into a number of ingredients e.g., 0-5,5-10,>10% steepness.												
Synthesis: Creating the Composites and Plan			Plan Guidelines												
PHASE 2 STEP 4	<ol style="list-style-type: none"> <li>Identify and put a relative value upon item considered as important.</li> <li>Overlay each natural, cultural and visual item to form <u>composite maps</u> e.g. <table border="0" style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">Natural</td> <td style="padding-right: 20px;">Cultural</td> <td>Visual</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>data maps of each item</td> </tr> <tr> <td>natural composite</td> <td>cultural composite</td> <td>visual composite</td> <td></td> </tr> </table> </li> <li>As each overlay item is superimposed, zones of congruence will emerge for each composite map. The darkest zones will have the greatest concentration of values and are therefore the most important for the town uniqueness preservation.</li> <li>Create the <u>Town Uniqueness Preservation Plan</u> by superimposing the three composite maps. The darker areas will indicate the areas of high uniqueness value which need preservation and sensitive revitalisation. These areas are the towns <u>Genius Loci</u>.</li> </ol>	Natural	Cultural	Visual					data maps of each item	natural composite	cultural composite	visual composite			<ul style="list-style-type: none"> <li>- The plan will consist of two or three zones considered to have value for preservation of town character.</li> <li>- General Development Guidelines for each level of town uniqueness should be written. These guidelines should address what type of change might occur without damage to a zones uniqueness values.</li> <li>- The guidelines should refer to: <ul style="list-style-type: none"> <li>- height           - planting</li> <li>- bulk               - signs &amp; graphics</li> <li>- colour           - lighting</li> <li>- scale             - utilities</li> <li>- materials       - parking areas</li> <li>- texture          - building orientation</li> <li>- image</li> <li>- landuse</li> </ul> </li> </ul>
Natural	Cultural	Visual													
			data maps of each item												
natural composite	cultural composite	visual composite													

PUBLIC PARTICIPATION:

	Step 1 Initial Organisation	Step 2 Information Gathering	
PHASE 1	<ul style="list-style-type: none"> <li>- decide study team</li> <li>- <u>Workshop</u></li> <li>- inform and educate residents of the project</li> <li>- obtain general idea of residents values and vision for the town</li> <li>- state general project goals and assumptions</li> <li>- establish the <u>Citizens Advisory Committee</u> (CAC). Appoint a manager.</li> </ul>	<ul style="list-style-type: none"> <li>- facilitate residents involvement in collection of natural, cultural visual information</li> <li>- <u>Workshop 1</u></li> <li>- show using slides, photographs, the 'character map' prepared by the Team. This shows town areas with special character.</li> <li>- two questionnaires undertaken to reduce any bias in 'character map'                             <ol style="list-style-type: none"> <li>1) poll the opinions of C.A.C. elected officials</li> <li>2) poll opinions of representative number of residents</li> </ol> </li> <li>- <u>Workshop 2</u></li> <li>- analyse questionnaires</li> <li>- revise character map in light of findings</li> <li>- discuss any controversial points.</li> </ul>	
	Step 3 Mapping	Step 4 Synthesis	Step 5 Using the Plan
PHASE 2	<ul style="list-style-type: none"> <li>- study team asks each member of the C.A.C. to make up maps indicating their thoughts about the towns special visual aspects.</li> <li>- correlate these with Teams mapping efforts.</li> </ul>	New Series of Workshops - designed to: <ol style="list-style-type: none"> <li>1) execute the final listing of town goals.</li> <li>2) finalise the relative importance of natural cultural, visual items to town uniqueness.</li> </ol>	Establish the Town Uniqueness Preservation Committee. Its functions are to: <ol style="list-style-type: none"> <li>1) review all growth and change proposals within the area covered by the Plan.</li> <li>2) make appropriate recommendations such that the development does not alter/destroy town character.</li> <li>3) co-ordinate with potential private sector developers. Inform them of the Plan.</li> <li>4) continuously re-evaluate the goals and values of the Plan.</li> </ol>
	Option beyond the Plan		
PHASE 3	The committee maybe active in the following options  A public space plan.      Special Design Studies.      Tools for Implementation		

CHARACTERISTICS OF ROADS & STREETS : URBAN (RESIDENTIAL)

APPENDIX 5

Type & Description	Street Width	C/Way Width	Kerb/Edging	Predicted Traffic Vpd & Type	Footpath width	Max. Deflin (mm) ‡	Max. Grade & D.S. Speed (km/hr)	
							Flat*	Rolling* Hilly*
A. Principle Street over (or through route) 80 lots	20.00	11.00	Vert.	Over 2000	2/1.4	.75	5% + (70)	6% + (60) 7% + (55) 9% + (50)
B. Area Residential Street (or loc. distrib. or spec. traffic generator) over 40 lots	17.00	8.00	Vert.	800 - 2000 Feeder/Pass Serv. Vehicles	2/1.4	.75	6% + (60)	7% + (55) 9% + (50)
C. Local Residential Street or Cul-de-sac (16-40 lots)	16.00	7.00	Mount-able	up to 800 No Pass.Serv. Vehicles	2/1.4 LclSt 1/1.4 or 2/1.0 cul-dec-sac	1.00	7% + (50) 8% + (45)	7% + (50) 8% + (45) 10% + (40)
D. Cul-De-Sac (up to 16 lots)	15.00	6.00	Mount-able	No. Pass. Serv. Vehicles Light	2/1.0 1/1.4	1.00 2.00	7% + (50) 8% + (45)	7% + (50) 8% + (45) 10% + (40)
E. Private R.O.W.								
(i) 3 or more lots	6.0	5.0	Flush	Light	N.A.	2.5	10% # (30)	12% # (30) 15% # (25)
(ii) 2 or less lots	3.5	3.0	Mount.as apprvd.	Light	N.A.	2.5	10% # (30)	12% # (30) 15% # (25)

NOTE:

+ These grades may be increased by 1% for lengths under 150m.  
 \* Flat 0 - 8% cross slope; Rolling 8 - 15% cross-slope; Hilly - Over 15% cross-slope.  
 # 5% Maximum if no kerb.

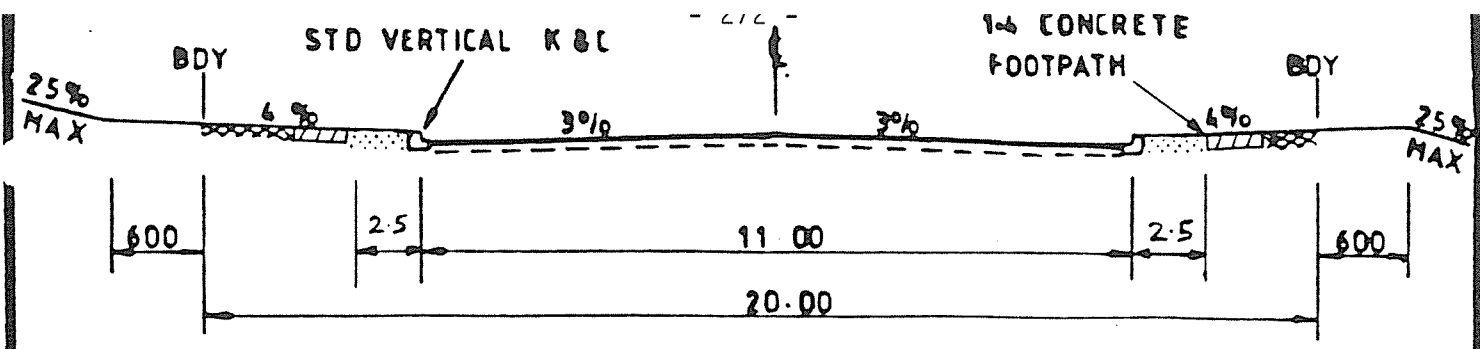
! May be subject to specific requirements.

In all cases minimum grade 0.4%, road cross-fall 3%.

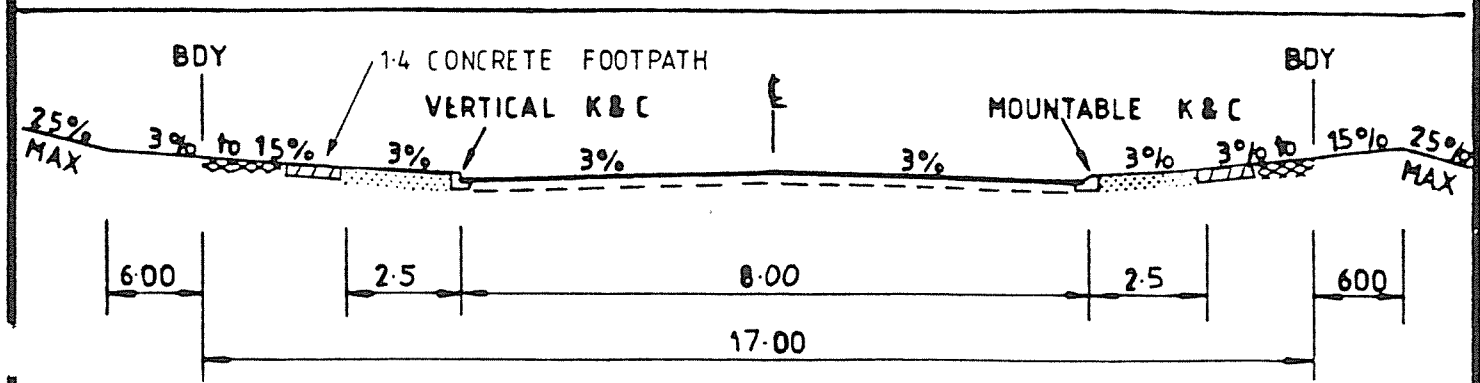
Refer to Standard Cross-Sections for details.

Commercial and Industrial Streets subject to specific design.

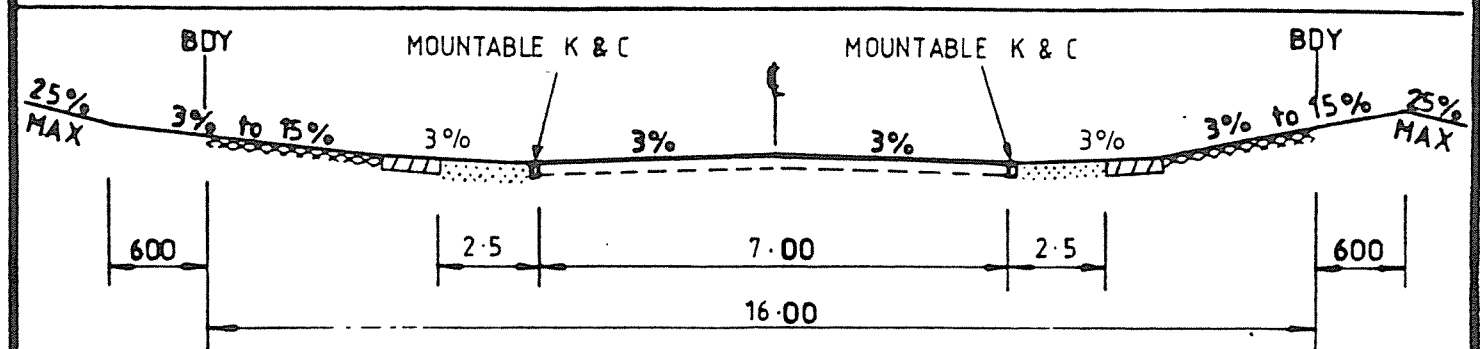
‡ On finished Basecourse (Refer Drawing No. 3 for subgrade Benkleman Beam deflection)



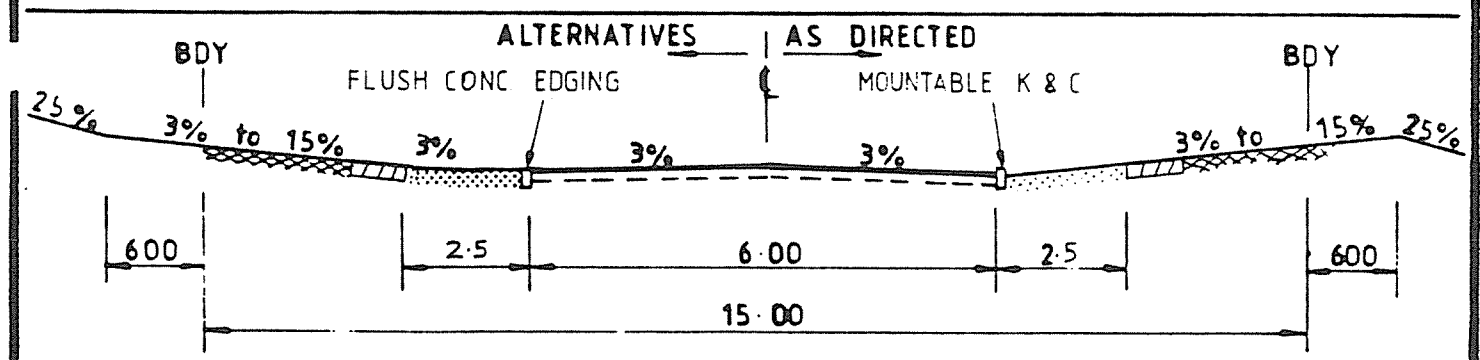
A. PRINCIPAL STREET



B. AREA RESIDENTIAL STREET (Over 40 lots)



C. LOCAL RESIDENTIAL STREET (40 Lots Max.) and CUL-DE-SAC (16-40 Lots)

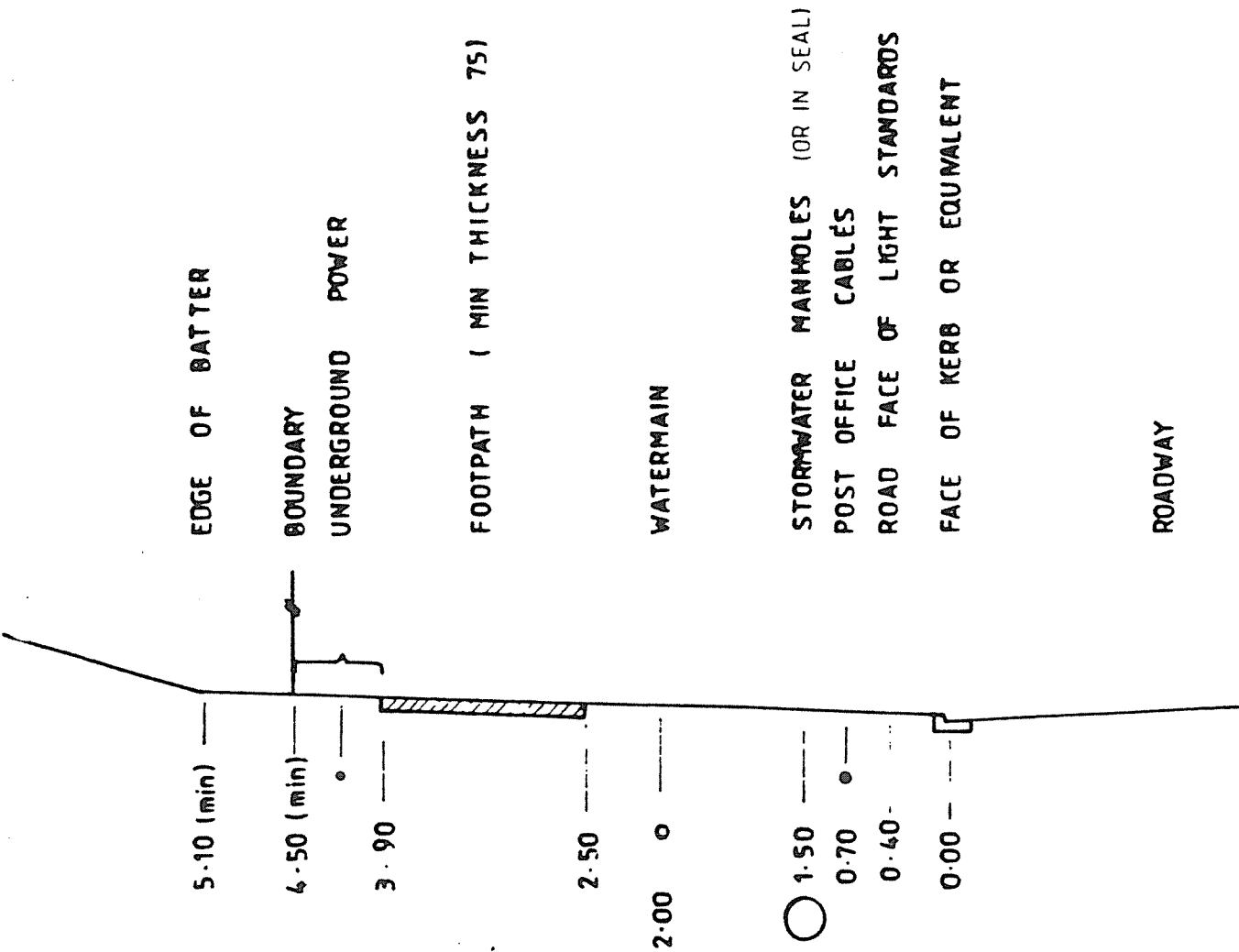


D. CUL-DE-SAC (16 Lots Max.)

**NOTE:**  
 FOOTPATHS MAY BE REQUIRED WHEREVER WARRANTED BY ANTICIPATED PEDESTRIAN TRAFFIC

**KEY**  
 --- 125mm BASECOURSE & 2 COAT SEAL OR APPROVED ALTERNATIVE  
 [Hatched] 65mm TOPSOIL AND STANDARD GRASSING.  
 [Dotted] 100mm TOPSOIL AND WEAR RESISTANT GRASS.

- TAUMARUNUI COUNTY COUNCIL -  
 - SUBDIVISIONAL STANDARD REQUIREMENTS -  
**STANDARD ROAD CROSS SECTIONS**  
**URBAN SETTLEMENTS**



- 1 - BERM WIDTH TO BE 4.5 MINIMUM THROUGHOUT
- 2 - POSITION OF STORMWATER PIPES ONLY MAY VARY PROVIDED THERE IS NO INTERFERENCE WITH OTHER SERVICES AND PIPE WHOLLY WITHIN ROAD RESERVE (MANHOLES AS SHOWN ABOVE)
- 3 - A STANDARD BERM WIDTH OF 4.500 MINIMUM IS TO BE FORMED ADJACENT TO ALL CARRIAGEWAYS. WHERE THE ROAD RESERVE IS WIDER THAN 4.500 THE EXCESS WIDTH IS TO BE LANDSCAPED TO CONFORM WITH THE ADJOINING LOTS AT A GRADE NOT EXCEEDING 25% AND TOPSOILED AND GRASSED AS FOR THE STANDARD BERM
- 4 - POSITIONS GIVEN ARE FOR CENTRELINE OF SERVICES UNLESS SHOWN OTHERWISE.

- TAUMARUNUI COUNTY COUNCIL -  
 - SUBDIVISIONAL STANDARD REQUIREMENTS -

ROADING

BERM DETAIL

I believe the general appearance of National Park township is a problem to its development. Too many blocks of land are left in scrub & even sections with houses are, whether they be holiday (eking) homes or otherwise are run down & overgrown. To drive this gives the appearance of a dying town. I believe the town has all the ingredients to grow & yet remains dormant. A new image wouldn't hurt, even if just a general tidy up, scrub clearing & some incentive to locals & house & section owners to tidy their act up.

The TOWNSHIP could and should be UNIQUE

- is necessary with imaginative planning (I suspect some large \$ input)  
create a special IMAGE to the AREA of the township.

24. What do you feel National Park has to offer the NZ traveller and /or overseas visitor.

you mean National Park township?

~~Summer~~ Nothing it is ~~any~~ ugly town with an ugly name. Change its name ~~into~~ to Waimarino or at least, allow both names to be used officially. Its streets are a disgrace since the water/sewerage scheme was ~~not~~ put in, which actually discourages people from entering the town.

What is offered? ① Cheap accomodation ② Ski retail /hire. No railway station, No Pub, No Post office or any source of cash or cash outlet.

People have to go to Taumarunui /Turangi /Ohakune

To withdraw cash and then, of course, they promptly spend it while they are there.

People have no spending power in National Park

The tourist, ~~is~~ when first approaching either National Park Township or The Tongariro National Park, primarily wants information where can I stay, where can I eat. What will I do Tomorrow in /around the park



Ban those ugly messy sandwich boards from the main road and provide an organised attractive place for all information in one central spot to cover the whole central Plateau area not just National Park town

Clean up the Judge Atchison Trust land which, at the moment provides the charming vista of broom, flax old pine trees and swamp. It is such a prominent piece of land that all most people see of the town is broom etc.

Then clean up the rest of the town of the same ugly mess and plant the streets with trees. We have a lot of native bush so plant some exotic trees eg oaks ~~and~~ redwoods etc that will make our town stand out as bring in a beautiful setting and beautiful in its own right. Periodic Detention / young offenders etc could do this job simply and cheaply. The results should be stunning, and not place a major burden on already over-loaded rates

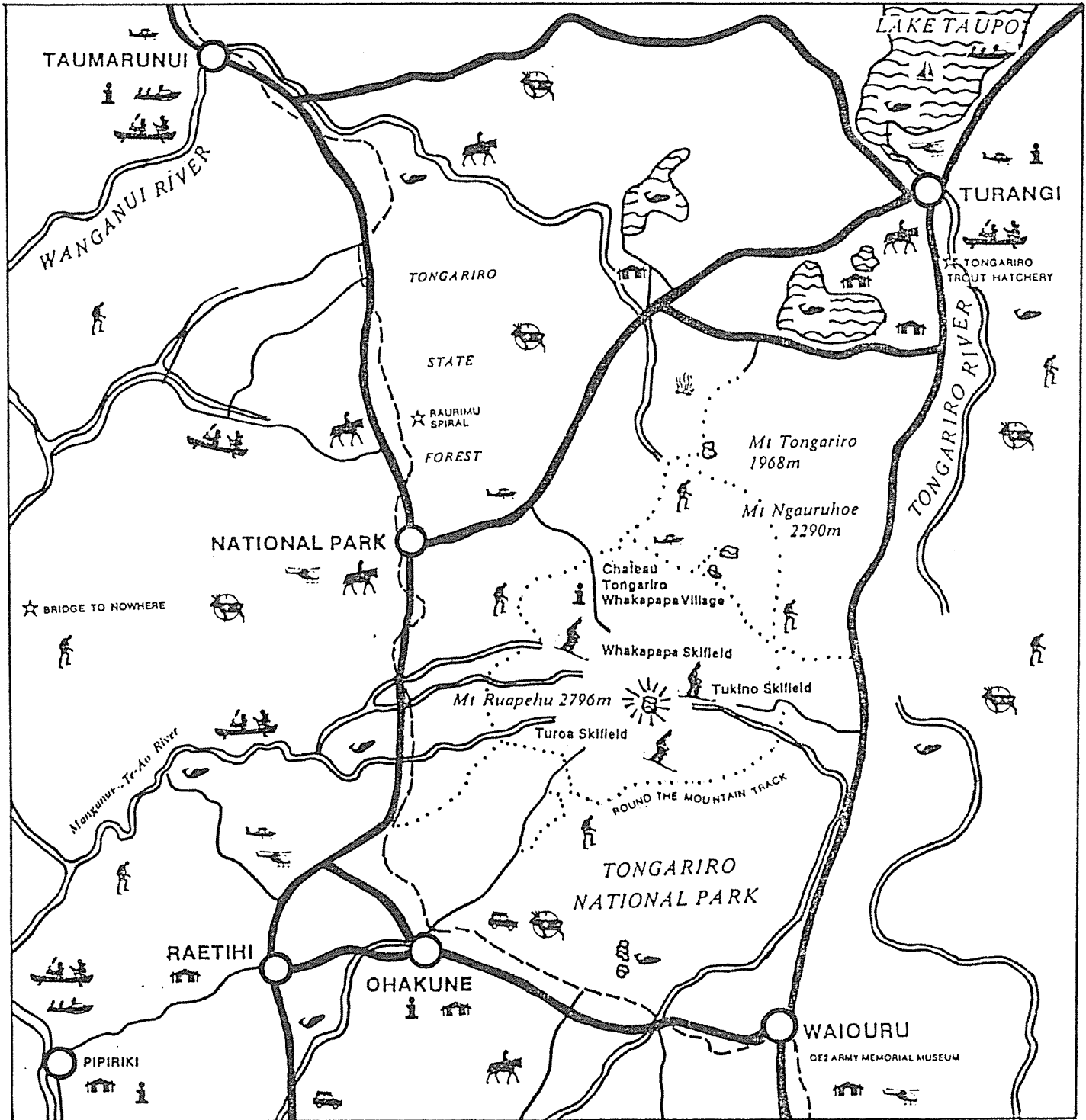
Use the bottom end of town to encourage light industry to take advantage of the Central North Island location Rail link ~~and~~ <sup>Main Highway.</sup> ~~and~~ wood supply etc

Examples Furniture factory  
pallet factory  
central warehouses

Inform business of the advantages of the location. The lack of crime and security of the site is a major one.

Do not allow the Findlay St - Millar St Frontage to be used for houses / chalets. It should be used for retail frontage a Taverna and the information centre. etc.

RECREATIONAL ACTIVITIES OF THE RUAPEHU REGION



- |  |                                      |  |                             |
|--|--------------------------------------|--|-----------------------------|
|  | Main Highways                        |  | Hunting                     |
|  | Minor Roads                          |  | Horse Trekking              |
|  | Tracks                               |  | Canoeing/Whitewater Rafting |
|  | North Island Main Trunk Railway Line |  | Jetboating                  |
|  | 4WD Safaris                          |  | Sailing                     |
|  | Helicopter Flightseeing              |  | Airstrip/Flightseeing       |
|  | Skiing                               |  | Fishing                     |
|  | Tramping/Climbing                    |  | Thermal Area/Hot Springs    |
|  | Historic Place/Museum                |  |                             |
|  | Information Centre                   |  |                             |

(Source: Waimarino Bulletin Holiday Map, May 1985)

## APPENDIX 10

### TAUMARUNUI COUNTY RESIDENTIAL AND TOURIST ACCOMMODATION PHYSICAL DEVELOPMENT STANDARDS

1) SITE COVERAGE (applies to Residential Zone only)

- maximum site coverage shall be 35%.

*Explanation* To maintain a low intensity character of development.

2) YARDS

a) Residential Zones

- front yards 1.5 metres
- rear yards 1.5 metres
- side yards (one side) 1.5 metres
- (other side) 3.0 metres

b) Tourist Accommodation Zones

	Residential Uses	All Other Uses
- front yards	1.5 metres	10 metres
- rear yards	1.5 metres	5 metres
- side yards (one side)	1.5 metres	5 metres
(other side)	3.0 metres	5 metres

*Explanation* To ensure adequate ventilation, daylight and sunlight for each dwelling and it's neighbours, and to provide for access around buildings.

### 3) HEIGHT

- no part of any building shall exceed a height of 7.5 metres, nor 3 metres plus the horizontal distance to the site boundary.

*Explanation* To protect adjoining properties from excessive shading and to retain a low intensity character of residential development.

### 4) MULTI-UNIT DEVELOPMENT

Where more than one dwelling unit is constructed on one site, the following standards shall be met (these are additional to the standards specified for site coverage, yards and height).

- the maximum average density shall be one dwelling for each 300 square metres of net site area.
- each dwelling unit shall be provided with a living court having a minimum area of 45 square metres and a minimum dimension of 5 metres (for tourist accommodation zones, these figures are 50 square metres and 6 metres respectively).
- each dwelling unit shall be provided with a service court having a minimum area of 15 square metres and a minimum dimension of 3 metres.
- each site shall be provided with a single point of access to a public street, and each unit shall be linked to that access point by a sealed carriageway provided with kerbs to the satisfaction of the County Engineer, as follows:

2-4 units	3.0m vehicle carriageway
5-6 units	3.0m vehicle carriageway, and 0.9m segregated footpath

Provision shall be made for joint use of driveways by the granting of necessary easements or by the creation of access lots.

- the minimum separation distance between any two dwelling units or any two accessory buildings serving separate dwelling units shall be 3 metres unless they are joined by a common wall.
- any common open space shall be associated with the units in a manner which ensures that it remains as open space.



- reserves should have adequate road frontage, or be sufficiently well identified to the public that they are available for use.

*Explanation* To ensure that adequate reserve land is set aside for active recreation, amenity and access purposes when subdivision takes place.

*Implementation* Implemented through reserves contributions, the imposition of conditions at the time of scheme plan approval, and through designation of land.

## APPENDIX 11

### TAUMARUNUI COUNTY RESIDENTIAL AND TOURIST ACCOMMODATION VISUAL DEVELOPMENT STANDARDS

1) LANDSCAPING (Tourist Accommodation Zone only)

- an area on the front yard, having not less than 20% of total front area, shall be landscaped using indigenous species of plants characteristics of the area.

*Explanation* To protect the character of the area.

2) ADVERTISING AND SIGNS (Tourist Accommodation Zone only)

- one advertising sign having an area of not more than 5 square metres may be erected per site. All signs shall be located and designed so that they are not obtrusively visible from any land in the Residential Zone.

*Explanation* To ensure that the amenities of nearby residential areas do not suffer, a visually pleasant environment is maintained and enhanced, traffic hazards are kept to a minimum, while providing for the free flow of information in the community.

### 3) SUBDIVISION

#### Landform

- all subdivision shall be so designed that the minimum alteration to landforms is carried out and that natural landscape features are retained wherever possible.

*Explanation* To avoid the uninteresting residential environments and increases in the risks of erosion and instability that result from large scale earthworks and destruction of landscape features.

### 4) AMENITY AND SITE SUITABILITY

#### a) Underground Services

- conditions will be imposed at the time of scheme plan approval or issue of building permit to ensure that all services are placed underground when land is developed or redeveloped, and that underground connections are placed to existing services when any substantial new building takes place.
- when substantial additional new buildings or replacement buildings are erected, all reticulated services within the site and all connections to existing mains services shall be placed underground.
- Council may allow overhead reticulation only if, in its opinion after consultation with the supply authority responsible for the area, underground reticulation would not be economically or technically feasible.

*Explanation* To improve the visual environment of the County.

b) Signs (Permitted as of right)

- any sign complying with the specified bulk and location standards.
- any temporary sign having a total area of not more than 2 square metres relating to an election, or social or community event. (must be removed within 4 weeks of erection unless a dispensation or waiver is granted).
- any sign not exceeding 0.2 square metres denoting the name and profession only of the occupier, or the road number or name of any building. Not more than one sign shall be permitted on any one site.
- any sign not exceeding 1 square metre in total area and advertising the sale of the property on which it is erected, or serving to direct, control or warn traffic, or to indicate the location or timetable of any public facility (this excludes traffic signs having their design fixed by regulation).
- any sign not exceeding 2 square metres in total area giving the name of, and related information, concerning a recreation ground, church, school, hospital, nursing home, community building, travellers accommodation or premises for the sale of horticultural produce grown on the same property. Not more than one such sign shall be permitted on any one site.

Standards

- an illustration of the design of all signs must be submitted to Council for approval before they are erected
- no sign shall be illuminated internally or externally, intermittently or continuously in a manner which creates an objectionable amount of glare at any location in a Residential Zone.
- no illuminated sign located in a Residential Zone may remain illuminated between the hours of 11 p.m and 7 a.m.
- no sign shall be erected or displayed in a manner which is likely, in the opinion of Council, to create any danger to traffic or distract or confuse drivers. Council may require such modifications as it considers necessary, or prohibit the erection or require the removal of any such sign.

*Explanation* To maintain and enhance a visually pleasant environment, keep traffic hazards to a minimum, and protect the amenity of residential areas, while providing for the free flow of information in the community.

c) Landscape

Council will be governed by the following guidelines with respect to landscaping in Tourist Accommodation Zones:

- landscape works should be an integral part of any new development at the stage of subdivision and should take full account of existing or proposed services.
- the scale and character of landscape works should be such as to enhance rather than to replace existing features of the land.
- indigenous species characteristics of the area should be used.

*Explanation* The Council regards trees as being of considerable value to the environment. It will support tree planting and require subdividers and developers to carry out landscape works.

d) Building and Design

- no building shall be erected or placed on any land that is not suitable for the building proposed.
- no land, building, fence, sign, excavation or other work shall be allowed to fall into or remain in such a condition or be left unfinished so that it would, in the opinion of Council, detract from the amenities of the neighbourhood.
- all additions and alterations to existing buildings must be designed and constructed to substantially the same character of design and use similar materials, as does the building being extended. This may be waived if Council is satisfied that the proposed extension is of good design and that the amenities of the area will be enhanced.

*Explanation* These standards are intended to enhance the built amenities of the County and ensure that buildings are suitable for their

intended use, while not imposing unnecessary restrictions on the form or location of buildings.

#### 5) RESERVES

There are no standards for the provision of reserves in Taumarunui County, however, in assessing land needs when land is being subdivided, the following visual policy is one that will be used:

- amenity open space should be provided in all zones to ensure the preservation of important landscape features and viewpoints, to create buffers between land uses, and to enhance the character of residential areas.

*Explanation* To ensure that adequate reserve land is set aside for active recreation, amenity and access purposes when subdivision takes place.

*Implementation* Implemented through reserves contributions, the imposition of conditions at the time of scheme plan approval, and through designation of land.

## APPENDIX 12

### PROVISIONS FOR DISCRETION WITH RESPECT TO THE TAUMARUNUI COUNTY RESIDENTIAL AND TOURIST ACCOMMODATION PHYSICAL AND VISUAL DEVELOPMENT STANDARDS

#### PHYSICAL

##### 1) PREDOMINANT USES

- any predominant use which does not comply with the physical development standards for these zones (refer to Appendix 10) are generally compatible with the purposes of the zone, but require the consent of Council because of potential affect on amenity.

*Explanation* Some flexibility in standards may be necessary where circumstances such as topography or special design justify it.

##### 2) SUBDIVISION

###### Averaging of areas

- minimum reduced front site area 800 sqare metres
- minimum average site area 1000 square metres
- exclude sites greater than this area from calculations 2000 square metres

*Explanation* To provide for flexibility and to encourage provision of a variety of lot sizes.

### 3) COMPREHENSIVE DEVELOPMENT

- on any site which has been developed in accordance with a comprehensive design approved by Council, Council may waive the specific front site, rear site and landform standards, provided that land suitability, reserves, and services requirements are met, the development complies with the requirements of the Ordinance for the zone in which it lies, and provision is made for joint use of any adjoining access strips or access lots.

### 4) BOUNDARY ADJUSTMENTS

- Council may allow a subdivision if it is satisfied that it is intended primarily for the adjustment of boundaries which will leave each of the adjusted allotments of substantially the same area as before subdivision.

*Explanation* Minor boundary adjustments do not normally affect matters of significant planning importance and should not be subject to specific restrictions.

### 5) ACCESS WAY LENGTH AND SECTION SHAPE

- where physical difficulties exist or where tree and historic site protection, or landscape feature preservation apply, Council may for any particular sections allow a reduction in the diameter of their circle, and/or an increase in the maximum length of their access strips or access lots.

## VISUAL

### 1) PREDOMINANT USES

- any predominant use which does not comply with the visual development standards for these zones are generally compatible with the purposes of the zone, but require the consent of Council because of potential affect on amenity.

*Explanation* Some flexibility in standards may be necessary where circumstances such as topography or special design justify it.

### 2) SUBDIVISION

#### a) Tree Protection

- where any land contains trees or bush worthy of preservation, Council may allow dispensations from front site, rear site, and landform standards.

#### b) Landscape Features

- Council may allow dispensations from front site, rear site, and landform standards to encourage the preservation of important landscape features.

*Explanation* To encourage the preservation of natural features of particular value.

### 3) AMENITY AND SITE SUITABILITY

#### a) Discretionary Signs

- Council may grant a dispensation or waiver in respect to the conditions for signs permitted as of right, and for the illumination of signs and bulk and location standards.

*Explanation* In implementing the standards for signs, it is recognised that some flexibility is required to take account of special features of any site such as topography, pattern of existing development, valuable trees, site shape, or the presence of existing services.

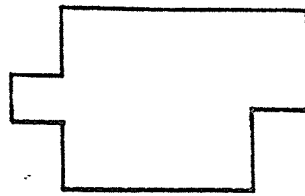
#### b) Building and Design

- all additions and alterations to existing buildings must be designed and constructed to substantially the same character of design and use similar materials as does the building being extended. This may be waived if Council is satisfied that the proposed extension is of good design and that the amenities of the area will be enhanced.

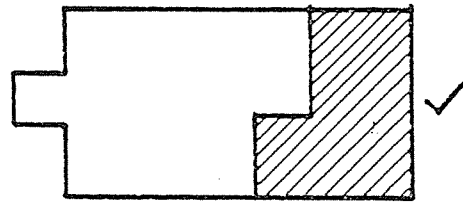
*Explanation* To enhance the built amenities of the County and ensure that buildings are suitable for their intended use, while not imposing unnecessary restrictions on the form or location of buildings.

ORIGINAL    EXISTING

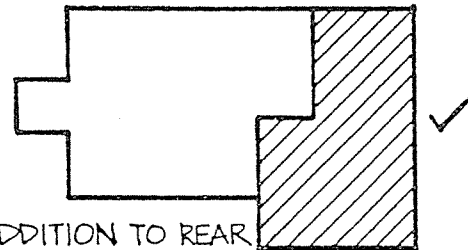
↑  
INCREASINGLY SYMPATHETIC  
↓  
INCREASINGLY INAPPROPRIATE



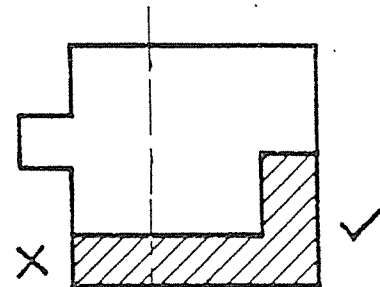
ORIGINAL



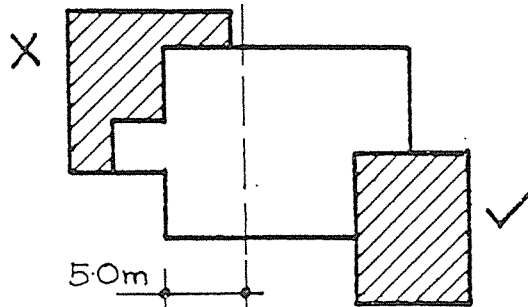
ADDITION TO REAR ✓



ADDITION TO REAR ✓

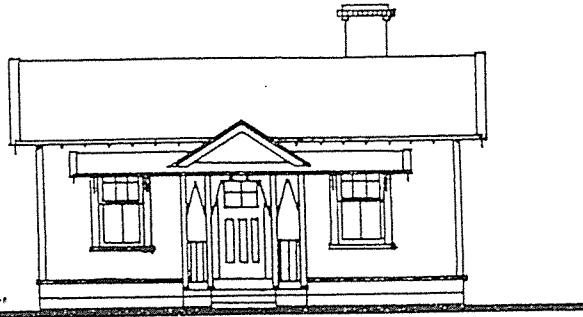


ADDITION TO SIDE ✓

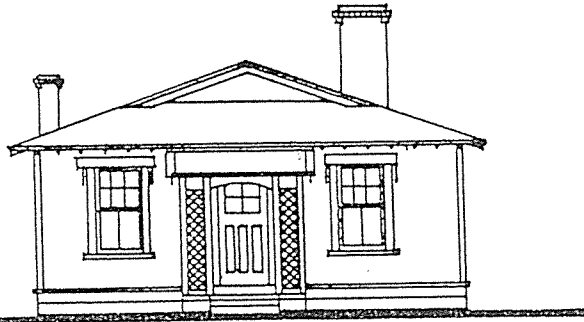


ADDITIONS TO FRONT AND REAR CORNERS ✓

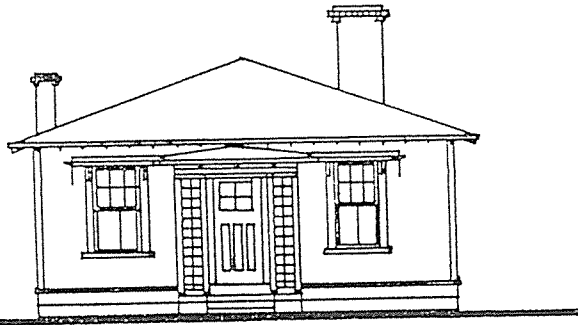
FRANKTON RAILWAY VILLAGE  
GUIDE: PLAN OPTIONS



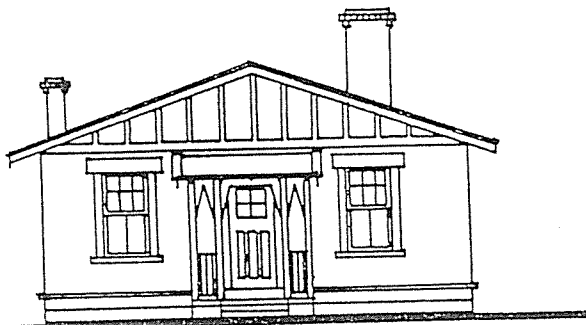
ROOF A. PORCH A.



ROOF B. PORCH B.



ROOF C. PORCH C.



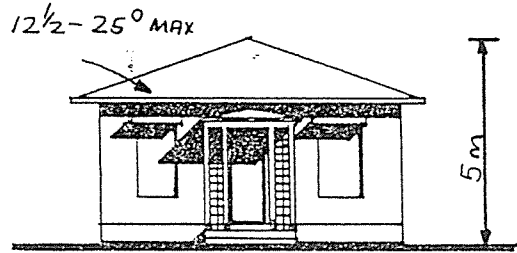
ROOF D. PORCH D.

FRANKTON RAILWAY VILLAGE  
TYPICAL ELEVATIONS : PLAN AB/296

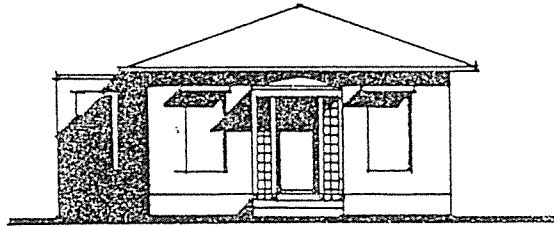
ORIGINAL      EXISTING

INCREASINGLY SYMPATHETIC

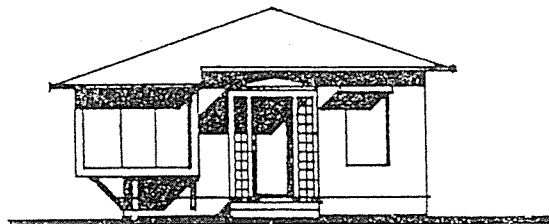
INCREASINGLY INAPPROPRIATE



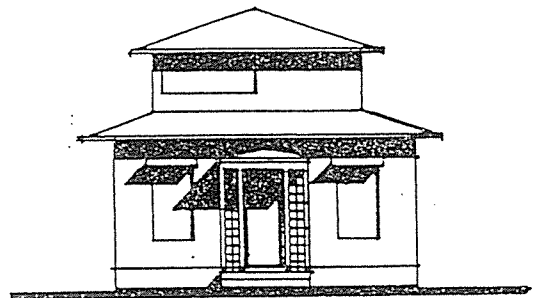
ORIGINAL



ADDITION TO SIDE/REAR



FACADE ALTERATION



SECOND STOREY ADDITION

# FRANKTON RAILWAY VILLAGE GUIDE: DWELLING FACADE

: VISUAL AFFECT OF SINGULAR ALTERATION TO KEY ELEMENTS

**Materials:**

- There is a consistent use of milled timber in a variety of forms ranging through structural, joinery, cladding, lining and finishing elements both inside and out, of all dwellings. Corrugated steel roofing and some sheet materials to gables being the only exceptions.

**Guide:**

For any new construction care should be taken to keep to materials which are the same or look similar in appearance. Contemporary alternatives can be acceptable provided scale and proportion are sympathetic with existing.

**Key:**

A	=	Original
B	=	Most Acceptable Alternative
C	=	Less Acceptable Alternative
D	=	Least Appropriate

Roof	A	-	corrug steel
	B	-	alternative profiled steel
	C	-	steel tile
	D	-	concrete tile
Walls	A	-	timber weatherboard
	B	-	alternative weatherboard
	C	-	sheet cladding
	D	-	masonry
Base	A	-	horizontal board
	B	-	alternative horizontal board
	C	-	sheet cladding
	D	-	masonry
Floor	A	-	timber
	C	-	concrete

Windows	A	-	timber double hung
	B	-	timber alternative
	C	-	aluminium double hung
	D	-	aluminium alternative
Doors	A	-	timber panelled
	B	-	timber alternative
	C	-	aluminium panelled
	D	-	aluminium alternative
Facings	A	-	timber
	C	-	other
	D	-	none
Trim	A	-	timber profiled
	B	-	timber plain
	C	-	other
	D	-	none
Gables	A	-	timber weatherboard
	B	-	flatsheet battened
	C	-	flatsheet
	D	-	masonry

A Guide to the Selection of Species for National Park Township

	Plant Name	Height	Width	Seasonal Changes	Characteristics
Grass					
Shrub					
Small Trees					
Large Trees					
Spreading Shrubs and Trees.					

Area 6

BSS 5252 18 A 14 RESENE "BUNKER"	BSS 5252 18 B 29 RESENE "CINDER"	BSS 2660 9-098 RESENE "GUNMETAL"	TAUERHANS ROOT PAINT "EBONITE"	RESENE HI GLD ACRYLIC ROOF "BRIGHT CHARCOAL"	
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Roof

Walls

BSS 5252 22 B 29 RESENE "HAITI"	BSS 5252 18 B 29 RESENE "CINDER"	BSS 5252 18 B 27 RESENE "CHARADE"	BSS 2660 1-019 RESENE "MAROON"	DULUX TIMBACRYL "EBONY"	"BLACK"
BSS 5252 18 C 40 RESENE "BLUE BARK"	BSS 5252 02 A 11 RESENE "MORTAR"	BSS 2660 9 -098 RESENE "GUNMETAL"		RESENE LUMBERSIDER "SOMBRENO"	

limited trim

BSS 5252 18 E 58 "Prussian Blue"	BSS 2660 7-086 "Midnight"	BSS 5252 00 A 05 "Mountain Mist"	BSS 5252 04 E 58 "Persian Red"	BSS 5252 04 D 45 "Hot Chile"	BSS 2660 1-025 "Bordeaux"	BSS 2660 1-024 "Burgundy"	BSS 5252 18 C 39 "Nile Blue"	BSS 2660 7-085 "Teal Blue"	BSS 5252 16 C 39 "Tiber"	BSS 5252 20 C 39 "Biscay"	BSS 5252 00 A 01 "Quill Grey"	BSS 5252 00 A 03 "Silver Sand"	BSS 5252 02 A 03 "Pale Slate"	BSS 5252 04 D 44 "Old Brick"	BSS 5252 04 E 55 "Milano Red"	BSS 5252 04 E 56 "Flame Red"	BSS 2260 0-006 "Red Berry"
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Trim



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