

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 Appendix 54.15A and Planning Maps 105b and 105c*
- *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. Any references in the explanations to the “Pokeno Structure Plan” refer to Appendix 54.15A.

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.*

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.*

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.*

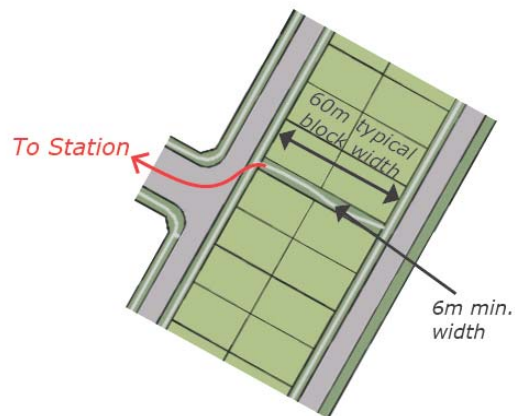


Original Subdivision Design for Pokeno, 1863

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.

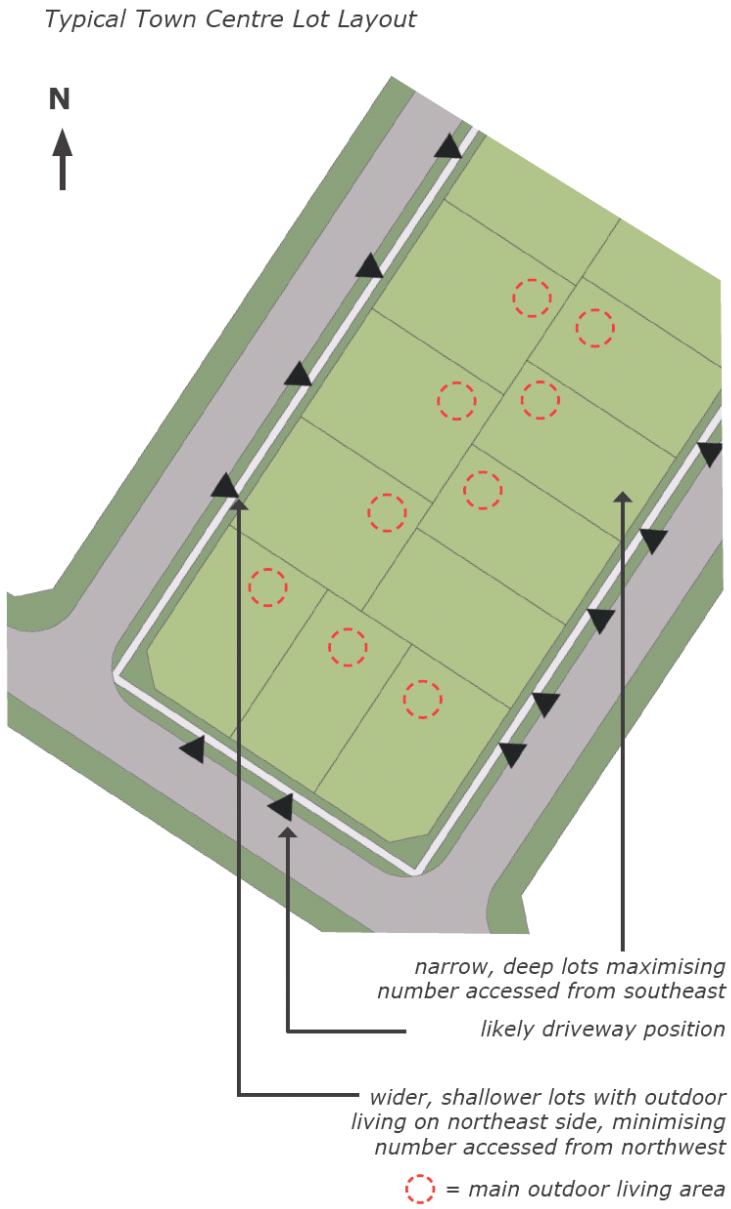
Criteria 4 and 5, also note that boundary treatment and location relative to lots is important. The aim is that pedestrian routes should be safe, and overlooked by adjacent housing or other active land uses. Council may require demonstration of the typical house positioning and orientation to satisfy 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.

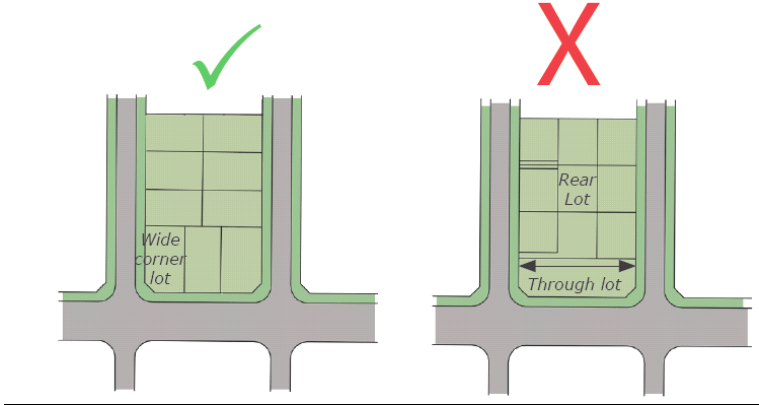
Design Element 2: Block Size, Lot Type and Orientation

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.
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.



Lot Frontage Options

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.

Criterion 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.

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 accessways 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 accessways.

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.

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 accessways 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.

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.*

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 Environment Waikato’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).