

Appendix J

Relevant Operative Plan Objectives and Policies

I Objectives and Policies - Part 9 - Transportation

9.3 Objectives, Policies and Methods

9.3.1 Objective - Minimise Conflict

To minimise conflict between the movement and access functions of roads and ensure, as far as practicable, that activities are compatible with the predominant function of the roads they front.

Policies:

1. That the district's roads are classified in terms of the relative importance of their movement and access functions and that a road hierarchy be established based on that classification.
2. That the effects of the subdivision, use and development of land are assessed in terms of the road hierarchy to determine and ensure the compatibility of activities with the roads they front or rely upon for access.
3. That activities that would lead to new or extended 'ribbon' development along, and with direct access to, existing or proposed state highways and district arterial roads be avoided through the plan's activity controls and decisions and conditions on resource consents.
4. That activities that generate high volumes of traffic or frequent trips be prevented from establishing in locations where direct access from state highways and district arterial roads is necessary unless the characteristics of, and provision made for, the traffic generated (including crossing and intersection design) are such as to ensure the avoidance of any adverse effects; in the case of state highways and 'arterials', the ingress/egress should be designed in accordance with the New Zealand Transport Agency standards or guidelines. (Note: The New Zealand Transport Agency will generally expect that the requirements of [Table 9](#) are satisfied.)
5. That multi-lot subdivisions in rural and coastal areas be required, where practicable, to obtain access from state highways or district arterial roads via a local road or a single common access lot or easement of right of way rather than through separate vehicle access points for each new lot.
6. That all activities be required to provide off road parking and loading facilities and to have access points (vehicle crossings) which comply with the Council's minimum standards for same.
7. That the plan uses front yards in all zones to assist in minimising conflict between roads and land use activities.

Methods of Implementation of Policies:

1. Refer to [Part 9.4](#).
2. Zones and the status of activities therein have been designed with this policy in mind. Resource consent applications will be assessed in these terms.
3. Self-explanatory (refer to zones and other rules for controls).
4. See the zones. See "Planning for a safe and efficient State Highway Network: A Guideline" by Transit New Zealand, February 1994.
5. Self-explanatory.
6. See zone and subdivision rules and [Part 51](#): PARKING, LOADING AND ACCESS.
7. See the development standards in each zone.

Reasons and Explanation for Objective, Policies and Methods:

Roads are important to the social and economic well-being of the district and therefore there is the

need to ensure that the movement and access functions are not compromised.

Anticipated Results:

- As far as possible an efficient roading network.

9.3.2 Objective - Safety

To ensure a safe roading network.

Policies:

1. That all activities be assessed in terms of the roading hierarchy to determine the appropriate standards of vehicle access, driveways and parking and loading areas, and manoeuvring space.
2. That minimum standards be required to be satisfied for the location, design and construction of vehicle access points and road intersections.
3. That all persons and agencies ensure, as far as practicable, that road furniture, signage and vegetation is located, designed and maintained so as not to cause road safety problems, including visual obstruction or distraction.
4. That no activity be permitted to create a situation where glare or light overspill from exterior lighting associated with that activity dazzles, distracts or otherwise impairs driver vision on roads adjacent to the activity.

Methods of Implementation of Policies:

See the assessment criteria and performance standards within each zone relating to individual activities. The New Zealand Transport Agency guidelines quoted under Objective 9.3.1 will also be used as appropriate.

Reasons and Explanation for Objective, Policies and Methods:

The district plan alone cannot ensure a safe roading network as there are many factors outside the plan's scope, not all of which are addressed here. Activities that require access and egress to the roading network are subject to the provisions of the plan and where necessary their effects on the roading network should be considered and appropriate standards required. Where problems of road safety already exist the Council and the New Zealand Transport Agency will have to address these directly, using enforcement action if necessary.

Anticipated Results:

- As far as possible a safe roading network.

9.3.3 Objective - Other Adverse Effects

To ensure that the construction, modification and use of roads do not cause adverse effects.

Policies:

1. The activity status of various types of road works be determined in accordance with the nature and scale of the effects likely to be associated with each type of work.
2. That road works requiring land use consent only proceed following due consideration for avoiding, remedying or mitigating any adverse effects.
3. That for activities requiring land use consents and involving frequent trips and/or significant

types or quantities of hazardous substances, consideration be given to the routes intended to be used and the alternative routes available; where a route is not considered to be appropriate in terms of the potential adverse effects on the environment of any road crash or other possible mishap, consideration will be given to alternative sites for the proposed land use, and to the greater suitability and appropriateness of such sites; any assessment will in particular consider:

- routes containing sensitive land uses such as schools and hospitals;
 - ease of access for emergency vehicles both to the site of the activity and any parts of the alternative routes being considered;
 - susceptibility of natural resources along the alternative routes to damage or contamination from the particular hazardous substances; and
 - the policies of adjoining territorial authorities on these issues.
4. That when roads are stopped, a land use zone and its relevant objectives, policies and rules are applied to that land; where a new road is gazetted, the land use zone shall be removed from that land and the road shall be subject to the objectives, policies and rules that apply to NETWORK AND OTHER UTILITIES.

Methods of Implementation of Policies:

These policies will apply predominantly to activities that require resource consents. Policy 2 can also be applied to the process of “requiring” (designating) land for new roads. The methods by which this policy might be implemented include:

- constructing permanent or temporary stormwater siltation/detention ponds or such other works as may be required in connection with a Regional discharge consent;
- realigning roads or carriageways to avoid or preserve natural features, and cultural heritage items or areas;
- planting and landscaping;
- earthmounding and fencing (for noise management and amenity purposes);
- the construction of rest areas and scenic viewing facilities;

With regard to Policy 4, an overarching rule applies to all situations where a road is stopped or a new road is gazetted (see [Rule 9.6](#)).

For other methods refer to [Part 15](#) (Network and Other Utilities/Activities throughout the District) and the various performance standards of the zones of the plan. See also the environmental impact assessment requirements related to subdividing land.

Reasons and Explanation for Objective, Policies and Methods:

Roads are a significant public resource which should be provided for in the plan. The construction of new roads and significant alterations to existing roads can have significant effects on the environment. These need to be addressed in a similar manner as other activities with similar effects.

When roads have been stopped in the past, the plan maps have been left with a strip of unzoned land. It is important that when roads are stopped a land use zone is applied and that the plan maps accurately reflect the status of gazetted roads as NETWORK AND OTHER UTILITIES. This will ensure a contiguous provision of land use zones across the plan maps and that roads are subjected to the relevant objectives, policies and rules.

There is a need to distinguish between 'minor' and 'major' road works in terms of the likely significance of their environmental effects. [Part 15](#) of the plan therefore uses rules to create a hierarchy of activity categories and standards to achieve this. In general, only those works which are not 'minor' will require resource consents. Performance standards and policies for assessing applications are appropriate methods of implementation.

Anticipated Results:

The effective management of the effects of roading activities throughout the district.

2 Objectives - Part 15 - Signs

15.4.1.2 Objectives

1. To enable permanent and temporary signs to be erected, maintained and removed within the district in a manner that avoids, remedies or mitigates adverse environmental effects (Issue 1).
2. To avoid, remedy or mitigate the adverse visual effects of a sign or signs on amenity values of the surrounding environment (Issue 2).
3. To ensure that signs do not pose a threat to community health and safety, and the safe and effective functioning of the road network (Issue 3).

Principal Reasons for Adopting Objectives

Signs are an important tool for communicating information in the Franklin district. Provision is made for the erection, maintenance and removal of both temporary and permanent signs so that information can be communicated about places, products and services, people and events.

The Council also has the responsibility to ensure that any adverse effect of a sign is avoided, remedied or mitigated. A sign may have an adverse visual effect on the amenity values of the environment within which it is erected. A sign also has the potential to affect the health and safety of the community by creating a visual distraction to road users, creating a traffic hazard or physically obstructing pedestrian or road-user traffic.

The objectives identified seek to provide opportunities for the use of signs for communicating information whilst avoiding, remedying or mitigating the effects that a sign may have on visual amenity values and/or community health and safety. To enable permanent and temporary signs to be erected, maintained and removed within the district in a manner that avoids, remedies or mitigates adverse environmental effects (Issue 1).

3 Policies - Part 15 Signs

15.4.1.3 Policies

1. Provide opportunities for permanent signs in all areas of the Franklin District (Issue 1; Objective 1).
2. Provide opportunities for erecting temporary signs in all areas, provided that they are taken down once their purpose has been served (Issue 1; Objective 1).
3. Require that the visual and physical attributes of a sign, such as its size, height, colour and illumination, be in keeping with the character and amenity values of the surrounding environment (Issue 2; Objective 2).
4. Avoid the potential for visual clutter of signs in the Rural, Coastal, Rural Residential, Village, Village Business, Residential and Residential 2 Zones, by limiting in any one location the occurrence of multiple signs in close proximity to one another (Issue 2 and 3; Objective 2 and 3).
5. Require that all signs are constructed and maintained to a high standard of structural quality and can be clearly read (Issue 2 and 3; Objective 2 and 3).
6. Ensure that signs do not create an obstruction to road-users or pedestrian traffic (Issue 3; Objective 3).
7. Avoid the potential for visual distraction of a sign or signs adjacent to any road (Issue 3; Objective 3).
8. Ensure that the location of a sign does not obscure a road-user's visibility of any road sign, intersection, private entrance, road marking, traffic signal, pedestrian crossing or other road-user (Issue 3; Objective 3).
9. Encourage sign design and construction that is simple, legible and communicates clear information (Issue 1, 2 and 3; Objective 1, 2 and 3).

Principal Reasons for Adopting Policies

Providing opportunities for permanent signs, and temporary signs with appropriate constraints on duration of erection, is driven by the recognition of the need for signs to communicate information in Franklin.

The physical attributes of a sign must also be in keeping with the surrounding environment so that any adverse visual effects of it on amenity values are avoided, remedied or mitigated. Controls on features such as size, height, colour and illumination, which are appropriate to the character of the area in which the sign is located, are the most effective way of ensuring that this is achieved.

There may also be a cumulative adverse visual effect if more than one sign is erected in one location, and 'visual clutter' occurs. The degree of adverse cumulative effect of signs is again dependent on the character of the surrounding environment. It is accepted that the amenity values associated with the Business Zone are such that the cumulative visual effect of signs is less significant. Controls on the location of multiple signs in close proximity to one another in all other zones will help to avoid the potential for adverse cumulative effects on visual amenity values.

Community health and safety may be adversely affected by a sign. Appropriate policy direction must be given to address the potential for a sign to be distracting to road users and to obscure sight-lines to official road signs, traffic signals, road markings and other road users. The health and safety of both road user and pedestrian traffic may also be adversely affected by signs in terms of the potential of a sign to physically obstruct movement and/or cause injury or damage if not constructed

and maintained adequately. Controls on the visual attributes of a sign, its location, and its construction, will ensure that these potential adverse effects on community health and safety are avoided, remedied and mitigated.

The requirement to maintain or remove a sign that has been compromised over time in terms of its visual and/or structural quality will ensure that the potential for adverse visual and safety effects are avoided, remedied or mitigated.

Council also recognises the importance of achieving a high standard of visual quality of a sign to avoiding, remedying or mitigating the effect of a sign on amenity values. Visual quality is influenced by a number of design features that may be difficult to detail in regulation without restricting the potential for innovative sign design. Examples of design features include the use of colour, letter size and font and the use of figures or symbols.

Therefore it is appropriate to provide additional guidance on such design matters which will encourage simplicity, legibility, relevance, and consistency of signs in the district.

It is acknowledged that because of their temporary status, the effects of temporary signs are tolerated to a greater degree than are the effects for permanent signs. Examples of common temporary signs include signs for real-estate advertisement and election signs. Appropriate standards for the management of temporary signs are necessary to mitigate any adverse effects that they may have.

4 Objectives and Policies - Part 15 Earthworks

15.5.1 Issue, Objective and Policies for Earthworks throughout the District

Issue:

1. EARTHWORKS from development, including subdivision, can give rise to adverse effects on water quality and adjoining properties through sediment discharge during the development process. These include effects of sedimentation into nearby waterbodies and onto adjoining properties where landforms are modified for building platforms, accessways and roading. It is recognised that there are a wide range of EARTHWORKS that are also fundamental to the continuance of rural production activities. EARTHWORKS also have the potential to affect the integrity and operation of existing significant infrastructure.
2. EARTHWORKS from development including subdivision, can give rise to adverse effects on historic heritage (including, but not limited to, archaeological sites and sites of significance to Maaori). These adverse effects can result from works and destroy damage or modify archaeological sites or sites of significance to Maaori.

Objective:

1. To achieve development which avoids, remedies or mitigates adverse effects from EARTHWORKS on historic heritage, water quality, significant infrastructure, and adjoining properties.

Policies:

1. Subdivision and development should avoid, remedy or mitigate siltation and sedimentation of waterbodies and adjoining properties arising from EARTHWORKS.
2. Subdivision and development should utilise appropriate site management practices to manage EARTHWORKS activities.
3. Earthworks associated with FARMING, HORTICULTURE and FORESTRY activities should be provided for as ANCILLARY RURAL EARTHWORKS, subject to the establishment and maintenance of appropriate site management practices.
4. EARTHWORKS required for subdivision and development should avoid, remedy or mitigate adverse effects on historic heritage, including (but not limited) archaeological sites and sites of significance to Maaori.
5. EARTHWORKS should be undertaken in a manner that does not affect the integrity and operation of significant infrastructure located within Franklin.

Methods:

1. Apply standards for EARTHWORKS.
2. Require appropriate site management practices to be applied to all EARTHWORKS activities.
3. Apply standards for CLEAN FILL (refer [Part 15.1.2.8](#))
4. ANCILLARY RURAL EARTHWORKS

5 Objectives and Policies - Part 19.4.2 Urban

19.4.2 Objective - Business Centres

To support the defined business 'centres' of Tuakau and Pokeno as the foci of pedestrian-oriented retailing and allied business activities for the district.

19.4.2 Policies

1. That the business centre of Tuakau and Pokeno be defined (on [planning maps](#)) for the purpose of applying development Rules which are intended to:
 - maintain and improve pedestrian shopper amenity and convenience;
 - ensure adequate on-site parking and loading provision; and
 - safeguard the character of the built environment.
2. That a lesser parking standard apply within the centre of the zone in recognition of:
 - the public parking and service lane 'resources' in these areas;
 - the greater difficulty of accommodating vehicles on the smaller sites which are common in these areas;
 - the likelihood that vehicle movements will actually detract from the pleasantness of shopping for pedestrians;
 - the need to encourage a greater intensity of development in the centres for the sake of diversity and efficient land consumption; and that applications to reduce or waive the parking requirement be considered in terms of these reasons.
3. That the defined business centres be used by the Council, when appropriate, for the application of other, non-regulatory methods of achieving this Objective.
4. That the amenities and the infrastructural resources of the various parts of the Business Zone be improved or upgraded in consultation with affected communities; that Council encourages and facilitates the preparation of comprehensive centre plans which form the basis of annual decision making on capital allocations.
5. That the full range of business, community and recreational activities be provided for in central areas subject to the potential they have for generating adverse effects.
6. That the movement function and the visual appeal of the key roads serving the Business Zone be protected and enhanced.
7. That Council monitors the rate of development in the business centres, the numbers of private parking spaces, the occupancy of public parking areas, and the traffic counts on key roads.
8. That Council investigates initiatives to effect joint developments with the private sector for Council land within the centres where such proposals would clearly be in the long term interests of that centre or the district.
9. That Council does not finance projects outside the centres which would have the effect of achieving levels of amenity which should be reserved for the centres.
10. [Deleted]
11. Subdivision and development should enable higher housing densities within a town centre, achieved through comprehensively-designed housing developments which have mixed use components where fronting retail and commercial streets. The design should be consistent with the relevant assessment criteria and design assessment criteria of the plan and include sufficient space on site to provide for the amenity of residents.
12. Dwelling houses in the town centres should be designed such that an appropriate acoustic

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environment can be achieved which is compatible with communication and sleep.

19.4.2 Methods of Implementation of Policies

1. See [planning maps](#), Rule 29: Business Zone, ([Part 29](#)); rules to achieve the aims of this policy.
2. Rules specifying two different parking space standards.
3. The Council will take account of the impact of the plan's rules applying to the centres when considering other means it may use to support the centres (such as levying special rates or granting rating relief).
4. This will occur through the annual plan and strategic plan processes. The Council can provide specific resources to facilitate the preparation of centre plans.
5. Any activity will be subject to the rules (standards) of the zone designed to ensure a minimum standard of amenity.
6. Rules require building set backs and landscaped front yards of sites within the Business Zone that front "main" roads, or defined portions of them (refer to the development rules of the zone and the planning maps). These rules will reinforce the other methods the Council can, and does, use, such as vehicle crossing and kerb-side parking restrictions, landscaping, and street trees.
7. The funds for, and the priority given, to these functions will be determined through the annual plan process.
8. The Council will formally consider suitable private sector initiatives.
9. The Council will reassess any existing proposals or land designations in terms of this policy and will revise or rescind whatever schemes are inconsistent with this policy following consultation with affected parties.
10. Designating areas subject to 'building lines' as 'land for road widening and amenity purposes'. See [planning maps](#) and the [Schedule of Designations](#).

19.4.2 Reasons and Explanation for Objective, Policies and Methods

This objective recognises the importance to the respective communities, and to the district, of the main shopping centres. It does not mean that other smaller centres do not have a role or cannot compete for funds for centre improvements.

The importance of the main centres is due to its significant investment in resources such as buildings, roads, "amenities" and community facilities. These areas will continue to perform a range of functions, but to do this successfully in the future further public investment may be required, particularly as these centres are undoubtedly competing with major centres both north and south of the District.

The business and ratepayer communities will have to be proactive in terms of preparing centre plans and giving effect to them. The Council considers that this positive approach is required and that a regulatory response to safeguarding the position of the retailing centres is negative and not going to be successful in the longer term. A proactive approach is needed to identify the strengths of the centres and improve those features of them which are unique or worthy of support and enhancement.

Notwithstanding this renewed emphasis for a community-driven, 'centre plan' method to the broader issues affecting business centres, rules are still the preferred method for addressing most site-to-site issues such as building bulk, noise and odour, parking and loading, and aspects of pedestrian convenience. Council will continue to support shopper convenience and amenity through its provision of services such as off street parking areas, kerb-side parking control, public reserves, and seats and planting on road sides. This combination of public and private initiatives has worked well in the past, and under the strategies of this plan, should serve the community more effectively, given the need to minimise the regulation of business activities.

(Policy 1) Certain rules of the zone will only apply to sites inside the centres, such as verandahs, building height limits, and restrictions on vehicle crossings in the main pedestrian areas.

(Policy 2) This policy is self-explanatory.

(Policy 3) Any other means the Council uses towards this objective should be consistent with, and complementary to, the effects of the plan's rules applying to the 'centres'.

(Policy 4) There will always be ideas for upgrading the shopping centres, but there is a greater need to bring these ideas into a single document which the whole community can consider (a 'centre plan'), particularly in terms of the financial implications of the proposals and the community's ability or willingness to pay.

(Policy 5) The shopping centres should have vitality. This can be facilitated by the Business Zone accommodating as many different activities as can satisfy the minimum environmental standards.

(Policy 6) These roads are the 'lifelines' in and out of the centres and are in some cases also main collector roads or state highways. It is important that buildings do not 'crowd' the fringes of these roads to the detriment of their traffic function or their amenity value to the motorist.

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(Policy 7) The information obtained from this monitoring will aid the preparation and revision of centre plans, public and private investment decisions, and the Council's monitoring of the effectiveness of the plan's rules.

(Policy 8) The Council owns some significant parcels of land in the centres and it needs to be aware of and respond to opportunities that arise for the effective utilisation of these resources.

(Policy 9) Providing public parking areas, controlling kerb-side parking, carrying out "amenity" works, and similar activities outside the centres may attract out those land uses or developments which the community wants to see concentrating inside the centres.

(Policy 10) [Deleted]

(Policy 11) Higher density housing within a town centre will support the uses of a town centre and maximise land use and transport integration.

(Policy 12) This policy is self-explanatory.

19.4.2 Anticipated Results

- Heightened awareness of the need for strategic planning for the main shopping centres of the district;
- Viable and functional business centres which are interesting and pleasant to operate and shop in.

6 Objectives and Policies - Part 19.4.3 - Adverse Effects

19.4.3 Objective - Adverse Effects

To protect the Residential Zone and other sensitive areas or resources from the adverse effects of business activities.

19.4.3 Policies

1. That the development and performance standards of the Business Zone, Tuakau Industrial Zone and the Tuakau Industrial Services Zone take particular account of the amenities of non-business zoned properties which are on the fringe of the zone.
2. Business activities, wherever located, must respect the rights of other land users and activities to clean air, and must ensure that the best practicable options are used to avoid or mitigate for any air-borne waste emissions which might detract from or be injurious to people or activities on other sites nearby or in the surrounding locality; this includes 'fugitive' emissions or discharges that come from the ground (such as dust), or stored materials, machinery or other ancillary activities or site areas. Activities that have difficulty in maintaining acceptable standards may have to consider relocating so as to achieve appropriate separation distances from sensitive land uses.
3. To monitor the effects of business activities on residential areas, particularly traffic and noise, and to:
 - revise the provisions of the zone if residential amenities are not adequately protected, and
 - investigate roading design changes for individual stretches of road where through-traffic associated with business activities is having an adverse impact.
4. Due consideration be given to environmental and health impacts, sustainability and long term planning.
5. Business activities have the potential to impact negatively on people's health and on the environment.
6. All business activities must comply with relevant standards and guidelines.

19.4.3 Methods of Implementation of Policies

1. Rules that require business activities on sites close to Residential and other non-business properties to contain or 'internalise' their effects to a greater degree.
2. This and other policies will be used in enforcement action if necessary, notwithstanding that a discharge consent may have been obtained, or applied for, from a Regional Council. Discharges to air are primarily a regional concern and the District Council has limited jurisdiction over such effects, particularly if all other district plan requirements are complied with.
3. The resources for these monitoring duties will be allocated annually through the annual plan process. Where a more pressing situation arises, the Council can use its enforcement powers in terms of the general duty to avoid adverse effects.

19.4.3 Reasons and Explanation for Objective, Policies and Methods

Business and non-business activities are located side by side in many parts of the district. The Act anticipates that the activity giving rise to an undesirable effect should be responsible for dealing with it in an appropriate way. This means that even though an activity is within the Business Zone, Tuakau Industrial Zone and the Tuakau Industrial Services Zone it must still respect the more sensitive land uses or areas nearby. Therefore the plan directs particular rules to this interface area, as an appropriate method of ensuring a minimum environmental performance.

The Council has a duty to monitor the effectiveness of the plan's policies and rules as well as the general environmental conditions in specific areas. Standards can be increased if necessary. With respect to roading, the Council can force business traffic out of residential streets by carrying out traffic restraint works, such as carriageway narrowing and speed humps.

19.4.3 Anticipated Results

The maintenance of reasonable levels of amenity which are appropriate to non-business areas notwithstanding that those areas are close to business activities.

7 Objectives and Policies - Part 54 Pokeno Structure Plan

Part 54.15 Pokeno Structure Plan Area

54.15.1 Context

The Pokeno Structure Plan Document (October 2008) sets out a vision for the Pokeno Structure Plan Area which is informed by FutureProof and the Waikato Regional Policy Statement and is based on Council's aspirations, community feedback and technical studies to provide a comprehensive framework for the staged growth of the village into a town.

Although situated along State Highway 1, Pokeno is located within a rural setting. The green backdrop and ridgelines that surround the village provide it with a distinctly rural feel. The Pokeno Structure Plan Document envisages growth within this rural setting, contained within clear boundaries and having strong physical and visual connections to the surrounding rural environment.

The Structure Plan Document envisages that this growth will be guided by the following general principles:

1. That growth of Pokeno should be compact and contained within legible boundaries.
2. That Pokeno should provide a mix of residential densities and housing types, employment, commercial, services, social infrastructure and recreational opportunities to support a sustainable community.
3. That Pokeno should provide opportunities for urban infrastructure whilst retaining its rural setting.
4. That Pokeno should develop in an integrated manner, particularly with respect to land use and transport to support a multimodal (private vehicles, public transport, walking and cycling) transport system.

The provisions of this section of the PLAN are intended to apply these principles.

54.15.2 Issues, Objectives, Policies and Expected Environmental Results

In addition to the objectives and policies of the respective zones contained within the Pokeno Structure Plan, six resource management issues of particular relevance to the Pokeno Structure Plan Area have been identified. These are set out below together with the objectives, policies and a summary of methods that have been adopted to manage these issues.

These issues, objectives and policies (below) should be read in conjunction with one another and those relevant from the Plan.

54.15.2.1 Accommodating growth in a compact and contained urban form

1. Issue

It is anticipated that the population of Franklin will increase to 108,000 by 2051. The Pokeno Structure Plan Area is one of a limited number of strategically-located areas that have been identified by the Franklin District Growth Strategy 2007 as appropriate locations to accommodate population growth and employment opportunities within the district. Land at Pokeno is part of a limited and scarce resource in which to accommodate a share of the district's projected population growth.

The uncontrolled development of land has the potential to undermine the compact and contained form of Pokeno, adversely affecting rural character and amenity, rural activities and strategic infrastructure. It is also likely to undermine the coordinated and efficient provision of infrastructure.

Development at lower intensities has the potential to undermine objectives of containing growth at these strategic locations and achieving more intensive residential development in locations that have the potential to support more sustainable modes of transport and patterns of travel.

2. Objective

To achieve subdivision and development within the Pokeno Structure Plan Area which:

- (a) Accommodates its share of the district's projected population growth;
- (b) Maintains a compact and contained urban form;
- (c) Maintains the quality, function and integrity of the adjoining rural environment;
- (d) Makes provision for a choice of living environments, commercial, social and community facilities and employment opportunities;
- (e) Does not undermine the potential for urban intensification, provides a range of densities and supports an integrated multimodal (private vehicles, public transport, walking and cycling) transport system;
- (f) Enables the expansion of Pokeno into a more sustainable and self-sufficient town that provides for the social, cultural and economic well-being of its residents; and
- (g) Is accompanied by the coordinated provision of infrastructure.

3. Policy

Subdivision and development should:

- (a) be in general accordance with the Pokeno Structure Plan (refer to [Appendix 54.15A](#)).
- (b) be contained within the area identified on the Pokeno Structure Plan map for the development and expansion of Pokeno (i.e. the Pokeno Structure Plan Area).
- (c) be of a density, design and type that is consistent with the district's objectives of accommodating population growth and integrating land use and transport to support a multimodal transport system.
- (d) provide opportunities for a choice of residential environments, social and community facilities and services, and employment opportunities.
- (e) be accompanied by the provision of appropriate infrastructure to service the needs of an urban area, and where such infrastructure is not provided with or in advance of subdivision and development, such activities should be avoided.
- (f) make provision for recreation reserves and contribute towards the provision of social infrastructure (community facilities) through financial or development contributions.

4. Explanation

Pokeno is one of the limited areas that have been identified as appropriate for urban expansion in Franklin. It has been identified in the Franklin District Growth Strategy (August 2007) as having the potential to accommodate a population of approximately 5,200 by 2051. Pokeno also has the potential to provide additional land for business and industrial uses and therefore employment, allowing the opportunity for residents to both live and work in the town.

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It is important that development at Pokeno is undertaken in a way that achieves and does not undermine this potential.

A range of densities and disposition of activities are illustrated within the Pokeno Structure Plan (refer to [Appendix 54.15A](#)) to accommodate growth (both residential and employment) while maintaining the spacious rural character of Pokeno's surroundings. The provision of land for business activities ensures that employment opportunities are provided for the town.

The Pokeno Structure Plan sets out the structural elements that the plan seeks to achieve, including the key roading and open space network, sports fields and stormwater facilities and main land uses. A Town Centre Overlay (refer to the planning maps) is identified in which specific rules apply.

At the time of subdivision and/or DEVELOPMENT (in all zones), all applications will be assessed (among other things) with regard to the extent to which they are in general accordance and consistent with the Pokeno Structure Plan. In particular the expectation is that any subdivision and/or DEVELOPMENT proposals will achieve the structural elements that are identified on the Pokeno Structure Plan.

The zones utilised in the Pokeno Structure Plan Area are described below.

Residential 2 Zone

The Residential 2 Zone is applied to the majority of the Structure Plan Area. The major elements of this zone are as follows:

1. Subdivision applications are assessed with regard to the detailed design criteria.
2. Minimum lot sizes are specified and a minimum average density per hectare required.
3. In order to provide some transition between the surrounding rural area and the Residential 2 Zone, buffer measures have been adopted.
4. In order to encourage a more compact form of development close to the Town Centre, the structure plan identifies a Town Centre Overlay (refer to in the [planning maps](#)) which provides for increased housing densities.
5. Similarly, to encourage a greater choice of house type and lot sizes, the structure plan identifies areas around NEIGHBOURHOOD CENTRES and certain neighbourhood parks in the residential growth areas around which the rules provide for medium density housing developments. Provision is also made for medium density housing elsewhere as a Discretionary Activity, but with the intention that this be enabled on sites adjacent to the reserve network only, and only up to a maximum density of one DWELLING HOUSE per 300m² of the NET AREA.

Business Zone

The Business Zone is applied to existing and future business areas within the Pokeno Business Centre area which is shown on the planning maps. It seeks to provide for the main retail activities and other compatible commercial uses. The main elements of the Business Zone are as follows:

1. All new buildings require resource consent as a Restricted Discretionary Activity (provided they comply with the development controls). This requirement for consent enables assessment in relation

to design assessment criteria.

2. Frontage controls are applied to properties fronting part of Great South Road. These are applied in order to ensure that a suitable main street environment is achieved. The key elements of this are: verandah coverage across the frontage of the buildings; buildings built to the front boundary; parking areas located at the rear of buildings; glazed (display) frontages.

Industrial 2 Zone

The Industrial 2 Zone is applied to the southern-most portion of the structure plan area, to the south of the railway and to the north of the Aggregate Extraction and Processing Zone.

Light Industrial Zone

The Light Industrial Zone is applied to the land to the northwest of the Industrial 2 Zone, and is intended to provide a buffer or transition area between the Industrial 2 Zone and the Residential 2 and the Business Zone.

Infrastructure

Development and subdivision will need to provide appropriate infrastructure in a timely and coordinated manner. It is essential that growth and infrastructure keep pace with each other, so that development rights and resource consents are considered in light of available or planned infrastructure.

The Council reserves the right to decline applications for subdivision, development, and non-complying activities on the basis of inadequate infrastructure or being otherwise premature in terms of growth being ahead of planned infrastructure (including the funding of infrastructure).

5. Methods

The following methods have been adopted to implement this policy:

- (a) Structure Plan
- (b) Zoning
- (c) Subdivision Rules
- (d) Land Use Rules
- (e) Design Criteria
- (f) Financial or Development Contributions, or Development Agreement(s)

54.15.2.2 Environmental Constraints

1. Issues

Urban development can give rise to adverse effects on the environment. These can include the loss of vegetation and habitats, or adverse effects on water quality through sediment discharges during the development process and through pollutant run-off from impervious surfaces arising from development.

The Pokeno Structure Plan Area contains some locally significant landforms, wetlands, vegetation and watercourses which are sensitive to development and warrant protection, conservation or a limitation on development. Development can enhance existing watercourses in the Pokeno Structure

Waikato District Plan - Waikato Section

Plan Area, introducing open space elements to the urban form of Pokeno, enhancing ecological resources and restoring degraded ecosystems.

The Pokeno Structure Plan and adopted Stormwater Catchment Management Plan for the Pokeno Structure Plan Area identifies the main perennial stems of the Tanitewhiora and Helenslee Streams in particular, as well as two wetlands that are considered areas of Significant Indigenous Vegetation and Significant Habitats of Indigenous Fauna.

2. **Objective**

To achieve development which maintains locally significant landforms and vegetation and maintains or enhances water quality and identified watercourses and wetlands.

3. **Policy**

Subdivision and development should avoid, remedy or mitigate the effects of urban development by:

- (a) having regard to the adopted Pokeno Stormwater Catchment Management Plan (and/or approved discharge consent);
- (b) establishing the open space and stormwater reserves and the stormwater infrastructure (quality and detention) in an appropriate and timely manner;
- (c) protecting, maintaining and enhancing significant vegetation and landforms;
- (d) protecting, maintaining and enhancing watercourses and wetlands identified on the Pokeno Structure Plan;
- (e) maintaining water quality and managing earthworks to avoid siltation and sedimentation of watercourses and adjoining properties; and
- (f) appropriately managing earthworks during subdivision to avoid, as far as practicable, the need for further significant earthworks and retaining during the development of buildings.

4. **Explanation**

The Pokeno Structure Plan Area is relatively unconstrained in environmental terms, and can accommodate the level of subdivision and development proposed within the Pokeno Structure Plan Area. However, it contains some areas of locally significant vegetation, two wetlands, landforms and two locally significant watercourses. Downstream are the Mangatawhiri Wetlands which are recognised as a Site of Special Wildlife Interest in the Plan. The protection and enhancement of streams can maintain and enhance water quality within them. The protection of streams and vegetation also has the potential to provide ecological linkages and improve habitat quality, and will contribute to the green spacious character of the area. Development also has the potential to adversely affect water quality (and ultimately to damage downstream ecology) through sediment run-off during development and pollutant run-off from impervious surfaces.

Development can enhance existing watercourses in the Pokeno Structure Plan Area, introducing open space elements to the urban form of Pokeno, enhancing ecological resources and restoring degraded ecosystems. Water quality and riparian areas will be safeguarded through the incorporation of stormwater treatment mechanisms in the structure plan area through the subdivision consent process, through the requirement for detention devices, for riparian enhancement of identified streams (perennial), through appropriate building setbacks and through the avoidance of earthworks

in these areas. Areas of locally significant vegetation will be protected through the requirements to retain them at subdivision stage, and through the addition of these to the Council's protected tree schedule ([Schedule 8A](#)). Subdivision and development should have regard to the recommendations of the adopted Stormwater Catchment Management Plan and/or discharge consent for the area which includes measures to avoid or mitigate the potential for flooding.

The Pokeno Structure Plan anticipates modification of ephemeral streams to allow development.

5. **Methods**

The following methods have been adopted to implement this policy;

- (a) Structure Plan
- (b) Pokeno Stormwater Catchment Management Plan (and/or approved discharge consent)
- (c) Zoning
- (d) Subdivision Rules
- (e) Land Use Rules
- (f) Scheduling and incorporation of significant trees ([Schedule 8A](#)) and vegetation into the open space network
- (g) Design Criteria
- (h) Silt and Sediment Control Techniques

54.15.2.3 Existing Amenity Values and Character

1. **Issue**

The structure plan area consists of the existing village of Pokeno, together with areas to the north, south and west. The growth areas have their own amenity values and character. With urban development and intensification with Pokeno growing to the size of a town, this character will change. The structure planning process and plan provisions seek to maintain identified elements of this character.

2. **Objective**

To achieve subdivision and development which maintains or enhances identified elements of the existing amenity values and character of Pokeno village and the surroundings.

3. **Policy**

Subdivision and development should be designed to maintain identified elements of the existing amenity values and character of Pokeno and its surroundings. Key elements that should be maintained and where appropriate enhanced are:

- (a) The varied topography comprising areas of flat, rolling and steeper land;
- (b) Significant trees and vegetation;
- (c) Significant visual elements: views of the rural backdrops (in particular Mt William and the surrounding ridgelines) from the town centre and residential areas; two identified knolls, stream corridors;

- (d) Heritage elements and sites of historical value (the old Pokeno Post Office, Pokeno War Memorials, Queen's Redoubt);
- (e) Market Square; and
- (f) The existing historical grid pattern of roads (formed and unformed) in the Town Centre.

4. Explanation

Existing character, amenity and landscape values within the structure plan area are identified and incorporated into the structure plan document. The PLAN recognises that it is appropriate to maintain and where appropriate enhance identified elements of this character and values by managing subdivision and development within the Structure Plan Area.

5. Methods

The following methods have been adopted to implement this policy:

- (a) Identification of features on the structure plan
- (b) Zoning
- (c) Scheduling and incorporation of significant trees, areas and buildings ([Schedule 8A](#)) and vegetation into the open space network.
- (d) Subdivision Rules and Assessment Criteria
- (e) Land Use Rules and Assessment Criteria

54.15.2.4 Urban Form and Amenity

54.15.2.4.1 Issue

The quality, layout and design of an urban area can strongly influence the attractiveness and functioning of the area and the safety and wellbeing of people. Structure planning can provide an effective method of integrating opportunities for the provision of residential, service, community, recreation and employment activities in a manner that manages effects on the environment and integrates land uses with the development of a multimodal transport system. The Pokeno Structure Plan provides a basis for the establishment of an expanded settlement with a positive local identity, high levels of amenity, walkability, safety and convenience.

54.15.2.4.2 Objective

To achieve subdivision and development which provides a high standard of amenity, walkability, safety and convenience, and contributes to the creation of a positive sense of place and identity.

54.15.2.4.3 Policy - General

Subdivision and development should:

- (i) Be of a type and design so as to achieve a high standard of connectivity, amenity, walkability, safety and convenience, and contribute to a positive sense of place and identity in general accordance with the Pokeno Structure Plan.
- (ii) Support and consolidate retailing activities and commercial development in the town centre.
- (iii) Incorporate Crime Prevention Through Environmental Design.

54.15.2.4.4 Policy - Town Centre

Subdivision and development should support a town centre (having a “Business Centre” Classification) which provides accessible, walkable and conveniently-located community facilities, retailing activities, service and commercial activities, provided that:

- (a) Great South Road should be the focus of retailing activities within Pokeno;
- (b) Great South Road should be lined with a continuous retailing activities strip from Market Square to Cambridge Street. This retailing activities strip should include active building frontages at ground level, with buildings generally built to the street boundary and pedestrian footpaths sheltered by verandahs.
- (c) Vehicle access and driveways should avoid breaks in the continuous retail frontage from Market Square to Cambridge Street. Parking and loading should be located at the rear of buildings and wherever practical accessed by a side street or rear lane.
- (d) Development elsewhere in the town centre should be appropriately designed to enhance pedestrian amenity.
- (e) Signs in the town centre should enhance the amenity of the area and be compatible with the historic scale and sense of place, avoid clutter and inappropriate illumination, and be of an appropriate scale;
- (f) The opportunity is retained for the development of a Train Station and Park and Ride Facility at Lot 1 DP 147726.
- (g) Development and activities (particularly retailing activities) located in ‘Area B’ (illustrated on the [planning maps](#)) shall be of a design, type and scale to complement Great South Road as the focus of retail activities and pedestrian amenity. Smaller format retail should be located on the Great South Road main street unless the retail activities have operational or design characteristics that would undermine the pedestrian orientation of the main street.

54.15.2.4.5 Policy - Neighbourhood Centres

- (a) Subdivision and development should provide Neighbourhood Centres in general accordance with the Pokeno Structure Plan.
- (b) Subdivision and development should protect land identified as Neighbourhood Centres to preserve the long-term opportunity for the Neighbourhood Centres to establish.

54.15.2.4.6 Policy - Road, Pedestrian and Cycle Network

- (a) Subdivision and development should provide a connected road and pedestrian network in general accordance with the Pokeno Structure Plan (including a connected local roading network), providing footpaths, cycle routes and vehicular access to the town centre and neighbourhood centres, open spaces, and main transport routes.
- (b) Subdivision and development should implement the Pokeno Structure Plan to achieve the safe and efficient movement of motor vehicles, pedestrians and cyclists and:
 - (i) Transport routes should reflect urban design legibility considerations and not just satisfy traffic requirements;
 - (ii) The street network should enable traffic to flow freely, be appropriate for the purpose and promote safety of all users;

- (iii) New routes should connect with the existing routes and movement patterns and roading (including the local road network) should be highly connected. These routes and connections are additional to connections illustrated on the Pokeno Structure Plan;
- (iv) Roads should generally be lined with houses or buildings that have “public fronts and private backs”, thereby promoting passive surveillance;
- (v) Roads should be public and vested with Council;
- (vi) Cyclists should generally be accommodated on the carriageway of streets in areas of low speed and volume, without any need for dedicated cycle lanes;
- (vii) Off-road cycle paths and pedestrian routes should be safe, direct, barrier-free, have smooth surfaces and be overlooked from roads, by adjacent housing or other active land uses.
- (viii) Heavy vehicles, particularly those associated with industrial activity, should be discouraged from using the road network within the town centre of Pokeno.

54.15.2.4.7 Policy - Reserves and Street Interface

- (a) Subdivision and developments should provide quality public open spaces in locations in general accordance with the Pokeno Structure Plan and the design criteria and provide for the active and passive recreational needs of residents.
- (b) Reserves should generally be designed so as to provide opportunities for passive surveillance (e.g. with the majority of their boundaries generally adjacent to streets or fronted onto by buildings across open driveways, rather than backed onto by the rear of lots).
- (c) Development should address and engage the street and public realm through quality urban design at the interface.
- (d) Subdivision and developments should provide a network of connected stormwater reserves providing pedestrian and cycle routes based around the enhancement of significant sections of both Helenslee and Tanitewhiora Streams.
- (e) Subdivision and developments should provide complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the structure plan area.

54.15.2.4.8 Policy - Electric Lines

A new electric lines network will be required to provide electricity to activities in Pokeno and this should be enabled. Electric lines within the Pokeno Structure Plan Area should generally be underground, however it is recognised that in the short to medium term new lines traversing undeveloped areas of Pokeno may be above ground so as to provide an efficient and effective means of servicing those areas subject to subdivision and development. These above ground lines will be temporary and as the staging of subdivision and development occurs, electric lines shall be placed underground. This Policy does not apply to any ELECTRIC LINE that is part of the national grid transmission line network.

54.15.2.4.9 Explanation

Urban form can strongly influence the desirability and liveability of an area, and ultimately the success of a newly developed urban area.

In its establishment of a vision for Pokeno, the Structure Plan Document (October 2008) identified core urban development principles which may be summarised as follows:

- (a) Growth should be compact and contained and should be focused around the existing settlement.
- (b) Growth should include a mix of residential, employment and recreational opportunities to support a sustainable community.
- (c) Growth should establish urban-type infrastructure and density while retaining its visual and physical links to its rural setting.
- (d) Land use and transport should be integrated such that a safe and efficient range of transport options, including walking and cycling, is available, while avoiding the need for unnecessary motor vehicle travel.
- (e) Lots and dwelling houses should provide a high level of amenity for residents and not result in adverse effects on adjoining properties or the environment.
- (f) Great South Road is the focus of the Pokeno town centre, with a main street form of development establishing active building frontages to the street and a quality pedestrian environment. Great South Road will be the focus on retail activities, however some limited retail activities are available in 'Area B' (illustrated on the [planning maps](#)) to form the eastern periphery of the town centre. Activities (particularly retailing activities) in Area B should complement the Great South Road main street and development should establish connections to the town centre. Some retail activities of a particular style or type are enabled in Area B. Smaller format retail activities should avoid locating in Area B unless they have specific characteristics which are not conducive to delivering a main street form of development.

Elements of urban layout and design that help achieve this vision, establish a positive sense of place and promote a high standard of amenity have been identified and described through the above policies.

To provide for the provision of electricity in Pokeno, the policy recognises that a new electric line network needs to be established. This involves the development of new lines traversing the road network, the Rural Zone and areas within the Pokeno Structure Plan Area through to the areas of subdivision and development. Given that subdivision and development will be staged over several decades and the layout of all roads may not be known, the policy anticipates that in the short to medium term above ground lines may be established across the undeveloped areas of the Pokeno Structure Plan Area. Within the areas of subdivision and development electric lines are to be underground, and when a new stage of subdivision and development is proposed, any existing above ground lines and new lines shall be undergrounded with the implementation of that stage to achieve the long term amenity outcomes anticipated by the Objective.

54.15.2.4.10 Methods

The following methods have been adopted to implement these policies:

- (a) Structure Plan
- (b) Zoning
- (c) Subdivision Rules and Assessment Criteria
- (d) Land Use Rules and Assessment Criteria
- (e) Design Criteria

54.15.2.5 Residential Density

1. Issue

Residential areas are often made up of a broad range of communities and neighbourhoods, reflecting different lifestyles, aspirations and needs. A number of demographic factors including declining household sizes, changing lifestyles, an ageing population and house prices have resulted in demands for a wider range of housing forms and styles.

The efficient provision and long-term sustainability of infrastructure and services is dependent on achieving appropriate urban densities and establishing a critical mass of residential and employment population.

2. Objective

To ensure a range of urban densities within Pokeno which are appropriate to their locations in order to maintain amenity whilst supporting pedestrian, cycle and public transport, the viability and vibrancy of the town centre and neighbourhood centres and areas of open space, while achieving or exceeding an overall minimum density of ten dwellings per gross hectare across the developable parts of the town.

3. Policy

Subdivision and development should:

- (a) Achieve an average gross density of ten dwelling houses per hectare in residential areas, excluding the Large Lot Overlay;
- (b) Provide a range of lot sizes and urban densities;
- (c) Provide for higher housing densities in locations where it is supportive of pedestrian, cycle and public transport and the viability and vibrancy of the town centre.
- (d) Provide for higher housing densities within walkable catchments of proposed neighbourhood centres and neighbourhood parks.
- (e) Generally limit the spatial extent of development with higher housing densities to identified areas so as to maintain a variety of urban densities and housing choice across the structure plan area. Additional areas of medium density housing development (to a density no greater than 1:300m²) may be appropriate in smaller pockets adjacent to or across the road from the reserve network.

4. Explanation

The Franklin District Growth Strategy requires a minimum density of ten dwelling houses per gross hectare to be achieved in Pokeno. The Pokeno Structure Plan anticipates that a variety of lot sizes and urban densities will result from subdivision and development. This includes the provision of larger lots, standard lots and medium density housing in Pokeno. The provisions are designed to support housing choice to achieve overall densities that allow the efficient use of resources, enable the efficient and sustainable provision of infrastructure and services and support the integration of land uses and land transport to support a multimodal transport system.

Applying this requirement as a blanket across the town is likely to result in a homogenous environment that provides limited choice of housing type and cannot easily accommodate changes in resident demographics and housing needs.

Providing a range of densities and typologies within residential environments can avoid this and is, therefore, encouraged for Pokeno. Variety of housing opportunities enables long term resilience and flexibility and results in more interesting – and more “liveable” - residential environments, encompassing the full life-cycle needs of the population.

In order to achieve a variety of densities and housing choice within future residential developments, a number of different housing typologies and corresponding lot sizes were developed for Pokeno as part of the structure plan. These typologies also have particular locational requirements, which need to be recognised - the objective is that medium density developments should locate close to Neighbourhood Centres, public transport opportunities and the Town Centre in particular, where large lots sizes will be discouraged.

Medium density housing could also locate around areas of amenity (in particular neighbourhood parks) because:

- (a) The proximity to open space compensates for any lack of on-site open space;
- (b) The open space mitigates the apparent scale and intensity of the development;
- (c) It maximises the population using and overlooking the focal point of the neighbourhood.

5. Methods

The following methods have been adopted to implement these policies:

- (a) Structure Plan
- (b) Zoning
- (c) Subdivision Rules and Assessment Criteria
- (d) Land Use Rules and Assessment Criteria
- (e) Design Criteria

54.15.2.6 Interface with Aggregate Extraction and Processing Zone

1. Issue

A valuable aggregate resource on Bluff Hill Volcanic Cone constrains growth in the south- west of the structure plan area. There is potential, if sensitive land uses were to be located nearby (particularly residential or other sensitive community, educational or medical activities), that people’s health, safety and amenity could be adversely affected, or conversely the operational efficiencies of any Mineral Extraction and Processing activities would (in order to avoid or mitigate any adverse effects) be compromised.

2. Objective

To avoid the potential for adverse health, safety and amenity effects, reverse sensitivity and operational inefficiencies that can arise from locating residential and some business activity in close proximity to the Aggregate Extraction and Processing Zone.

3. Policy

Residential, community, business and other activities requiring a high standard of amenity should be

located at a sufficient distance from the Bluff Hill aggregate resource to ensure that these are not subject to adverse health, safety or amenity effects arising from the extraction and processing of the resource, and also ensure that the efficient operation of quarrying activities within the zone is not compromised by reverse sensitivity effects.

Heavy vehicle traffic associated with aggregate extraction and processing activities should be discouraged from using roads within the town centre of Pokeno.

4. Explanation

Reverse sensitivity issues can arise where new residential development or other sensitive business and community activities are located in close proximity to quarrying activities. Residents and occupants may suffer adverse health, safety and amenity effects (particularly noise effects) and there is potential for the operational efficiency of the quarry activity to be adversely affected by residents seeking to resolve these effects.

5. Methods

- (a) Structure Plan
- (b) Zoning;
- (c) Subdivision Rules and Assessment Criteria
- (d) Land Use Rules and Assessment Criteria

54.15.2.7 Queen's Redoubt Heritage Site

1. Issue

The Queen's Redoubt at Pokeno is a site of national historic significance due to its role in the Waikato War of 1863-64, the major campaign of the 19th century New Zealand Wars. These wars shaped the subsequent history of this country and the site is therefore one of New Zealand's most important military history sites. The archaeological evidence must be protected and understanding of the site's significance promoted. Any buildings and/or activities on the Queen's Redoubt must be carried out in a way that protects and, where possible, enhances these heritage values.

2. Objectives

To enable development and activities for the purpose of interpreting and promoting understanding of the significance of Queen's Redoubt as a site of national heritage importance.

3. Policy

- (a) The archaeological evidence is protected from damage or destruction, and that archaeological information is retrieved whenever appropriate.
- (b) The location, scale and design of new buildings and structures be controlled so as to not adversely affect the heritage values of the site.
- (c) The design, scale and nature of alterations to existing buildings be limited so as to ensure the retention of the heritage values of the site.
- (d) The heritage values of the site are not adversely affected by inappropriate landscaping, placement of parking and manoeuvring areas, and outdoor advertising signage.

- (e) Public access is enabled where this is compatible with protecting the heritage resource.
- (f) Enable activities and the display of information conveying the history of the site and its national historic significance.
- (g) Activities associated with the heritage centre be undertaken in a manner that avoids inappropriate noise disturbance to the Residential 2 zone.
- (h) Development and activities should be carried out in a way that is compatible with the surrounding development and, in the Residential 2 zone, has only minor adverse effects on the character and amenity values of the neighbourhood.
- (i) Subdivision in the site does not result in adverse effects on historic heritage values from the construction of buildings and development.

4. Explanation

In [Part 8](#) of this PLAN, the Queen's Redoubt is scheduled as an area of historic significance and therefore resource consent is required to undertake any modifications including earthworks. Further, any disturbance of the archaeological record requires an 'authority to modify' under the Heritage New Zealand Pouhere Taonga 2014 Act. Thus, there are provisions protecting the existing archaeological resource.

However, there is limited public knowledge of this site's significance and the Queen's Redoubt Trust wishes to establish a heritage interpretation centre to redress this. The Queen's Redoubt Heritage Zone enables development and activities that assist with interpretation of, and education about, this important place.

5. Methods

- (a) Structure Plan
- (b) Queen's Redoubt Heritage Zone;
- (c) Land Use Rules and Assessment Criteria ([Part 8](#) and [Part 43](#))
- (d) Development and Performance Standards

54.15.2.8 Expected Environmental Results

The expected environmental results for the Pokeno Structure Plan Area are as follows:

1. The establishment of a choice of housing types, commercial activities, social and community facilities within a compact and contained urban form.
2. Ultimate accommodation of a resident population of a minimum of approximately 5,200 and significant new employment opportunities within the structure plan area.
3. Maintenance and enhancement (as far as is practicable) of water quality and perennial water courses.
4. Maintenance and enhancement of the habitat value of significant streams and water courses.
5. Establishment and maintenance of residential neighbourhoods with a high standard of amenity.
6. Well-designed higher density housing development within, or in close proximity to, the Town Centre, Neighbourhood Centres and neighbourhood reserves.
7. A functional, viable and vibrant Town Centre with a high standard of amenity.

8. Well-designed Neighbourhood Centres providing conveniently accessible focal points for the new growth areas of the town.
9. Maintenance and enhancement of the amenity values and significant elements of the character of Pokeno.
10. The ongoing efficient use of the State Highway, Aggregate Extraction Zone and electricity transmission lines.
11. Environmental results as anticipated in the Pokeno Stormwater Catchment Management Plan namely:
 - (a) Maintenance and enhancement of freshwater aquatic environments in significant streams.
 - (b) Prevention or mitigation of excessive erosion of stream channels.
 - (c) Mitigation of the risk to life and property from stormwater flows.
12. Protection of the Queen's Redoubt site and features.
13. Re-creation of the structures associated with the Queen's Redoubt site.
14. The establishment of an education and heritage interpretation centre on the Queen's Redoubt site.
15. Increased awareness of the heritage values of the Queen's Redoubt site.

54.15.2.9 Procedures for Monitoring

[Part 13](#) of the plan applies.

54.15.3 Implementation

The objectives and policies set out above will be implemented through the application of zones within the Structure Plan Area and with rules applying to the zones. Each of the zones may have more specific objectives and policies which apply in addition to those set out above. The zones within the Structure Plan Area are as follows:

- (a) Residential 2 Zone
- (b) Business Zone
- (c) Light Industrial Zone
- (d) Industrial 2 Zone
- (e) Recreation Zone
- (f) Queen's Redoubt Heritage Zone

54.15.4 General Rules

1. The subdivision rules are contained in [Part 26](#) of the plan.
2. The land use rules for the Residential 2 Zone are contained in [Part 27A](#) of the plan.
3. The land use rules for MEDIUM DENSITY HOUSING are contained in [Part 27B](#) of the plan.
4. The land use rules for the Business Zone are contained in [Part 29](#) of the plan.
5. The land use rules for the Industrial 2 Zone are contained in [Part 29B](#) of the plan.
6. The land use rules for the Light Industrial Zone are contained in [Part 29C](#) of the plan.
7. The land use rules for NEIGHBOURHOOD CENTRES are contained in [Part 29D](#) of the plan.
8. The land use rules for the Recreation Zone are contained in [Part 34](#) of the plan.
9. The land use rules for the Queen's Redoubt Heritage Zone are contained in [Part 43](#) of the plan.
10. In addition to the relevant RULES specified in Part 54.15, RULES in the following parts of the plan apply:
 - [Part 7: Natural Hazards](#)
 - [Part 8: Cultural Heritage](#)
 - [Part 9: Transportation](#)
 - [Part 11: Recreation and Reserves](#)
 - [Part 12: Designations and Requirements](#)
 - [Part 14: General Duty regarding Adverse Effects](#)
 - [Part 15: Activities throughout the District](#)
 - [Part 51: RULE 51 – Parking LOADING and Access](#)
 - [Part 52: Information Requirements for Resource Consent Applications](#)
 - [Part 53: Assessment Criteria for Resource Consent Applications](#)

54.15.5 Design Assessment Criteria

- I. Applications for resource consent will be assessed against relevant design assessment criteria of Appendices [27B.1](#), [29.2](#), [29D.1](#) and in the appendices listed below.

APPENDICES

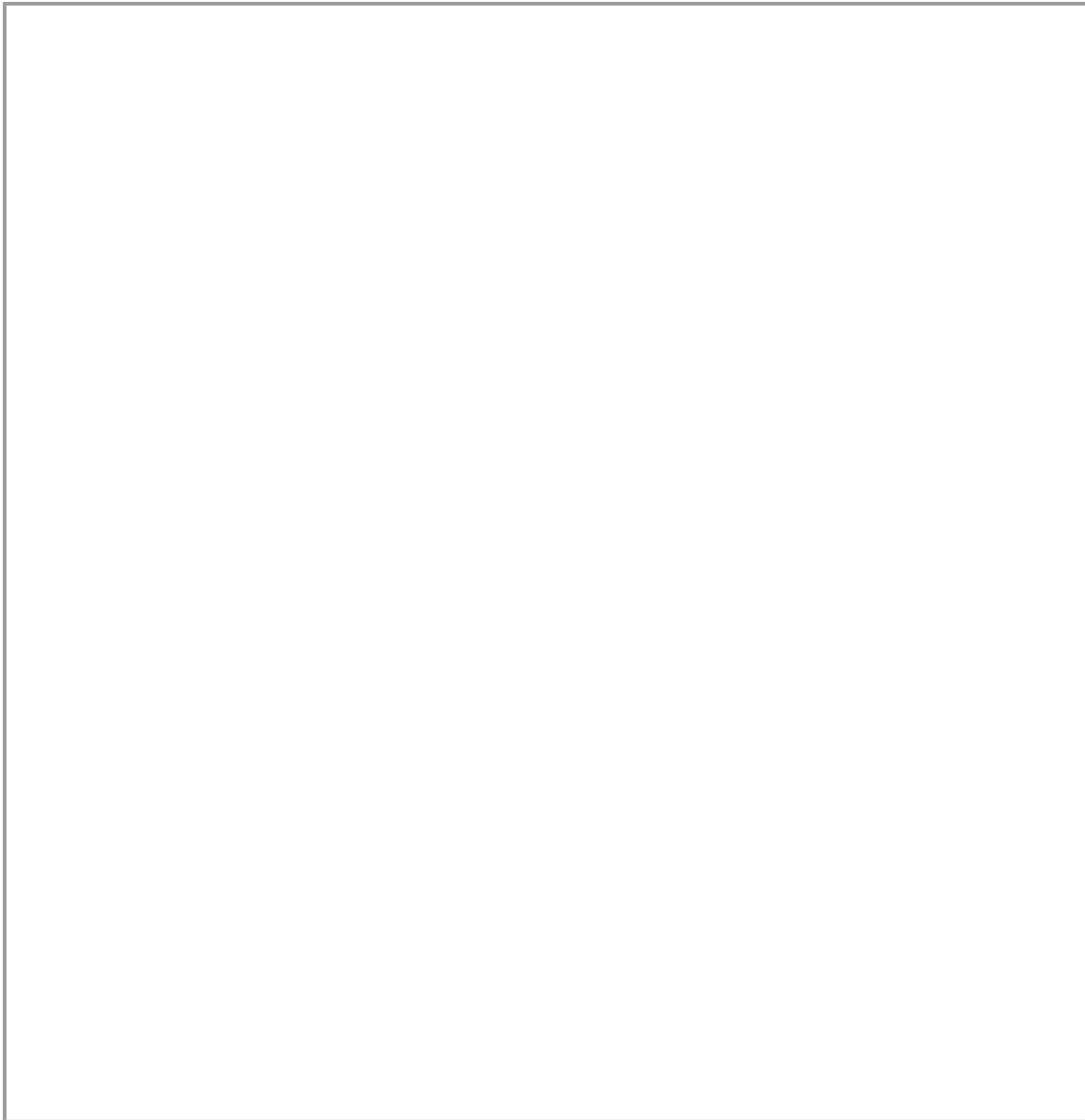
[Appendix 54.15A](#) Pokeno Structure Plan Map

[Appendix 54.15B](#) Subdivision Design Assessment Criteria for Residential 2 Zone (excluding the Town Centre Overlay Area), Light Industrial Zone and Industrial 2 Zone within the Pokeno Structure Plan Area

[Appendix 54.15C](#) Subdivision Design Assessment Criteria for Residential 2 Zone (Town Centre Overlay Area) and Business Zone within the Pokeno Structure Plan Area

54.15 Appendices

Appendix 54.15A: Pokeno Structure Plan Area



Appendix 54.15B Subdivision Design Assessment Criteria for Residential 2 Zone (excluding the Town Centre Overlay Area), Light Industrial Zone and Industrial 2 Zone within the Pokeno Structure Plan Area

Purpose of Appendix 54.15B

Within the Pokeno Structure Plan Area, applications for restricted discretionary activity subdivision resource consent will be assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion. One of the matters which the Council will have regard to is:

“Design and Layout

Whether the subdivision is in accordance with the relevant subdivision design assessment criteria in Part 54 as relevant ...”

The criteria will be utilised for the consideration of subdivision in the:

- Residential 2 Zone (excluding the Town Centre Overlay Area – refer to [Appendix 54.15A](#) and the [planning maps](#))
- Light Industrial and Industrial 2 Zones in Pokeno (Design Elements 5 and 6)

In addition, the criteria will also be used in the consideration of discretionary activity applications for subdivision, as appropriate.

The Appendix sets out assessment criteria under several “Design Elements”. Accompanying illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solution. All illustrations are illustrative and indicative only.

Each design element includes an explanation that summarises the rationale for the particular design element, and expands on the individual criteria. The explanation should be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them. Any references in the explanations to the “Pokeno Structure Plan” refer to [Appendix 54.15A](#).

54.15B Information Requirements

The applicant shall provide a written assessment describing how the criteria for each design element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals will not achieve absolute accordance with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular design element:

- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or;
- whether the proposal represents a better design solution than that suggested by the criterion.

Waikato District Plan - Waikato Section

Planting plans and maintenance plans for stormwater reserves and riparian margins will need to be submitted with applications and approved by Council.

54.15B Design Element 1: Road, Reserve and Access Networks

1. Roading, development patterns and earthworks should respond to and reinforce identified topographical features and landscape patterns.
2. Earthworks should be undertaken principally at the initial subdivision stage, and where appropriate, the creation of reasonably flat sites should occur at the bulk earthworks stage (subject to avoiding excessively high retaining walls).
3. The design of roading and open space networks should achieve connectivity within and between neighbourhoods.
4. Road patterns should maximise convenient access to arterial and collector roads, Pokeno School, parks/reserves, Neighbourhood Centres and the Town Centre.



Indicative "Pedestrian Sheds" to Town Centre and Neighbourhood Centres

5. Road patterns should cater for a future bus route located within convenient walking distance of residents.
6. Neighbourhood Centres should be located on collector roads, a future bus route, and directly abut the relevant Neighbourhood Park.
7. Road patterns should be logical and contribute to the legibility of the area.
8. Road patterns should avoid situations where industrial traffic uses residential roads.
9. Layout design should achieve an interconnected open space and movement network.
10. Safe pedestrian and cycle routes should be integrated with road and reserve design and should match desire lines.
11. Layouts should retain existing mature trees, preferably in reserve or road, where these contribute to amenity.



Indicative Bus Route

Explanation:

Design Element 1 pertains to the general layout of the networks of roads, reserves and other access linkages that make up the public space of a subdivision. These public routes should be considered in an integrated fashion together with the development blocks they create.

Criterion 1 reinforces the distinct character of Pokeno. For the residential growth areas this character is predominantly derived from the landscape setting, rolling topography (often incised with gullies), and particular landscape features (e.g. two existing knolls). The enhancement and reinforcement of natural stream networks is sought. The nature of the rolling contour generally, incised with some steep gullies in the Helenslee Block (located northwest of the existing town centre, north and east of Helenslee Road) and lesser gullies in the Hitchen Block (located southwest of the existing town centre and south of the North Island Main Trunk Railway) generally will, and should,

dictate the roading pattern. Following natural drainage patterns and topography should inform the layouts. Earthworks should be designed to create a blending with the slope of existing features.

Criterion 2 encourages the undertaking of earthworks to create building sites that are as flat as can be practically achieved given the contour. If appropriate, flat building platforms should be created at the initial subdivision stage, as this is more efficient, the effects of such earthworks can be more effectively controlled, and the total extent of retaining can be reduced (relative to extensive site-by-site earthworks and retaining undertaken by builders).

Criterion 3 refers to connectivity - (i.e. multiple road linkages between points so that there are a number of travel routes to choose from) which should be one of the key aims of any subdivision, as it reduces the length of trips and reduces fuel usage and emissions, and promotes convenience, safety and social interaction. In general this will mean that as many roads as possible should be through routes. Recognising the rolling topography of the land means acknowledging that culs-de-sac may also be included. Cul-de-sacs should be generally limited in length, ideally serving fewer than 15 households. Very short court-style cul-de-sacs are preferred over longer ones, as the former are better able to promote a sense of community and safety. Cul-de-sacs should only be used to improve land use efficiency or overcome topographical issues.

In considering the appropriate degree and nature of connections in regard to Criteria 3 and 4, consideration should be given to probable destination. For the Residential 2 Zone outside the Town Centre Overlay, connections to the Town Centre and nearest Neighbourhood Centre, to Pokeno School, and in the Helenslee Block to any open space (stormwater reserve) network, are a particular priority. In practice this will be achieved by roads and pedestrian and cycle routes including interconnected reserves and roads. The road connections and indicative linkages shown on the structure plan should form a starting point for the layout of any subdivision proposals – there will be a much more extensive roading network than the key routes shown on the structure plan. In order to achieve the identified connected pattern, connections to adjoining undeveloped blocks of land will be required upon subdivision.

Regarding Criteria 5 and 6, the Pokeno Structure Plan Document identifies a suitable indicative route for a future bus route which would cater for almost all residents. A route of this nature should be allowed for in layout design and roading detailing, such that the bus route is located within a 400m walk of the majority of households. The positioning of the two Neighbourhood Centres, on that route, also aims to ensure that many residents are within either a 400m (5 minute) walking distance from local shops, or at most an 800m (10 minute) walk, as shown on the diagram on the previous page.

A legible road pattern, as called for in Criterion 7, is one that is easily understood by the people that use it. Consistent road designs and landscape themes can further emphasise the position of each street in the road hierarchy and in the wider area. Road patterns that are logical and easy to understand and navigate make a neighbourhood feel more comfortable and help provide a sense of identity for it. Long, straight roads with long sight lines can encourage speeding. Bends that limit driver sightlines to 100m on arterials and collectors, or 75m on local roads will be encouraged.

The Helenslee Block is characterised by a network of gully-based watercourses and ponding areas which have the potential to form part of an integrated open space and movement network sought

under Criterion 9. This should be realised to the fullest extent practical. Integration of the open space network in the Hitchen and School Blocks should be achieved with greater recourse to legible road linkages between and along the edge of the recreational and stormwater-based open spaces within these blocks.

Within Pokeno cycling and walking are expected to be a safe and viable option, and routes should incorporate pedestrian and cycle facilities (Criterion 10). Pedestrians should generally be accommodated on roads rather than along segregated routes, as being seen by drivers affords a greater sense of security. Where links are provided separately from vehicular traffic routes they should be short, wide and direct (refer to Design Element 4) and through the utilisation of links through reserves, will often result in a shorter travelling distance between destinations than by road. Pedestrian crossings, cycle ways and walkways should be co-ordinated to create an integrated and free-flowing cycle way and walkway system.

Layouts that are actively planned to incorporate existing mature trees (Criterion 11) can also ensure an “instant amenity” for the subdivision, and so are encouraged. Trees and groups of trees identified in the [Inventory of Historic Buildings, Structures, Trees and Areas](#) should be retained in the design of layouts.

54.15B Design Element 2: Block Size, Lot Type and Orientation

Waikato District Plan - Waikato Section

1. Blocks should be of a scale and shape to achieve a permeable street layout.

2. Blocks and lots should be designed to enable future dwellings with good solar access.

3. As many lots as possible should front onto and be accessed directly from a legal road. Rear lots should generally be avoided.

4. Through lots (lots with dual road frontage) should be avoided.



-  *Neighbourhood Centre (smallest lots nearest this)*
-  *North-South block orientation where possible, for optimum solar access*
-  *Wider lots on corner sites maintain on-site space with privacy from road*
-  *Blocks have two lot depth (50-60m) to limit the number of rear lots*
-  *Rear Lots (minimised)*
-  *Medium Density Housing Development Parent Lots*



Wider lots on corner sites to maximise private spaces screened from road by the house

5. Corner lots should be designed to maximise opportunities to create private outdoor space on-site without the need for high front fences.
6. A variety of lot sizes should be provided. Larger lots should generally be located furthest from open space amenity features and Neighbourhood Centres, and smaller lots closer to them.
7. A suitably-sized lot for a Neighbourhood Centre should be set aside in locations shown on the Structure Plan.

8. Lots intended for medium density housing should be of an appropriate size, shape and orientation and should have adequate frontage with a road to support the development of medium density housing in accordance with the design assessment criteria of [Part 27B](#).

Explanation:

Design Element 2 describes principles for consideration in the layout of blocks and lots within a subdivision, and is mostly relevant to vacant lot subdivision (where residential subdivision applications are accompanied or preceded by a land use consent application the house designs and layout will determine lot size and shape).

To accord with Criteria 1 and 2, blocks should be generally not more than 250m long. Elongating blocks in a north-south direction minimises the number of south-facing lots and so is encouraged. However, it should be recognised that for the Residential 2 Zone's growth areas the reality of the rolling topography and the intentions to retain landscape features and will affect the ability to achieve these in many locations.

Blocks should not be more than two lots deep (i.e. lots fronting roads only) to achieve Criterion 3. Maximising the potential number of dwellings that can front the road, and minimising the use of rear lots adds to safety, orientation and streetscape amenity, so as a guide, subdivisions should be designed such that not less than 80% of lots in a subdivision will be front lots.

Vacant lots with dual road frontage at the front and the rear should be avoided because of interface issues where a rear area intended for private use abuts a second road.

Corner lots should be typically larger than nearby mid-block lots and the size and proportion of corner lots should also be carefully considered in the light of front yard controls potentially affecting the ability to achieve houses with private open space on-site.

For vacant lot proposals, a wide variety of lot sizes and shapes should be provided to avoid monotony and ensure a variety of living options in Pokeno. As a guide, lots smaller than, for example, 500m² should be located adjacent to or opposite an open space.

The structure plan identifies the location of two Neighbourhood Centres. At the time of subdivision around these locations, a site should be set aside for a Neighbourhood Centre. If the exact future use is not known at the time of subdivision, regard should be had for the Design Assessment Criteria in [Appendix 29D.1](#) and the relevant Objectives and Policies in [Part 19](#) for Neighbourhood Centres as appropriate when determining a suitable size, shape and location. As a guide, the lot should be at least 2500m² in area, and located with a boundary to the Neighbourhood Park, a boundary to a collector road and a boundary to at least one other road.

Criterion 8 would be achieved by lots intended for medium density housing being designed in a manner that ensures that future development can be undertaken in accordance with the design assessment criteria of [Part 27B](#).

54.15B Design Element 3: Roads and Accessways

1. In addition to transport engineering and NZS4404:2010 requirements, road cross-sections should be appropriate to the nature of the service they provide and also reflect urban design legibility considerations.

*Advisory Note:
The Regional Infrastructure Technical Specifications is Council's current Engineering Code of Practice.*



Road Treatment Diagram

2. Parking should be provided clear of traffic lanes on both “Boulevard” and “Connector” roads clearly demarcated from the moving lanes, and positioned with regard to probable driveway positions on adjacent lots. Parking should be provided informally on lesser roads.

3. Cyclists should generally be accommodated on the carriageway.

4. Local traffic management measures such as road narrowing, tightened intersection corners, chicanes, raised table pedestrian crossing points and material differentiation should be applied to limit the speed of vehicles on local roads to enhance safety, movement and amenity for pedestrians and cyclists.

5. A consistent palette of traffic management tools should be used in a development area or neighbourhood.

6. Generous avenue planting should be provided on Boulevard and Connector roads and street tree planting should be provided on all roads.



20 - 25m legal road width

Boulevard

7. Street trees and landscaping with slender trunks and foliage 1.5m to 1.8m should be utilised.



20 - 25m legal road width

Boulevard at Urban - Rural Interface

8. Where jointly-owned accessways are required, they should be generous in width, and comply with Council's standards.



20 - 25m legal road width

Connector



20 - 25m legal road width

Industrial Collector

9. Key junctions (as identified in the diagram above) should be designed to recognise a “gateway” function.

Gateways can be created in a number of ways, including but not limited to:

- Signaling the change through feature planting such as groups of trees and shrubs that are different to those used in the street;
- Feature signage and / or public art;
- Memorable architectural forms.



10. For road types with identified parking bays, the position of parking bays should be designed to take account of the likely position of driveway crossings onto lots.



Explanation:

Design Element 3 pertains to principles for the design of road treatments and private vehicle accessways within subdivisions.

The proposed main road treatment diagram is shown on the previous page. Note that from a traffic perspective only the state highways are defined as strategic routes. Pokeno Road is a collector road (which may be upgraded in the future). Helenslee Road (as well as the future main roads that penetrate the North and South of the railway) are classified as collector roads.

Whilst the primary function of the road network is to allow free flowing and safe movement between places, the road network contributes greatly to the character of the area. This character is defined not only by the carriageway and footpaths, but also the parking arrangements, street trees, planting and lighting. The road reserve offers opportunities to help establish the look and feel of an environment and make it legible for users.

For the Pokeno Structure Plan, the envisaged road treatments are of six broad types:

1. Boulevard
2. Boulevard at Urban - Rural Interface
3. Connector
4. Industrial Collector
5. Local Connector
6. Local Road

The road cross sections above are recommended as the main cross section treatments. Further design differentiation may be appropriate in the consideration of resource consent applications for subdivision. Council will exercise discretion in respect of NZS4404:2010 and the Pokeno Structure Plan. (Advisory Note:

The Hamilton Infrastructure Technical Specifications is Council's current Engineering Code of Practice.) Should development seek to depart from this treatment, the cross sections on the previous page may be used as a guide in assessment of proposals. They have been derived recognising that roading should be appropriate to function and specific location and provide practical widths for vehicles, planting, and services. People should be able to easily interpret that they are on a

main road or a local road.

Indicative locations for the main routes are shown on the diagram on the previous page and on the Structure Plan. All remaining roads should be regarded as local roads.

The Boulevard treatment has an important function in terms of through traffic but is also a showcase for the town, contributing to the overall image. This type of road treatment is intended to be applied to the existing routes of Pokeno Road and parts of Helenslee Road, and the new main collector routes within the residential growth areas. These routes are often aligned with ridgelines and spurs and as such have a strong part to play in defining the image of Pokeno. Street tree planting themes will play a significant role in defining the boulevards as more significant streets.

As the Boulevard would be a connecting element through various character areas, the dimensions and placement of trees and street features should remain generally consistent, but species of trees should be related to the adjacent neighbourhood.

The Boulevard treatment is also applied to the already existing (reserve width 20m) routes of Munro Road and Helenslee Road. It defines the western boundary of the structure plan area and is therefore “one-sided” in terms of urban development. A specific adaptation to its treatment would therefore be expected.

Connector Roads are of a higher order than normal local roads as they loop through and connect the neighbourhoods to the collectors and arterials.

Local Roads provide for the movement of vehicular traffic and road treatments that encourage slower speeds and create high amenity environments for pedestrians and cyclists.

All roads should generally be through roads - cul-de-sac roads should serve a maximum of 15 houses.

Criteria 4 and 5 note further that local traffic management measures may be appropriate in the Local Roads, where a slower traffic environment is sought. A consistent palette of tools should be utilised in a given development area so that drivers become accustomed to them.

Criteria 6 and 7 note that street trees should be utilised to differentiate areas from one another. Street trees provide amenity, shelter, mitigate pollutants and carbon. The provision of a holistic landscaping approach including a themed street tree planting plan will be sought by Council. Such an approach should reinforce the individual character of the separate parts of Pokeno and assist residents and visitors intuitively understand and navigate their way through the town. Slender trees with higher canopies are sought to maintain sight lines and avoid potential entrapment spots.

Regarding Criterion 8, jointly-owned accessways should be of generous legal width, ideally straight (sharp bends should be avoided at least) and with appropriately dimensioned sealed carriageways. Sharing access between rear lots is encouraged to minimise paved areas.

Criterion 9 recognises that certain existing and future intersections should be designed with a gateway function in mind, to help define the identity of Pokeno.

The Boulevard and Connector road types may include specifically formed parking bays. Criterion 10 notes the importance of designing these parking bays in conjunction with the adjoining lots, so that development on the lots in future does not result in vehicle crossings in positions that leave short unusable sections of bay. In general, the location of the driveway at the southern side of the frontage should be assumed. Council may require demonstration and assurance that the future driveways will be located in the preferred positions. Legal mechanisms may be necessary to protect the parking bays from the development of inappropriate driveway crossings.

54.15B Design Element 4: Pedestrian Links and Routes

1. Pedestrian and cycle paths should be primarily accommodated on roads.
2. Links should be short (no greater than 60 to 80 metres in length), wide (6 metre wide corridor accommodating a 2 metre wide footpath) and direct, match desire lines as closely as possible, be of easy gradient (without steps and not exceeding a gradient of 1:12), and include clear and coherent signage.
3. Links should run along the fronts of lots if possible, the sides where necessary, and never the rear.



- A** Neighbourhood Park
- Pedestrian & Cycle Link
- Fencing to 1.2m provided along through-link edge
- Surface Level Crossing provided (eg pinch point)

4. Where lots abut links, these should be designed so that boundary fences of not more than 1.2m height can be provided along the significant majority of the boundary without compromising privacy on adjacent lots.

5. Adequate lighting provision for links should be made for safe night time use.

6. Where the pedestrian network has to cross heavily trafficked roads, appropriate surface level crossings should be provided. Underpass crossings should be avoided, and footbridges only used for railway crossings.
7. Cycle routes off-street should be safe, direct, barrier-free, have smooth surfaces, and be located above the average yearly storm event.
8. Cycle storage facilities should be provided at appropriate locations.

Explanation:

Design Element 4 pertains to matters for consideration for locating, sizing and designing pedestrian and cycle links.

Designing for walking is an integral intention of the Pokeno Structure Plan, giving residents the option of accessing jobs, retail, services, public transport, community facilities and recreational opportunities on foot, in a direct, safe and enjoyable manner.

Waikato District Plan - Waikato Section

The term 'link' principally refers to pathway routes which are a genuine "short cut" for pedestrian or cyclists and thus anticipated to be an important part of the pedestrian network and, through the utilisation of links through reserves, will often result a shorter travelling distance between destinations than by road.

Other routes through reserves are also envisaged, for amenity and recreational purposes.

As noted in Criterion 1, pedestrian and cycle paths should primarily be accommodated on roads. Where links and routes are provided separately from vehicular traffic routes, they should be designed to ensure that an appropriate level of personal security of users is a first priority.

Criterion 2 calls for links that are short, wide and direct. Ensuring that the link is straight allows visual connection from end to end, and avoids dangerous entrapments spots. Planting should also be cognisant of retaining these views.

Criteria 3 and 4 also note that boundary treatment and location relative to lots is important. The aim is that pedestrian routes should be safe, and overlooked by adjacent housing or other active land uses. Council may require demonstration of typical house position and orientation to satisfy Criterion 3 and may require covenants on titles to prevent later development of high fences on lots as described under Criterion 4.

Lighting, as called for by Criterion 5, may need to be low-level bollard lighting to avoid creating nuisances in adjacent properties.

Pokeno Road and the main trunk railway line are anticipated under the structure plan to require pedestrian crossings at key points. Criterion 6 recommends the appropriate design outcome.


Criteria 7 and 8 highlight also that Pokeno is also intended to be a town that it is easy and safe to get around by cycle. Storage facilities for cycles (typically bike racks) should be included in the design of the Sports Park, Neighbourhood Parks (refer Design Elements 5 and 6) and at Neighbourhood Centres.


54.15B Design Element 5: Reserves

1. Reserves should be distributed throughout the Residential 2 Zone in accordance with the locations and types shown on the Pokeno Structure Plan, and as described further in the explanation below, to provide a variety of recreation opportunities.



Key

 Existing Totaras to be retained

 Views into park from public road



Neighbourhood Park and Neighbourhood Centre Concept (Hitchen Block)

2. Neighbourhood parks, excluding those identified as knolls on the Pokeno Structure Plan, should generally be reasonably flat, and be designed and located to provide a focal point for the neighbourhood.



Smaller Neighbourhood Park Concept (Helenslee Block)

3. Neighbourhood parks associated with Neighbourhood Centres should be larger (say 2500m² in area) than other neighbourhood parks (excluding those identified as knolls on the Pokeno Structure Plan) in recognition of their central community function.
4. Clear sight lines into all areas of reserves should generally be available from public roads (as a first priority) or nearby dwellings. Neighbourhood parks should generally be fronted by two public roads.

5. Trees and any structures should be positioned for winter shelter and summer shade, to maximise the focal qualities of any reserve, and to reinforce any linkages from the reserve to other areas.

6. Reserves should be located and designed to retain any existing significant vegetation and to promote the regeneration of existing bush remnants. Notwithstanding the protection of significant vegetation, sufficient land should be available outside the protected vegetation to ensure that the recreation needs of the community can be fulfilled by the neighbourhood park.

7. Reserves should have relatively low maintenance planting.

Explanation:

Design Element 5 pertains to matters for consideration for locating, sizing and designing all reserves within subdivisions. Regard should also be had to Design Element 8 when considering reserves and their relationship to roads and lots.

The Pokeno Structure Plan identifies the general location of all neighbourhood parks and a sports park. These were derived with reference to the Franklin District Reserves Acquisition and Development (RAD) Plan. Further criteria for stormwater reserves are described in Design Element 6. The development of the sports park will be undertaken under processes outside the district plan.

Neighbourhood parks are described in the RAD Plan as “contoured, developed and maintained as places for active and passive recreation for the surrounding residential neighbourhood.” The structure plan proposes that two neighbourhood parks be located within the new residential areas of Helenslee and Hitchen Blocks adjacent to the envisaged neighbourhood centres - i.e. small groups of local shops serving the respective blocks – with which they should have a strong visual and physical link. An existing stand of significant totara trees, central to the Helenslee Block, provides the basis for a large neighbourhood park in the Helenslee Block.

Other neighbourhood parks shown on the Pokeno Structure Plan may also be the focus of residential medium density overlay areas. They are intended for informal passive amenity with seating, and provide a focus for the surrounding housing. Appropriate locations for these parks are proposed in the Structure Plan, with two situated in the Helenslee Block and two within the Hitchen Block.

The Structure Plan also shows two neighbourhood parks in locations associated with existing knolls which are landmarks in the local areas of Helenslee and Hitchen and contribute significantly to local character and site identity. These are intended to maintain the raised landform and natural topography and thus allow residents to enjoy passive recreation and lookout opportunities across Pokeno and to the rural backdrop. Tree planting should be sensitive to the lookout function of the park. Footpaths/accessways should follow the contour up the hill for minimal disturbance, with lookout areas/rest spots along the way as well as at the top.

As noted by Criterion 2, particular attention should be given to the design of the parks in terms of their importance as focal points for nearby residents. A small, well-proportioned flat reserve designed as a focal point for a small neighbourhood through the use of planting, shelters, pergolas etc. is almost always more appropriate than a large area of left over rolling rear land.

Criterion 4 calls for careful consideration of the park, whichever type, in terms of ensuring that as much as possible of it is highly visible from public spaces as a priority, and also from lots. This will help ensure it is seen and valued by the nearby neighbourhood. This is also important from a personal security and crime prevention perspective.

Criterion 5 stresses the importance of tree selection and positioning and position of structures to reinforce a number of functions, particularly of the Neighbourhood Parks. As noted, the neighbourhood park adjacent to the Neighbourhood Centre for Helenslee will encompass most or all of a stand of totara.

54.15B Design Element 6: Stormwater Reserves

1. Stormwater detention treatment devices and associated reserves and linkages should be distributed throughout the Pokeno Structure Plan Area in general accordance with the locations shown on the Pokeno Structure Plan, and in general accordance with the adopted Catchment Management Plan, NZS4404:2010, relevant regional technical publications and as described further below.
Advisory Note: The Regional Infrastructure Technical Specifications is Council's current Engineering Code of Practice.



Concept for Stormwater Reserve in Helenslee Block



Concept for Stormwater Reserve in Hitchen Block

Key:

Pedestrian Access



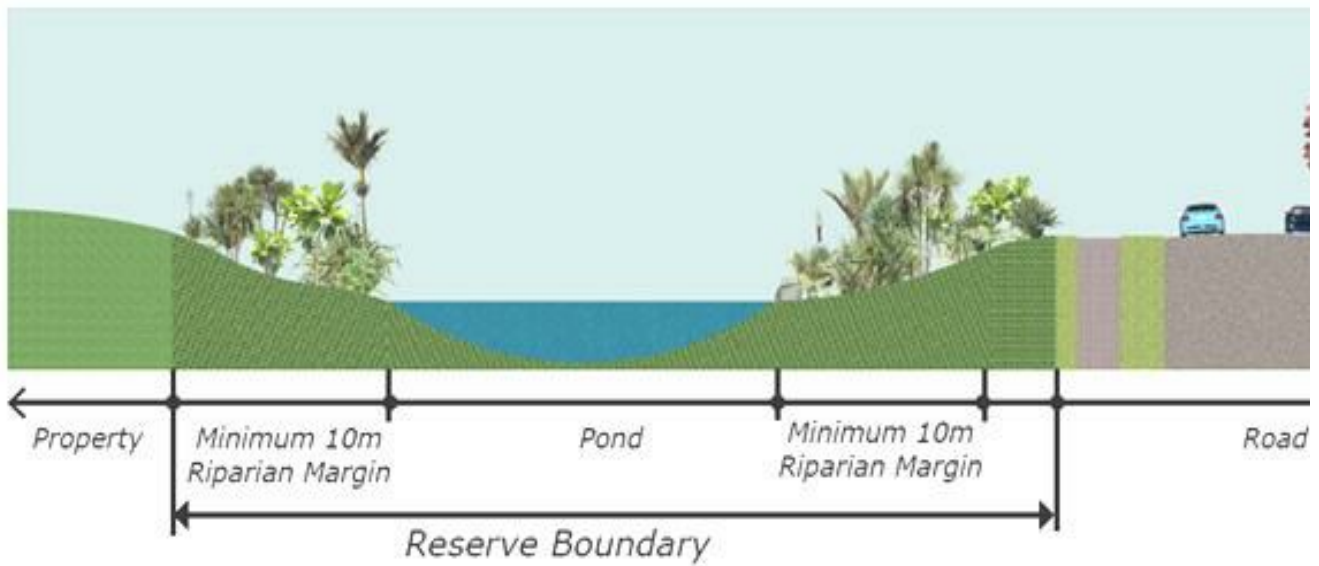
2. The Helenslee Block stormwater reserves should be developed as a connected system with pedestrian access along the whole system, creating green corridors to enhance the ecology of the area and providing a visual connection of green network to the surrounding rural areas.

3. Where the Tanitewhiora Stream and the Helenslee Stream channels are identified as “perennial stream with riparian margin” on the Structure Plan, they should be retained and a vegetated buffer should be provided on both sides of the channel.

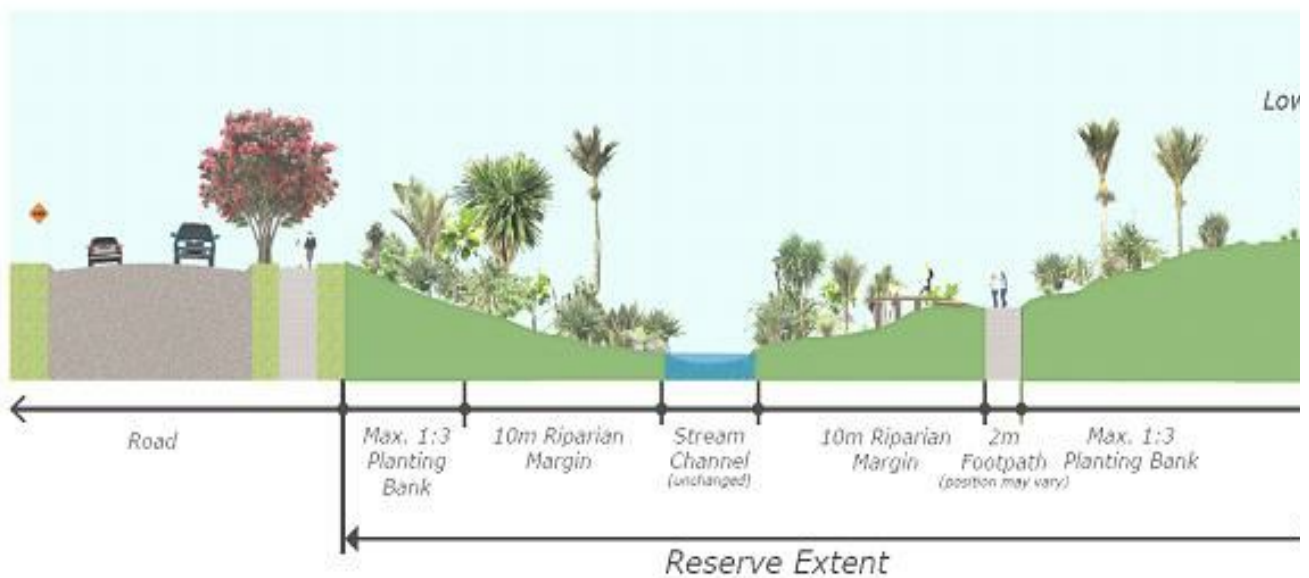
4. Vegetated buffers should also be provided on the margins of streams, ponds and wetlands which should:
- Include native specimen trees on the lower and upper banks of ponds predominantly to the north and west of the pond to provide shade;
 - Provide a minimum 10m of native planting including shallow water rushes and sedges;
 - For wetlands and ponds include native wetland species planted in the different planting zones within wetlands as per Environment Waikato's wetland planting guide.

5. Stormwater ponds should be designed to fit in with the surrounding landscape and appear as a natural component of the overall setting.
6. Walkways through buffer vegetation should be designed to minimise any impacts on any ecological function of the pond or buffer, and personal security should be a priority in walkway design.
7. Vegetated buffers in close proximity to lots should be designed to minimise shading effects on probable living areas and to allow visual connection with any walkway passing through the buffer.

Typical Cross Section – Pond or Wetland



Typical Cross Section – Stream (where included in reserve)



Explanation:

Design Element 6 pertains to matters for consideration for locating and designing stormwater reserves and their planted margins.

The structure plan area is bisected by two streams, referred to as the Tanitewhiora Stream and the Helenslee Stream. These streams are important ecological corridors and should therefore be retained and enhanced. They flow through to the Mangatawhiri Swamp/Wetland which in turn feeds the Waikato River. The wetland is regarded as one of the rarest and most at-risk ecosystems and the Waikato River also has ecological significance.

The proposed stormwater reserves can provide residents with passive recreation opportunities, and (particularly in the case of the linear stream areas in the Helenslee Block) may form part of the pedestrian and cycle, and passive recreation, networks. Design of related walkways requires careful consideration in respect of potential impacts on buffer vegetation, and on making the experience safe and pleasant for users (Criteria 2, 6 and 7).

The Catchment Management Plan requires that the perennial watercourses (as shown on the Structure Plan) be re-vegetated with riparian planting, as also sought by Criterion 3. Farm stream crossings will need to be removed.

Planting on the northern and western side of any ponds provides shade and the intention of the buffer planting should also be to enable more self-sustaining habitat once established (Criterion 4). Planting should also take into account the relationship of the stormwater reserve to adjoining lots and, as with walkways, design and selection of species for vegetated buffers should maximise personal safety and surveillance and minimise loss of light to adjoining properties (Criterion 7).

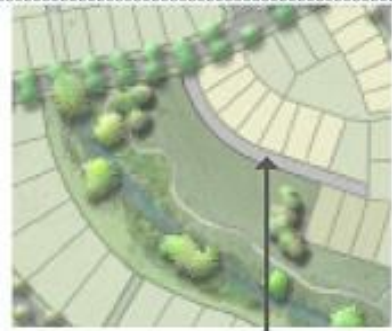
54.15B Design Element 7: Interface Design

Reserve Interface

1. Reserves/Parks should be bounded by public roads as much as possible given topographical constraints.

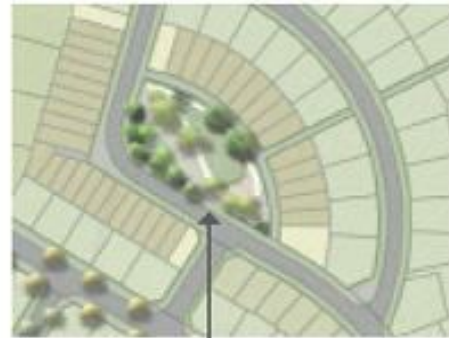


Road around reserve edge where possible



Where lots back on to the south side of a reserve, ensure road or at least driveway edge to the north side

2. Where a road boundary is not practical, the lot layout should ensure that the fronts of houses face onto the reserve across driveways as a next preference, and these driveways must remain unfenced so a clear line of sight and physical access is maintained.

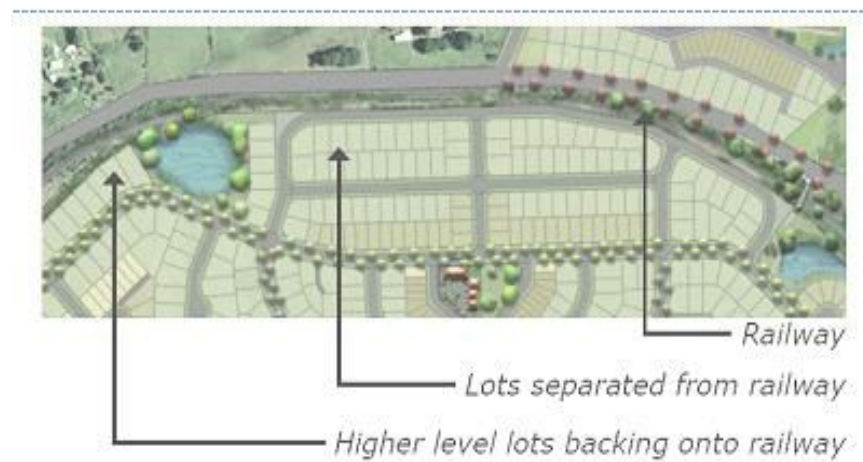


Road around south edge, driveway round north edge

3. If lots “back on” to reserves, they should only do so on the southern edges of the reserve, maximising the likelihood that the house will provide north-facing glazing looking onto the reserve.

Railway Interface

1. Residential subdivision in the vicinity of the North Island Main Trunk Railway line should either:
 - As a preference be separated from the Railway by a road running along the edge of the railway; or



- Back onto the railway boundary (only where the land being subdivided is higher than the level of the railway).

Explanation:

Design Element 7 pertains to design matters which arise with development at the interface with certain urban elements in the Residential 2 Zone growth areas, namely reserves and the North Island Main Trunk Railway Line.

Reserve Interface

Reserves that are largely bounded by public roads are more secure, because of informal surveillance from the road and from the houses nearby, and are thus likely to discourage crimes against people, vandalism, burglary, dumping, and littering. In such locations, and clearly visible to as many properties as possible, they are likely to attract the maximum number of users and be more valued by the community enhance surveillance and safety for pedestrians and cyclists using the open-space system. Ideally, reserves should not directly adjoin residential lots, (Criterion 1) but as a guide, not less than half the total length of legal boundary of any reserve should adjoin legal road. However, given the topography of the Residential 2 Zone growth areas, it is recognised that there are other ways to provide an active edge (Criterion 2) and that there are certain circumstances and orientations where directly “backing” a lot onto a reserve boundary is appropriate (Criterion 3).

Railway Interface

The Pokeno Structure Plan Area is bisected by the North Island Main Trunk Railway Line. In terms of those parts of the Residential 2 Zone outside the Town Centre Overlay Area, the NIMT forms a curved boundary for the Hitchen Block. This, together with varied topography, means that a variety of edge conditions have to be considered.

The criterion recognises this and sets out relative preferences.

Appendix 54.15C Subdivision Design Assessment Criteria for Residential 2 Zone (Town Centre Overlay Area) and Business Zone within the Pokeno Structure Plan Area

Purpose of Appendix 54.15C

Within the Pokeno Structure Plan Area, applications for restricted discretionary activity subdivision resource consent will be assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion. One of the matters which the Council will have regard to is:

“Design and Layout

Whether the subdivision is in accordance with the relevant subdivision design assessment criteria in Part 54 as relevant ...”.

The criteria will be utilised for the consideration of subdivision in the:

- Residential 2 Zone Town Centre Overlay Area – refer to [Appendix 54.15A](#) and the planning maps
- Business Zone

In addition, the criteria will be used as appropriate in the consideration of discretionary activity applications for subdivision.

The Appendix sets out assessment criteria under several Design Elements. The illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solution. All illustrations are illustrative and indicative only.

Each design element includes an explanation that summarises the rationale for the particular design element, and expands on the individual criteria. The explanation should be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them. For any references in the explanations to the “Pokeno Structure Plan” refer to [Appendix 54.15A](#).

54.15C Information Requirements

The applicant shall provide a written assessment describing how the criteria for each design element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals will not achieve absolute accordance with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular design element:

- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or;
- whether the proposal represents a better design solution than that suggested by the criterion.

54.15C Design Element 1: Road and Access Networks

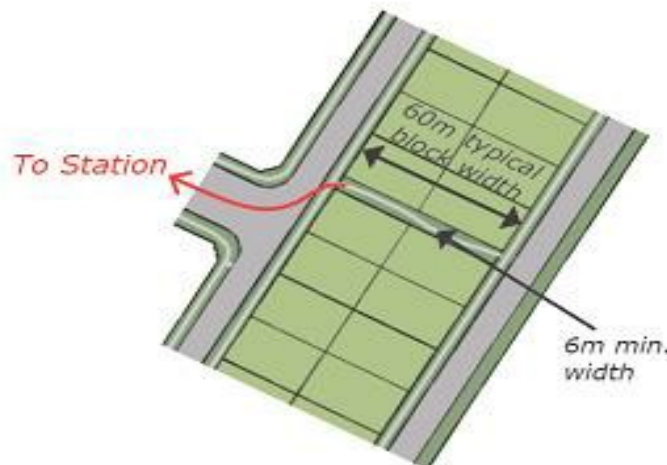
1. Patterns of roads and links should reinforce, re-establish and where necessary supplement the historical pattern of roads and blocks in the Town Centre.



Original Subdivision Design for Pokeno, 1863

2. Pedestrian and cyclist paths should generally be accommodated on roads as a first choice for movement.

3. Any additional pedestrian or cycle links should be short, wide and direct, visible from one end to the other and match desire lines as closely as possible, and be safe, direct, barrier free and have smooth surfaces.



4. Where lots abut links, these should be designed so that boundary fences of not more than 1.2m in height can be provided along the significant majority of the boundary without compromising privacy on adjacent lots.

5. Adequate lighting provision for links should be made for safe night time use.

6. Layouts should retain existing mature trees where these contribute to existing site amenity.

Explanation:

Design Element 1 pertains to the general layout of the networks of roads and pedestrian and cycle links for the Town Centre. These public routes should be considered in an integrated fashion together with the development blocks they re-create.

Criterion 1 is developed from any intention identified early in the structure planning process, to reinforce the character of Pokeno. For Pokeno Town Centre a key component of that character is the historical pattern of roads created by the original subdivision of 1863.

The intention of the structure plan is to transform many of the paper roads in the Town Centre Overlay Area into formed roads. Subdividers will be required to upgrade road frontages in

accordance with Council's requirements. However, as is common to 19th century subdivision designs, the original layout pays little regard to topography, and as such there are areas where the road pattern drops sharply into gullies and/or where the road pattern is transected by the route of the Helenslee Stream. In locations like this it is proposed to retain the paper roads in Council ownership. Council may establish them as open space walkways, cycle ways and in many cases to provide access to adjoining properties by lanes along the edges.

Re-establishing this historical pattern is important not just from a heritage and identity perspective, but because it will achieve legibility and connectivity - i.e. multiple linkages between points so that there are a number of travel routes to choose from - throughout the Town Centre. The road and link patterns should maximise convenient access to Great South Road (identified as a possible bus route, and the principal focus for Town Centre retail), Market Square, Pokeno School and the possible future railway station site.

Where routes are provided separately from vehicular traffic routes they should be short, wide and direct and will often result in a shorter travelling distance between destinations than by road (Criterion 3).

Whilst all future formed roads will accommodate pedestrians, there are a number of alternative routes which offer short cuts and recreational walking opportunities.

The term link principally refers to pathway routes which are a genuine short cut for pedestrians or cyclists and thus anticipated to be an important part of the non-vehicle movement network. For the Pokeno Town Centre most links will be located within existing paper roads (i.e. with a 20m legal width corridor that in many cases the pathway will share with driveway-like lanes on one or both sides, accessing houses fronting on to them). This provides good surveillance. In a few cases new pedestrian-only links will be suitable.

Where links and routes are provided separately from vehicular traffic routes, they should be designed to ensure that an appropriate level of personal security of users is a first priority.

Criteria 4 and 5, also note that boundary treatment and location relative to lots is important. The aim is that pedestrian routes should be safe, and overlooked by adjacent housing or other active land uses. Council may require demonstration of the typical house positioning and orientation to satisfy Criterion 4, and may require covenants on titles to prevent later developments of high fences on lots as described under Criterion 4.

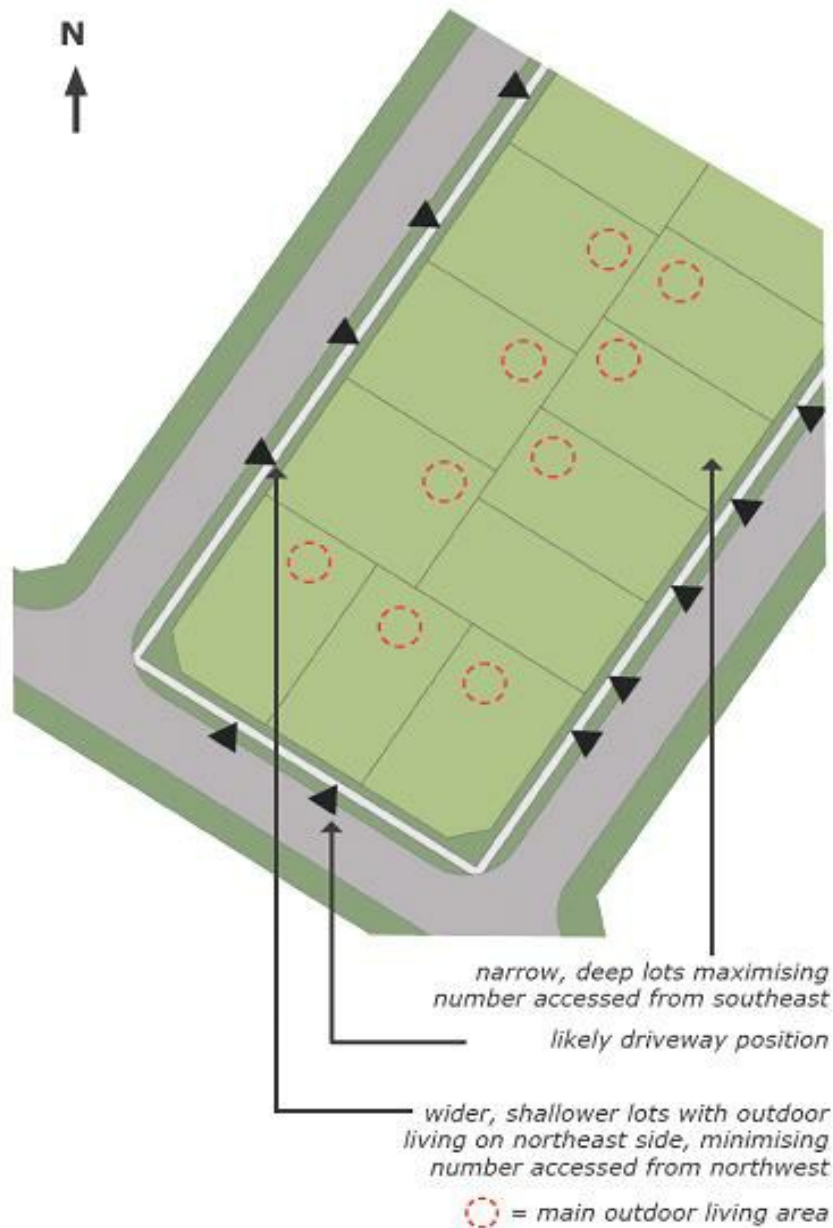
Lighting, as called for by Criterion 5 may need to be low level bollard lighting to avoid creating nuisances in adjacent properties. Ensuring that the link is straight and well lit allows visual connection from end to end, and avoids dangerous entrapment spots. Planting should also be cognisant of retaining these views.

Layouts that are actively planned to incorporate existing mature trees (Criterion 6) are encouraged.

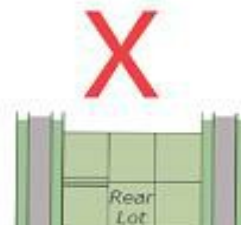
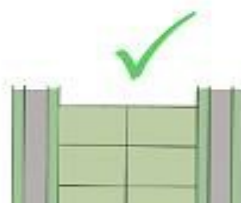
54.15C Design Element 2: Block Size, Lot Type and Orientation

1. Lots should be laid out generally parallel to or perpendicular to the roads adjoining the parent block.
2. The majority of the lots in a subdivision of a typical Residential 2 Zone block in the Town Centre Overlay Area should be designed to be accessed from the southwest and southeast, not the northwest and northeast.

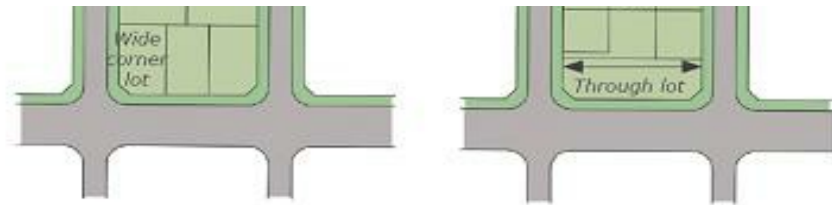
Typical Town Centre Lot Layout



Lot Frontage Options



3. Residential lots should be designed to enable dwellings with good solar access.



4. As many lots as possible should front onto and be accessed directly from a legal road. Rear lots should generally be avoided.

5. Through lots (lots with dual road frontage) should be avoided.

6. Residential corner lots should be designed to maximise opportunities to create private outdoor space on site without the need for high front fences.

Explanation:

Design Element 2 describes principles for consideration in the layout of lots within a subdivision, and is mostly relevant to vacant lot subdivision. Where subdivision applications are accompanied or preceded by a land use consent application the building designs and layout will determine lot size and shape.

The Town Centre Overlay Area is particularly characterised by pre-existing development blocks created by the historic grid pattern of the roads. These blocks are elongated in a generally south-southwest to north-northeast direction and this will set the basic orientation of the lots. Criterion 1 seeks to reinforce this historic pattern by the orientation of the buildings and future lots on the blocks. In combination with other criteria, it is expected that the outcome will be in most cases dwellings fronting the boundary roads and creating private space at the rear, in a “public fronts and private backs” arrangement.

Criteria 2 and 3 refer to residential lot design techniques to maximise the potential for good daylight and sunlight access to future dwellings. A useful first principle in achieving solar access to dwellings is by planning for layouts with vehicle access on the southernmost side of the lot.

Blocks should not be more than two lots deep (i.e. lots fronting roads only) to achieve Criteria 4 and 5. Maximising the potential number of dwellings that can front the road, and minimising the use of rear lots adds to safety, orientation and streetscape amenity, and reinforces the historical intension of the subdivision pattern. As such, the creation of rear lots will only be accepted where there is no viable alternative.

Corner lots should be typically larger than nearby mid-block lots and the size and proportion of residential corner lots should also be carefully considered in the light of front yard controls potentially affecting the ability to achieve houses with private open space on-site.

54.15C Design Element 3: Roads and Accessways

1. Road cross-sections of existing and new roads should be limited to a simple road treatment.
2. Except on Great South Road, and on collector roads linking into the Town Centre from south of the railway line, parallel parking should be provided informally (not in bays) on all Town Centre roads.
3. Where dead ends occur, these should accommodate turning heads.
4. Street trees with a consistent theme should be provided on all formed roads and street trees with slender trunks and foliage above 1.5 to 1.8m should be utilised.
5. Where jointly-owned access ways are required, they should be generous in width and if passing between adjacent lots, be short and avoid sharp bends, and comply with Council's standards.

Explanation:

Design Element 3 pertains to principles for the design of public roads and private vehicle access ways.

In the Town Centre, Council will exercise discretion in respect of NZS4404:2010 the Structure Plan. Subdividers will be required to upgrade existing road frontages in accordance with Council's standards.

Advisory Note:

The Regional Infrastructure Technical Specifications is Council's current Engineering Code of Practice.

Criterion 3 recognises that the historic road pattern includes some dead end streets creating a need to ensure that these are provided with turning heads.

Criterion 4 notes that consistent street trees should be utilised to differentiate the Town Centre from other areas. Street trees provide amenity, shelter, mitigate pollutants and carbon. The provision of a holistic landscaping approach including a themed, street tree planting plan will be sought by Council. Slender trees with higher canopies are sought to maintain sight lines and avoid potential entrapment

spots.

Regarding Criterion 5, jointly-owned access ways should be of generous legal width, ideally straight (sharp bends should be avoided at least) and with narrow, sealed carriageways. Sharing access between rear lots is encouraged to minimise paved areas.

54.15C Design Element 4: Stormwater Infrastructure

1. Stormwater detention and treatment devices should be incorporated into the design, consistent with the adopted Catchment Management Plan, NZS4404:2010, relevant regional technical publications and as described further below.

Advisory Note:

The Regional Infrastructure Technical Specifications is Council's current Engineering Code of Practice.

2. Where the Tanitewhiora Stream and the Helenslee Stream channels are identified as "perennial stream with riparian margin" on the Structure Plan, they should be retained and a vegetated buffer should be provided on both sides of the channel, as further outlined in the explanation below.

- 3.** Vegetated buffers should also be provided on the margins of streams, ponds and wetlands. These should:

- Include native specimen trees on the lower and upper banks of ponds predominantly to the north and west of the pond to provide shade;
- Provide a minimum 10m of native planting including shallow water rushes and sedges;
- For wetlands and ponds include native wetland species planted in the different planting zones within wetlands as per Waikato Regional Council's wetland planting guide.

- 4.** Stormwater ponds, where proposed with subdivision, should be designed to fit in with the surrounding landscape and appear as a natural component of the overall setting.

5. Vegetated buffers in close proximity to lots should be designed to minimise shading effects on probable living areas and to allow visual connection with any walkway passing through the buffer.

Explanation:

Design Element 4 pertains to matters for consideration for locating and designing stormwater reserves and their planted margins, should these be required in the Town Centre.

The structure plan area is bisected by two streams, referred to as the Tanitewhiora Stream and the Helenslee Stream. These streams are important ecological corridors and should therefore be retained and enhanced. They flow through to the Mangatawhiri Swamp/Wetland which in turn feeds the Waikato River.

The catchment management plan notes that significant lengths of the perennial watercourses will be re-vegetated with riparian planting, as also sought by Criterion 3.

Planting on the northern and western side of any ponds provides shade and the intention of the buffer planting should also be to enable more self-sustaining habitat once established (Criterion 4). Planting should also take into account the relationship of the stormwater reserve to adjoining lots and as with walkways, design and selection of species for vegetated buffers, should maximise personal safety and surveillance and minimise loss of light to adjoining properties (Criterion 5).

Appendix 29.2 - Pokeno Design Criteria

Appendix 29.2 Business Zone (Pokeno) Design Assessment Criteria

Purpose of Appendix 29.2

In the Business Zone at Pokeno the construction of new buildings is a restricted discretionary activity, provided that the development complies with relevant development controls. Such applications are assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion.

In addition, these criteria will be used as appropriate in the consideration of discretionary and non-complying applications involving buildings.

The Appendix sets out the assessment criteria under several 'Design Elements'. Accompanying illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solution. All illustrations are illustrative and indicative only.

Appendix 29.2 Information Requirements

The applicant shall provide a written assessment describing how the criteria for each design element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals will not achieve absolute accord with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular design element:

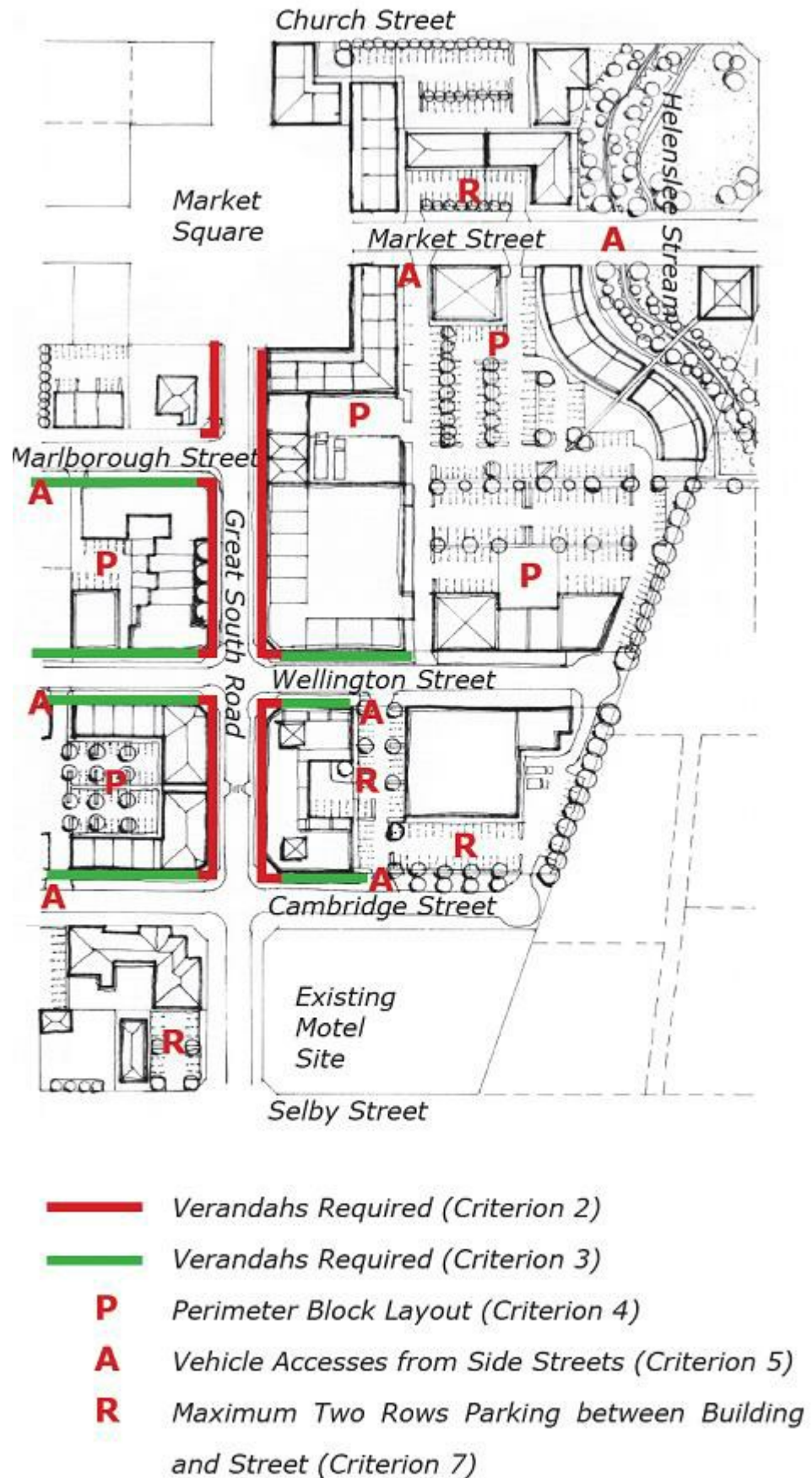
- whether site constraints inhibit the ability to address the criterion, and/or;
- how the intention of the criterion is met by the proposal, and/or;
- whether the proposal represents a better design solution than that suggested by the criterion.

Appendix 29.2 Design Element 1: Site Planning

1. The Great South Road boundary of any site between Market Square and Cambridge Street should be lined by continuous building frontage to provide pedestrian amenity adjoining the road.

2. Great South Road from Market Square to Cambridge Street should be provided with continuous verandahs built to substantially cover the width of the footpath.

3. Verandahs should generally be provided over footpaths on the other road frontages as shown on the plan opposite.



4. *On sites located between Market Street and Cambridge Street buildings should generally adopt a “perimeter block” layout, and parking and service areas should be accessed from side roads and not Great South Road.*
5. *If possible, two vehicle access points on different roads (other than Great South Road between Market Square and Cambridge Street) should be provided for car parking areas.*

6. *The principal pedestrian entries of all buildings and tenancies should face a road and be conveniently located and clearly identifiable.*

7. *If buildings cannot be built to all road boundaries (other than identified parts of Great South Road, where this is expected), attractively landscaped areas should be provided between the building and the open road frontage. If possible, the use of such areas for parking should be limited to not more than two rows of car parking to avoid adverse effects on the streetscape and pedestrian amenity.*

8. *Outdoor storage should be avoided or concealed from view from public roads by internalisation within or by the configuration of the building, (preferred), or by screen fencing.*
9. *Stormwater treatment device should be incorporated into the design, consistent with the adopted Catchment Management Plan, relevant regional technical publications and NZS4404:2010.*

*Advisory Note:
The Regional Infrastructure Technical Specifications is Council's current Engineering Code of Practice.*

10. *Where the Helenslee Stream channel is identified as “perennial stream with riparian margin” on the Pokeno Structure Plan (Part 54.15A), it should be retained and a vegetated buffer should be provided on both sides of the channel.*

11. *Vegetated buffers should:*

- *Include native specimen trees on the lower and upper banks of the stream, and*
- *Provide a minimum of 10 metres of native planting.*

Appendix 29.2 Design Element 1: Explanation

Criteria 1 and 2 relate to an intention that Great South Road be lined with a continuous and sheltered built frontage in the central part of the Business Zone in Pokeno. Minor modulation of, and breaks in, the frontage layout along Great South Road (such as recessed pedestrian entrances and windows, and gaps for pedestrian access ways to the rear) are acceptable. The verandah coverage, however, should be continuous.

Criterion 3 also seeks to ensure that shelter is provided down side streets towards envisaged car parking areas to the rear of the buildings fronting Great South Road. This will generally be required by Council unless the particular development or those developments further along the road are unlikely to generate large pedestrian numbers along the side street in question.

Criterion 4 seeks that development should be built to as much of the road frontage as possible, thus enclosing and concealing car parking and service areas to the rear. This is known as perimeter block development, whereby buildings are built to as much of the length of the site's road boundaries as possible, and on-site car parking and open space is generally provided behind buildings. This

creates a vibrant streetscape in the heart of the town while retaining car parking in close proximity.

Criterion 4 applies to the central part of the Business Zone (envisaged as predominantly retail development). Developments that are particularly unlikely to be able to achieve perimeter block development (e.g. service stations and yard based activities) are better suited to peripheral parts of the zone.

The purpose of Criterion 5 is to assist with circulation through parking areas and increase route options for persons arriving or leaving the town centre's car parks.

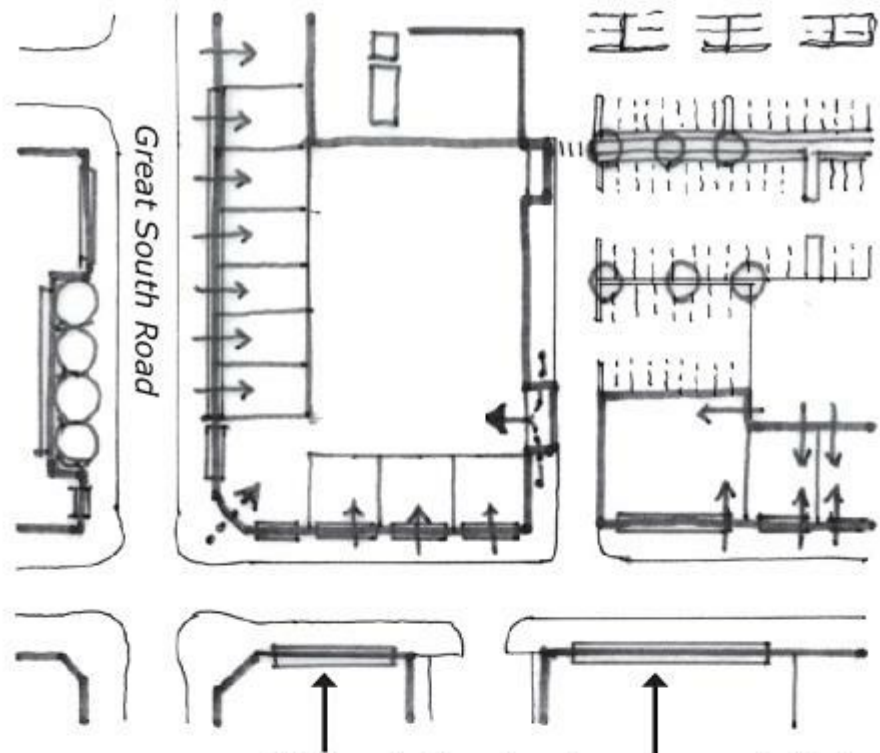
If car parking is exposed to a road frontage, Criterion 7 seeks to reduce the depth of the car parking area as viewed from the road in question.

Criterion 8 provides guidance on outdoor storage, which supplements a development control relating to this matter.

Criteria 9 through 11 provide guidance on treatment of two areas of the Business Zone in Pokeno that are crossed by the Helenslee Stream.

Appendix 29.2 Design Element 2: Building Form, Public Interface and External Appearance

1. When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and variation, and should be in accordance with any design theme that has been developed for the area.



Glazing facing street on shops of all sizes

Visual interest provided by articulation and variation to elevation

3. Large expanses of roof should be broken up and varied to provide visual interest when viewed from elevated public open spaces.



Emphasis provided to corner by three storey element with pitched roof

Entrance doors are obvious from street and positions are articulated by verandah and second storey modulations



4. *Buildings should front directly onto or face onto roads and concentrate main entries and windows along roads or road-facing frontages.*

5. *The principal pedestrian entries of all buildings and tenancies should be articulated in the building elevation.*

6. *Buildings on corners should utilise design features which emphasise and address the corner.*



Appropriate locations for signs fitting with building include: above doors; below verandahs; on parapets; and where sign continues pattern of architectural features

7. *Large industrial doors (e.g. for loading bays) should be concealed from view from the road. If they are visible they should not dominate the elevation and should generally be set back further than the front face of the building.*
8. *Signage should be designed to fit with the building, be located on the buildings rather than on freestanding signs, and should not extend above the eaves or parapets. (Refer to [Part 15.4](#) of the plan.)*

Appendix 29.2 Design Element 2: Explanation

High standards of urban design including well-designed buildings and spaces that are attractive, comfortable, safe, and accessible are key elements that can contribute to the amenity, vibrancy, vitality and economic potential of the Pokeno Town Centre.

Design Element 2 pertains to the public face of built development in the Business Zone in Pokeno – in particular where it relates to the adjoining roads and/or is visible from publicly accessible areas.

The emphasis for consideration of building form and appearance is on how it affects the streetscape

and other public places, as expressed in Criterion 1. Matters to consider include how a building is sited and designed to face or address a road, its articulation, and its detailing. Materials, compatibility with surrounding buildings, and legibility (the clarity of the expression of the building's purpose by its design), may also be relevant matters for consideration.

As a guide in respect of Criterion 2, "blank" areas of facade (i.e. without windows, doors, or other penetrations) facing a road should not exceed 4m in any direction. If it is not feasible or practical to include windows and doors, architectural modulation through recesses, rebates, expressed columns etc should be used in preference to "flat" treatments such as applied colour. It is particularly important that this criterion is met for the ground floor frontage to Great South Road (where further requirements apply through development controls).

Roof form is also important and its design should also be considered (Criterion 3), because it will be possible to look down on the Town Centre from publicly accessible places.

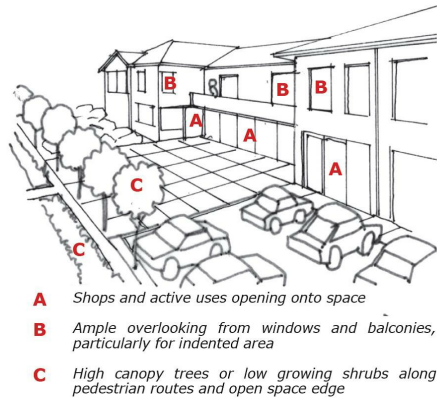
The arrangement of openings in walls is visually important to the quality of the streetscape, especially the placement and proportions of windows and doors. Criteria 4 and 5 recognise this as supporting the intentions of the criteria under Design Element 1 which seeks buildings on road boundaries. This is particularly important for building entrances, and it is desirable that the location of the entrance can be determined from a distance (e.g. by variations in the verandah line above, or by elevational elements that extent up the façade from the entry location.)

Even large stores such as supermarkets (often characterised by blank walls, car parking to the street edge etc) can and should be built to the key street boundary or boundaries and integrated with streetscape through using well-glazed and modulated facades at the frontage. This can be created by including small tenancies with active frontages at the critical street edge.

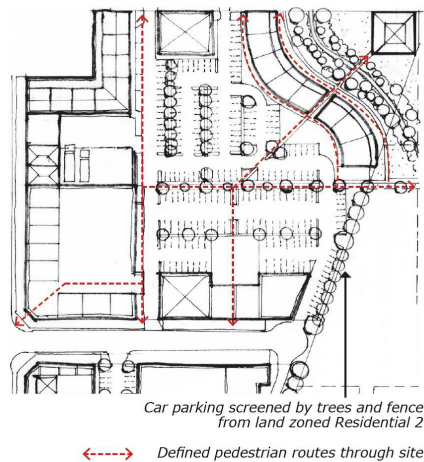
Applicable signage controls are those for the Business zone. Criterion 8 requires that signage applications should be considered with respect to how well signage is integrated with the building form. The locations of future signage should be identified in the initial building design. Excessively large signs, freestanding signs, and signs projecting above eaves, parapets or canopy lines, are unlikely to achieve this integration.

Appendix 29.2 Design Element 3: Open Spaces, Parking Areas and Landscaping

1. Open spaces (particularly those associated with streams), car parks, and their landscaping should be well-designed and accessible.



2. Open spaces should have active edges, should be overlooked by windows from buildings on the same site or other sites in the Business Zone, and should be visible from roads.



3. Open spaces should be safe, with building edges and soft landscaping designed (and species selected) to avoid creating entrapment spots.

4. *Streams should be enhanced with riparian planting and may also provide public walking access.*
5. *Open space design should include provision of safe routes for pedestrians and cyclists, clear of car parking and manoeuvring.*
6. *Parking and movement layouts should be designed for safe and effective movement of vehicles through an easily understood layout with appropriate surface markings and signs.*

7. *Where car parking is provided on a site which abuts land zoned Residential 2, it should be screened by buildings, fencing and/or landscaping.*

Appendix 29.2 Design Element 3: Explanation

Design Element 3 pertains to the design of open spaces on sites in the Pokeno Business Zone, be they for parking, servicing, or amenity.

Well-designed public open spaces (including privately owned but publicly accessible spaces) can make a significant contribution to the amenity and vitality of a town centre, attracting people and new investment. Open spaces such as plazas and squares as part of retail development will be particularly encouraged.

The provision of well-designed landscaping assists in the creation of high levels of amenity. Landscaping can make a positive contribution by creating visual and pedestrian focal points, providing shade and wind shelter, and introducing additional colour and texture in the built environment. Council will require details of hard and soft landscaping proposals for most open spaces in order to be able to consider the criteria of this design element. Factors such as shading, wind exposure, orientation, size, location, adjoining land uses, shelter and appropriate infrastructure, (i.e. lighting, seating, paving and planting) will be considered.

As a guide, for car parking areas one tree should be planted at every fourth car park bay. Mitigation of the appearance of car park areas as viewed from adjoining residentially-zoned land should also be provided by screening and landscaping.

Whatever its use, open space should not be the space leftover after the building position is determined. The design of spaces should be undertaken concurrently with the design of buildings, and the active interface between the building at the edge of the space itself should be carefully considered (refer Criteria 2 and 3) to ensure that the design will give life to the space and surveillance of it.

Appendix 29.2 Design Element 4: Area B

1. Opportunities exist to reorient the paper roads that dissect Area B to provide for a more coherent pattern of development that responds to topographical and natural features in this part of Pokeno. Irrespective of whether any paper roads are stopped, development should provide for the establishment of a road located adjacent to the Helenslee Stream. This road should enable the establishment of connections from Market Street to Selby Street, and cross the Helenslee Stream to provide for

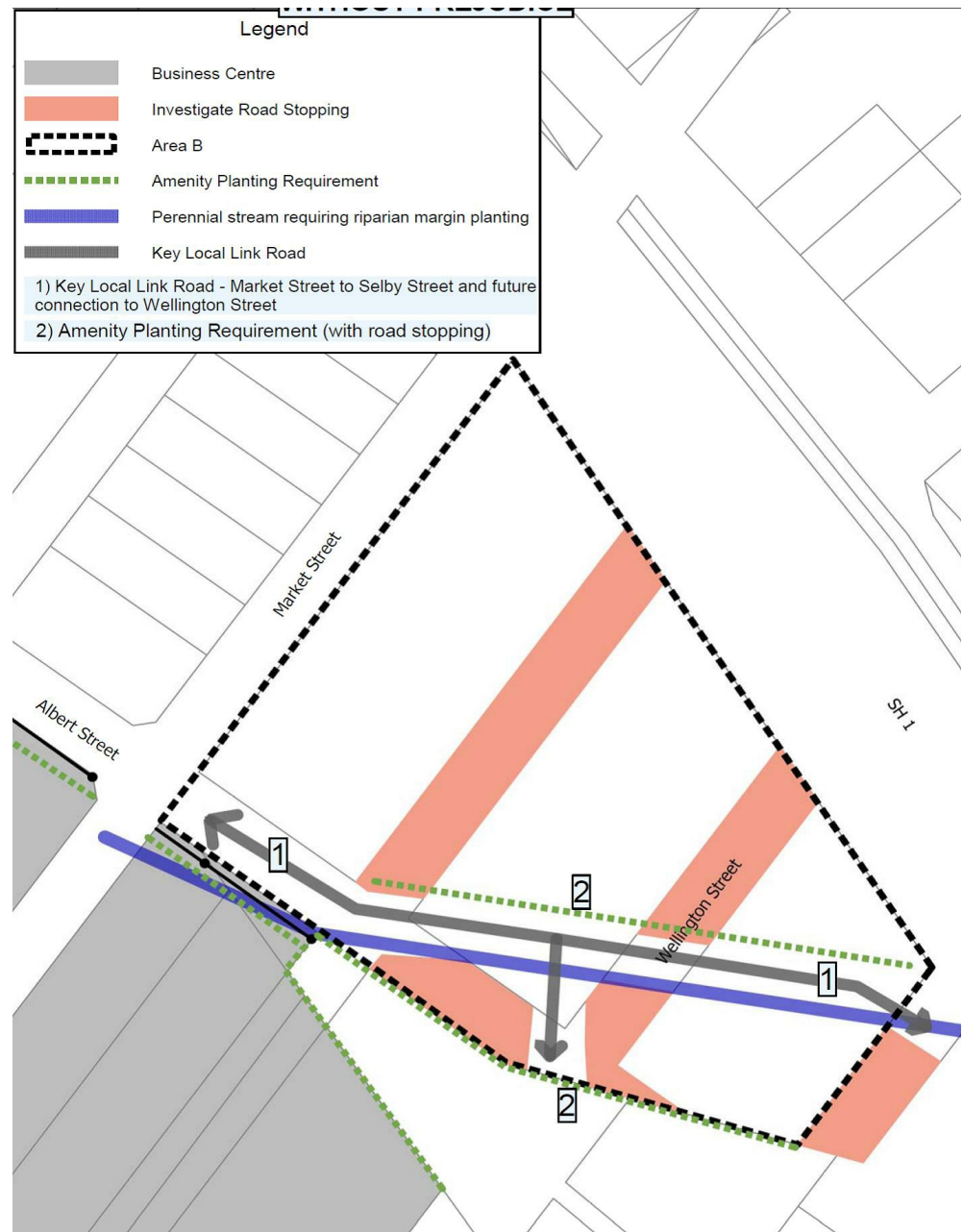


Diagram 1: Area B

future connections to Wellington Street (refer Diagram 1 opposite).

2. *The Helenslee Stream should be enhanced with riparian planting. Public walking access should be provided along with margins of the stream, either through the realigned road network (refer to 1 above) and the integration of the road's pedestrian footpath with the stream margin, and/or through connections with the Key Pedestrian Routes illustrated on the Pokeno Structure Plan (Refer [Part 54.15A](#)).*

3. *Buildings and development, as viewed from the core of the town centre and the surrounding Residential 2 Zone, should be softened by landscaping and set back appropriately from the street.*
4. *A landscape area should be developed along the boundary with the State Highway, and inappropriate signage avoided to limit visual clutter.*

Appendix 29.2 Design Element 4: Explanation

Activities (particularly retailing activities) in Area B will be of a design, type and scale to complement the Great South Road main street and development should establish connections to the town centre. Development should avoid establishing smaller format retail activities as these are encouraged to locate adjacent to the Great South Road main street. The exception to this is the specific retail activities exempted by [Rule 29.4.3](#). These retail activities can have certain characteristics pertaining to their size, vehicle focus and types of merchandise sold, that result in the policies and design assessment criteria creating a preference for these to locate off the Great South Road main street.

Criterion 1 acknowledges that the existing paper road network within and adjoining Area B is unlikely to be developed because of the Helenslee Stream and other topographical features. A more coherent road network should be developed in Area B to allow the more efficient utilisation of the land resource. This would involve a road stopping procedure in accordance with relevant legislative requirements. Whether or not this process is undertaken, criterion 1 seeks the development of a road aligning with the Helenslee Stream, allowing in the medium term for a connection to be

Waikato District Plan - Waikato Section

achieved between Market Street and Selby Street and in the longer term across the Helenslee Stream to Wellington Street (currently a paper road).

The Helenslee Stream is degraded by previous farming practices and the District Plan rules require that it be enhanced with plantings when development occurs on adjacent sites. Opportunities exist to provide public access along the stream, providing amenity to residents, workers and visitors to Pokeno. This access should be integrated with the road network opportunity identified in Criterion 1, and/or the pedestrian network identified on the Pokeno Structure Plan. Criterion 2 seeks to address these matters.

Area B forms the northern foreground of views from the town centre. The design of buildings and landscaping of sites is important to enhance the amenity of the town centre. Criterion 3 clarifies this.

Criterion 4 identifies that amenity planting is required on the property boundary adjoining the State Highway. Care should be taken to avoid signs that create visual clutter within this part of Pokeno as viewed from the State Highway.