Before an Independent Hearings Panel
Appointed by Waimakariri District Council

under: the Resource Management Act 1991

in the matter of: Submissions and further submissions on the Proposed Waimakariri District Plan

and: Hearing Stream 12D: Ōhoka rezoning request

and: **Carter Group Property Limited**
(Submitter 237)

and: **Rolleston Industrial Developments Limited**
(Submitter 160)

Reconvened hearing statement of evidence of Dave Compton-Moen (Landscape)

Dated: 17 October 2024

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RECONVENED HEARING STATEMENT OF EVIDENCE OF DAVE COMPTON-MOEN

INTRODUCTION

1 My full name is David John Compton-Moen.

2 My area of expertise, experience, and qualifications are set out in my statement of evidence dated 5 March 2024 for this hearing stream.

3 I also provided evidence in my supplementary statement of evidence dated 13 June 2024.

4 The purpose of this evidence is to respond to matters listed in paragraphs 7 and 8 of the Panel's Minute 40 where relevant to my evidence. Namely, my evidence introduces the design guidelines that have been developed for the rezoning request, as signalled in the planning Joint Witness Statement dated 30 August 2024.

CODE OF CONDUCT

5 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 9 of the Environment Court Practice Note 2023. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

DESIGN GUIDELINES

6 I have prepared a set of design guidelines for the proposed development area. These are attached at **Appendix 1**.

7 In preparing the design guidelines, I reviewed the planners conferencing version of the proposed district plan provisions as well as the evidence of myself, Mr Garth Falconer, Ms Nicole Lauenstein and Mr Tony Milne to identify design measures which should be incorporated into the design guidelines to achieve a development consistent with the information provided in the fly-throughs presented at the hearing.

8 The design guidelines are broken down into 4 sections being:

8.1 Section A is an introduction to Ohoka Village and outlines the vision and purpose of the design guide. The ODP and master plan are included in this section along with the design review process. The design review process outlines the formation of

the Design Review Panel and the process for reviewing proposed developments within Ohoka Village.

8.2 Section B outlines the key design principles for subdivision design, reinforcing the design elements incorporated into the ODP. This includes guidance on features such as the design of roads, open spaces, stormwater management and road/boundary interfaces.

8.3 Section C outlines design controls and assessment matters for the design of lots which are considered to be part of the public realm or higher level of design principles, being:

(a) The local neighbourhood centre;

(b) The provision for a school;

(c) The provision for a polo ground;

(d) Sustainability; and

(e) Safety / CPTED.

8.4 Section D outlines design controls and assessment matters for future residential lots.

9 The contents in the design guidelines are a mix of prescriptive and descriptive design measures based on my experience working on similar developments.

10 The intention of the guidelines has not been to repeat the provisions outlined in the District Plan but to provide additional control to achieve a high-quality development which integrates with the receiving environment.

11 For the Settlement Zone of the development, the following changes have been made to the provisions:

11.1 The front yard setback has been increased to 3.5m (from 2.0m). Side and rear yards increased to 2.0m;

11.2 A minimum dwelling size of 120m^2 is required;

11.3 Houses are limited to one storey (unless approved by the Design Review Panel).

12 For the Large Lot Residential Zone of the development, the following changes have been made to the provisions:

12.1 A minimum dwelling size of 160m^2 is required;

12.2 Houses are limited to one storey (unless approved by the Design Review Panel).

13 I note that the design guidelines have not yet been provided to Council for feedback/workshopping but the intention is that this would occur ahead of the reconvened hearing for Stream 12D.

Dated: 17 October 2024

_____

Dave Compton-Moen

APPENDIX 1

ŌHOKA VILLAGE DESIGN GUIDELINES

17 OCTOBER 2024
PROJECT NO. 2021_097A
REVISION E

DOCUMENT CONTROL - ŌHOKA VILLAGE DESIGN GUIDELINES

Project no: 2021_097A
Document title: Ōhoka Village Design Guidelines
Revision: E
Date: 17 October 2024

Author: Zoe Hughes/ Dave Compton-Moen
File name: 2021_097A RIDL - 535 Mill Road Ohoka_Design Guide_E

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	10/10/2024	DRAFT FOR COMMENT	ZH	DCM	DCM
B	13/10/2024	INTERNAL REVIEW	DCM	-	-
C	15/10/2024	CLIENT FEEDBACK	ZH	DCM	DCM
D	16/10/2024	CLIENT FEEDBACK	ZH	DCM	DCM
E	17/10/2024	MINOR CHANGES	ZH	DCM	DCM

CONTENTS

INDICATIVE ILLUSTRATION OF OHOKA DEVELOPMENT

SECTION A | INTRODUCTION AND LOCATION MAP

A1 ŌHOKA VISION AND DESIGN GUIDE PURPOSE

Ōhoka Village is a master-planned expansion of the historic Ohoka village in Waimakariri covering approximately 156 hectares of land southwest of Mill Road in between Bradleys Road and Whites Road. The Ōhoka Development Design Guidelines are issued by the developer, Carter Group Limited, and are intended to be administered by a Design Review panel, and Waimakariri District Council where a resource consent is required. They contain on-going requirements and purchasers and lot owners must continue to comply with the Design Guidelines.

The Ōhoka design guidelines and development controls specific to the Development Area will ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and along property boundaries.

The vision for Ōhoka Village is to maintain the unique character and charm that defines the village. The development is designed to seamlessly integrate into the existing community, offering a sense of belonging and connection that goes beyond simply residing in a house. Ōhoka Village will provide a diverse range of housing options to cater to various lifestyles and preferences.

The Ōhoka Village masterplan incorporates a comprehensive range of amenities to create a vibrant and well-functioning community. Residents will have easy access to a central commercial hub for daily needs. To preserve the natural beauty of the area, ecological reserves have been thoughtfully integrated into the development, providing opportunities for outdoor recreation and environmental education. For families, Ōhoka Village will offer a supportive environment with provision for a new school and preschool, ensuring quality education for children. A general store and other essential community amenities will further enhance the convenience and liveability of the development.
The purpose of the design guidelines for Ōhoka Village is to ensure the development delivers good urban design outcomes that reflect the key characteristics of the historic settlement. It provides a consistent framework for development of the public realm features and for all landowners to follow ensuring high quality development that protects local ecology and creates a desirable living environment. Regarding built form, it balances uniformity and individuality by promoting a cohesive aesthetic while allowing for diverse and visually appealing designs
The guidelines apply to subdivision and public realm within the Development Area and key activities including the village centre, school, retirement village and polo facility covering matters such as built form, fencing/walls, planting, streetscape, and parking.

These guidelines have the following design objectives:

CONTEXT AND CHARACTER
Ensure that design of development is in keeping with the character of development anticipated for the area and relevant natural, heritage and cultural features.

Promote generous planting of trees and native vegetation.
Promote community connectivity in residential areas by creating open property boundaries.

Maintain consistency in landscape treatments between public and private spaces while allowing individuality on a property-by-property basis.

Protect the night-time ambience of the surrounding environment by ensuring that light pollution is kept to a minimum.

RELATIONSHIP TO THE STREET, PUBLIC OPEN SPACES AND NEIGHBOURS
Ensure that development engages with and contributes to adjacent streets and public open spaces to contribute to them being safe and attractive, while avoiding unacceptable loss of privacy.

BUILT FORM AND APPEARANCE
Promote a consistency of landscaping that is appropriate for the location.
Ensure that the design of buildings minimises visual bulk.

ACCESS, PARKING AND SERVICING
Ensure good access and integration of space for parking and servicing.

Ensure outdoor storage and rubbish bins are is appropriately located and screened.

Minimise the prominence of vehicles and maintain pedestrian priority in public spaces.

SAFETY
Ensure the incorporation of CPTED principles to achieve a safe, secure environment.

STORMWATER
Ensure that stormwater is appropriately managed recognising the low-lying nature of the Development Area and the high water table and providing for low impact natural drainage.

SUSTAINABILITY
Ensure the incorporation of environmental efficiency measures in the design.

Encourage an ecological approach to planting including through use of species endemic to the area.

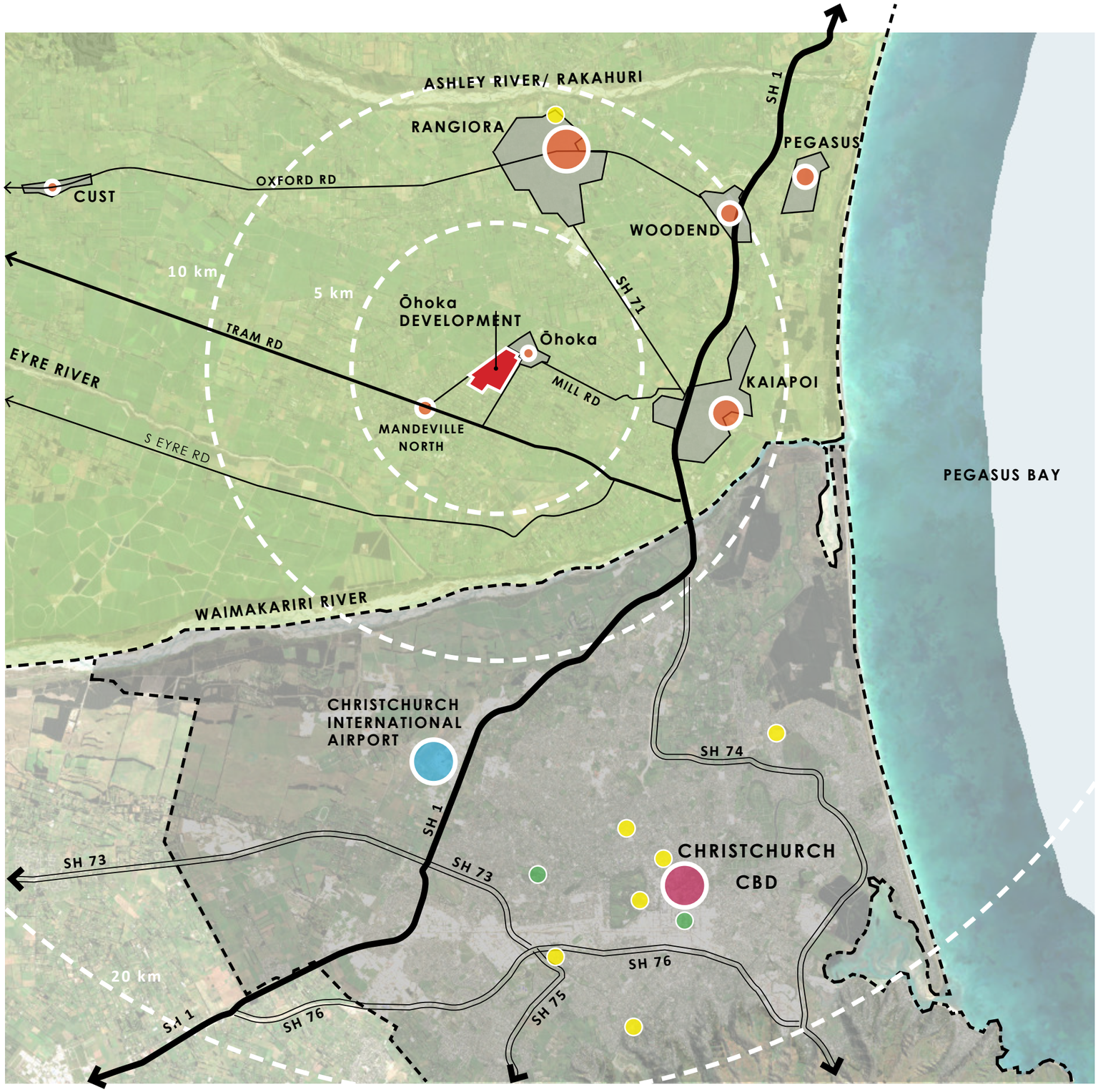
An independent design approval process will be established, and most likely administered by a professional residents' association, which would appoint suitably qualified experts' (such as architects, urban designers and landscape architects) selected from a Council approved list. These experts would review and certify proposals relating to rules DEV-O-R1, DEV-O-R3, DEV-O-R4, DEV-O-R5 and DEV-O-R6

A2 ŌHOKA PROXMITY PLAN

Ōhoka Village is located in the Waimakariri District, approximately a 20-minute drive from Christchurch with existing road connections to nearby larger towns. Ōhoka is also a short distant from Kaiapoi, about 10 minutes away, providing access to local amenities, and is similarly close to Rangiora.

Ōhoka at a glance:

- Inland residential settlement, safe from coastal hazards
- Established community facilities and school
- 10-min drive to major towns (Rangiora, kaiapoi) and Sh1
- Easy access to Christchurch International airport (21min drive via Sh1), and Christchurch Central City (25min drive via Sh1/Sh74)



A. LOCATION PLAN (1:150,000)

LEGEND

- Christchurch
- Waimakariri District
- Urban Areas
- Significant Urban Centre - Christchurch
- Locally Important Urban Centres and Towns (Waimakariri District)
- STATE HIGHWAY (Mass Transit Network)
- Core Public Transport Routes
- Christchurch Airport
- Hospital
- University/ Polytech

0 1 2 3 4 5km

1:150,000 @ A3

A3 OUTLINE DEVELOPMENT PLAN

LEGEND

- Outline Development Plan Area
- Settlement Zone
- Settlement (Educational Overlay)
- Settlement (Polo Grounds Overlay)
- Large Lot Residential Zone
- Local Centre Zone
- Natural Open Space Zone
- Indicative Reserves (Size and Location to be Confirmed)
- Indicative Primary Road and Potential Public Transport Route
- Potential Local Road Connection
- Indicative DEVELOPMENT Threshold / Gateway Location
- Potential Minor Threshold
- Indicative Pedestrian-Cycle Network
- Indicative Pedestrian Path
- Indicative Stormwater Management Areas (size and location to be confirmed)
- Existing / Modified Waterways
- Existing Springs and Associated Setback (30m)
- Stormwater Conveyance Flow Path
- Groundwater seep and associated setback (20m)
- Groundwater Seep Channel
- Existing Pond (size and location to be confirmed)
- A Landscape Treatment A
- B Landscape Treatment B
- C Landscape Treatment C
- Pedestrian / Cycle Crossing
- Overhead 66kV Power Lines
- Indicative Pedestrian/Cycle Network Connections Across Streams

A. OUTLINE DEVELOPMENT PLAN - 535 MILL ROAD, ŌHOKA

0 50 100 200 500
1:10000

A4 ŌHOKA VILLAGE MASTER PLAN

Ōhoka Village offers a high quality lifestyle opportunity for those seeking a harmonious blend of modern convenience and natural beauty. With its proximity to established town centres and easy access to outdoor recreational activities, Ōhoka Development is set to provide an exceptional quality of life.

Ōhoka Village will offer approximately 850 new residential properties of different sizes to suit various needs and lifestyles. To create and support a vibrant and well-functioning community, the development will also include a new local neighbourhood centre with a mix of commercial and retail services. This centre will provide residents with easy access to daily necessities and amenities, reducing the need to commute.

Ōhoka Village will offer a supportive environment with provision for a new school catering to new families in the area.

For those seeking a retirement community, Ōhoka Development will provide a retirement village. This village will offer a range of housing options and services specifically designed to cater to the needs of seniors, promoting a comfortable and fulfilling retirement lifestyle.

Ōhoka Village provides for a large polo field and associated facilities. This open space will provide ample opportunities for recreation, sports, and community gatherings, particularly catering to the equestrian community.

In addition to these amenities, Ōhoka Village will also be home to a network of streams, reserves, and green open spaces. These natural areas will not only enhance the aesthetic appeal of the development but also provide residents with opportunities for outdoor recreation, relaxation, and connection with nature in the local neighbourhood.

ŌHOKA VILLAGE MASTER PLAN LEGEND

- A Settlement zone
- B Park and ride
- C Local centre
- D Area for possible winter market
- E Polo field (settlement zone)
- F School (settlement zone)
- G Large lot residential zone
- H Ōhoka stream corridor
- I Proposed stream corridor
- J South Ōhoka branch corridor
- K Spring/ existing pond
- L Enhanced Stream Corridor
- M Existing dwelling
- N Landscape Treatment A (LT - A)
- O Landscape Treatment A (LT - B)
- P Landscape Treatment A (LT - C)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A5 DESIGN REVIEW PROCESS

DESIGN REVIEW PANEL

The Design Review Panel ('Panel') will consist of at least three members including at least two different design professionals (an architect, a landscape architect and an urban designer) and a developer or professional residents' association representative.

The developer or professional residents' association member is the chair and is responsible for the design review process and administration. The chair is authorised to approve minor matters without requiring a Panel meeting. Further, the chair also has the authority to appoint and remove Panel members.

The Panel shall consider development proposals when requested in accordance with the design review procedures explained below. The Panel has the authority to approve deviations from the design guidelines if appropriate. Approval of deviations will be limited to creative design solutions and quality outcomes and result in an improved outcome.

Panel approvals pertain solely to the aesthetic appearance of development as assessed against the design guidelines. The applicant must obtain a building consent prior to commencing construction and obtain a Code Compliance Certificate upon completion. Any other required approvals under relevant legislation, regulations, rules, by-laws or local authority requirements must also be obtained separately, as the Panel holds no responsibility in these areas.

DESIGN REVIEW PROCESS

The Panel reviews development plans to ensure alignment with the design guidelines. This process is mandatory for any development within the Local Centre Zone and for all new buildings or exterior renovations within residential zones.

Applications for approval must be accompanied by an application fee and include plans and specifications detailing the proposed development. Applicants are encouraged to familiarise themselves with relevant parts of the design guidelines and applicable documents such as the Waimakariri District Plan before beginning the design process.
Prior to formal submission, applicants may meet with the chair to discuss specific site constraints, requirements, fees, and the review process. The following documents must be submitted with the application:

- Landscape/site plan showing at an appropriate scale showing features such as:
  - paths, parking and vehicle access
  - decks, patios, courtyards, swimming pools, tennis courts, awnings,
  - fences and walls
  - garages, other accessory buildings
  - lawn areas, trees, ground cover areas and shrubs
  - a plant list including height at maturity

- Building plans at an appropriate scale including the following detail:
  - Floor plans, sections, elevations (including hidden elevations)
  - Cross sections
  - Roof plan to include slope, building height and any penetrations
  - Colours and materials identified
  - Any rooftop equipment, chimneys, exterior lighting
  - Window details
  - Any external plant or equipment including evidence of compliance with the District Plan noise standards
  - 3D renderings (preferable but not a firm requirement)
  - Any other plans/graphics that may assist the Panel

The Panel may request further information and, if necessary, schedule a meeting with the applicant and/or their design consultants to discuss the proposal. Following the review, the Panel will provide written approval or suggest amendments. If revisions are needed, a second review may be conducted.
The Panel will strive to meet within 15 working days of submission of a development proposal and respond within 5 working days of the meeting. The chair will also be available between meetings to offer feedback and/or decisions where he/she can.
Changes to approved development proposals must be submitted the Panel for review and approval prior to construction or implementation of the proposed changes.

COMPLIANCE

The Panel will issue a Notice to Comply in respect of any unauthorised changes to approved development proposals. This notice will detail the specific areas of non-compliance and require corrective action by the owner.

APPLICATION FEES

An initial deposit is required at the outset of the review process, with additional fees invoiced as needed. Unused funds will be refunded at project completion.

- Deposits:
- New developments $2,000 + GST
- Renovations and alterations (minor) $500 + GST
- Renovations and alterations (major) $1,200 + GST

The Panel reserves the right to amend these charges.

DESIGN GUIDELINES REVISIONS

The panel may make amendments to the design guidelines following the process set out in the Waimakariri District Plan. Any changes must be certified by the Waimakariri District Council.

DISTRICT PLAN CERTIFICATION

The activities listed below require resource consent under the Waimakariri District Plan.

- Any buildings, structures, development, and landscaping within the Local Centre Zone (see Rule DEV-O-R1)
- Parking lots within the Local Centre Zone (see Rule DEV-O-R3)
- Educational facilities within the Education Overlay (see Rule DEV-O-R4)
- A polo ground and associated facilities within the Polo Grounds Overlay (see Rule DEV-O-R5)
- Retirement village (see Rule DEV-O-R6)

If these activities are certified by a Council-approved expert as consistent with the design guidelines, the resource consent application will be processed as a 'controlled activity'. In such cases, Council's role is limited to imposing any necessary conditions, as controlled activity applications cannot be declined.

ŌHOKA VILLAGE LOCAL NEIGHBOURHOOD CENTRE FROM WHITES ROAD

SECTION B | SUBDIVISION DESIGN

A. ELEVATED PERSPECTIVE VIEW FROM SOUTH-EAST OVER THE WHOLE SITE (NTS)

B1 ŌHOKA CONTEXT

Ōhoka is an established settlement in the Waimakariri District with a mix of settlement and large lot residential zones as well as community facilities which provide the 'bones' to the small settlement. Current development straddles both sides of Mill Road with the centre of village considered to be the intersection of Mill Road and Whites Road adjacent to the Domain and the GAS service station. Ōhoka is not on a major transport route but is well connected, which is considered positive and will allow Ōhoka to retain its character with the village part of Whites Road being more of a shared space than a through-route. The Site is bound by Mill Road to the north, Whites Road to the east and Bradleys Road to the west. The northeast of the Site borders onto the edge of the Ōhoka village centre with an increase in the number of dwellings, hard surfaces, and infrastructure present in the landscape.

The proposed Local Neighbourhood Centre is designed to combine with the Domain, community hall, and existing commercial activities to consolidate the village centre around the Mill Road-Whites Road intersection, similar to an older style village square if designed well. The Ōhoka Stream and bush, extending across Whites Road creates a 'natural' gateway into Ōhoka from the south where traffic can be calmed before entering the village proper. Two road crossing facilities are proposed for Whites Road from the commercial area towards the Domain to improve accessibility for pedestrians and cyclists.

The three main waterways which run through the Site being the Ōhoka Stream, the Ōhoka South Branch and an existing waterway/pond which runs through the centre of the Site between the two stream branches. All waterways run in a west-east direction across the Site to eventually feed into the Kaiapoi River to the east. Within the Site the waterways are predominantly bordered by either exotic species in the form of shelter belts or individual trees, notably poplars and willows. Large portions of the waterways are open with no shade but there is the potential for the waterways to become native corridors through the block with extensive native plantings, pathways and playgrounds. Ōhoka Village has incorporated these into the design and will ensure their protection and enhancement. 15m wide buffer strips have been proposed along the two smaller waterways while 20 metre wide buffer strips are proposed on both sides of Ōhoka Stream (total width greater than 40m) to create wide waterway corridors, which will be combined with the green network (native planting and weed management) to create ecological and movement corridors). No works are to be undertaken to the stream banks except where crossing points are located. Where crossing points are proposed, care will be taken to ensure any earthworks within the riparian margin are minimised. The restoration of blue networks and the development of green corridors through Ōhoka Village is a key aspect for the development.

The Ōhoka Development Area is zoned a mixture of Settlement, Local Centre and Large Lot Residential, with proposed section sizes ranging from 600m2 to over 3,000m2. Ōhoka Village locates a small commercial area and an education overlay (over Settlement Zone) directly west of the Ōhoka Domain across Whites Road. This addition to the village centre will introduce a positive change to the area and has the potential to activate the Domain.

THE EXISTING GAS SERVICE STATION ON THE CORNER OF WHITES AND MILL ROADS. ROADS ARE TYPICALLY SLOW SPEED THROUGH THE VILLAGE WITH A LOW-KEY AESTHETIC

HERITAGE BUILDING IN ŌHOKA DOMAIN. THE DOMAIN IS CHARACTERISED BY LARGE, WELL-ESTABLISHED TREES WHICH PROVIDE A HIGH-LEVEL OF AMENITY.

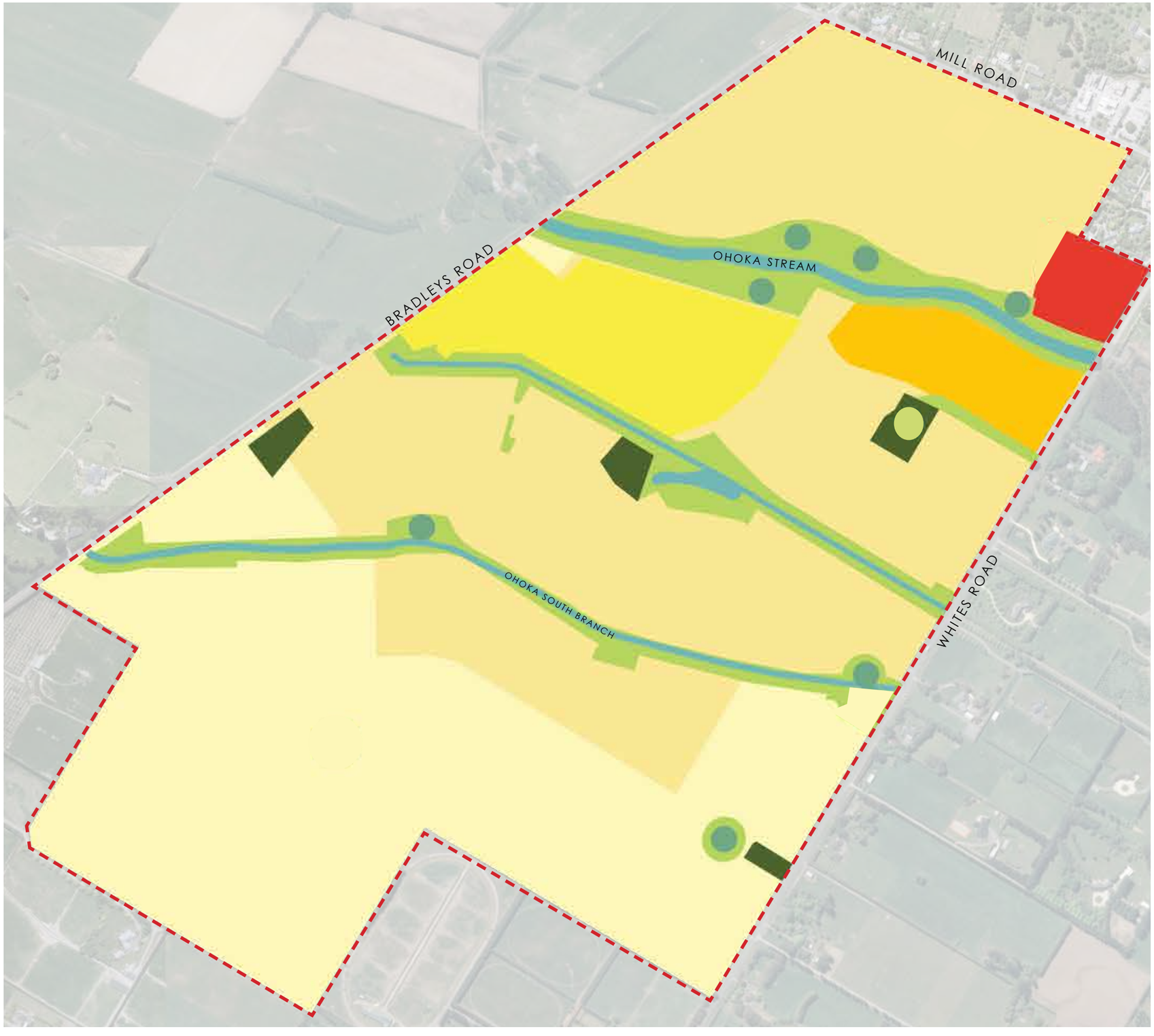
NATIVE PLANTING IN ŌHOKA BUSH IS WELL-ESTABLISHED AND HIGHLIGHTS THE OPPORTUNITIES FOR STREAM RESTORATION WITHIN THE ŌHOKA DEVELOPMENT.

FRIDAY MARKET IN THE DOMAIN IS A POPULAR ATTRACTION FOR LOCAL RESIDENTS AS WELL AS PEOPLE FROM FURTHER AFIELD.

ŌHOKA HALL ON MILL ROAD IS AN IMPORTANT COMMUNITY ASSET FOR LOCAL RESIDENTS

LEGEND

- Outline Village Plan Area
- Settlement Zone
- Settlement (Educational Overlay)
- Settlement (Polo Grounds Overlay)
- Large Lot Residential Zone
- Local Centre Zone
- Natural Open Space Zone
- Indicative Reserves (Size and Location to be Confirmed)
- Existing/ modified waterways



A. LAND USE

B2 MOVEMENT NETWORK

"*Good connections enhance choice, support social cohesion, make places lively and safe and facilitate contact among people. Quality urban design recognises how all networks - street, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily.*"

New Zealand Urban Design Protocol,
Ministry for the Environment

The Ōhoka Village ODP encourages connectivity using a mix of primary and secondary roads running north-south and east-west from Bradleys Road through to Whites Road. The primary route will include a 3.0m wide minimum shared path separate from the main carriageway which links to the pedestrian/cycle network running through the green spaces. The green spaces will provide public access to Ōhoka Stream and other waterways which is not currently possible. When combined with the existing walkways south of Whites Road a new network of recreational amenities will be established. Shared paths are also proposed on both Whites and Bradleys Roads linking through to Mill Road and village amenities, improving access for existing and future residents who live on these roads.

Smaller tertiary streets or local/neighbourhood streets will ideally run north south to create a highly connected and permeable neighbourhood. These roads are not shown on the ODP to allow future design flexibility at the final subdivision stage. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. Open green space is provided within 500m walkable catchments of all proposed lots, working with the blue network. The proposed path network will allow residents to walk, scooter and cycle into the village in a relatively short time, as well as then being able to connect through to the school.

Often with a cul-de-sac design, or with blocks greater than 200m in length, it is not possible to reach anything other than more residential dwellings within a 400m walk. Destinations are typically located over 400m away, reinforcing the need to use the car.
By creating a dense network of roads, typically using a 80-100m grid with variations for topography, waterways, orientation, nodes and destinations, travel distances are greatly reduced. The ability to create mixed use developments is also increased as a greater number of dwellings have direct access to a site. Using traffic calming measures and tighter road radii at intersections and corners, it is possible to create a low speed environment which in turn provides all the benefits that a cul-de-sac design solution may have. The creation of direct connections between roads and pathways exponentially increases the number of route choices available compared to what is possible with a traditional cul-de-sac design (see adjacent figures). Travel times for all forms of transport are also greatly reduced. This is especially important for creating a walkable neighbourhood where it is widely recognised that most pedestrians will walk 400m (approximately a 5 minute walk) for small errands.

Pedestrian and cycle pathways will create an integrated network with the street pattern linking with all major public open spaces such as the park, wetland and bush corridors. These routes will be designed to create safe and logical pathways with generous crossing points and stopping/passing areas beside vehicular routes. Where these routes occur within waterway reserves, they will only incorporate pedestrian boardwalks.

In some instances it will be necessary to use cul-de-sacs due to the existing waterways which maybe otherwise adversely affected, however their use and length should be minimised.

The following are design elements which should be used as a guide:

- Cul-de-sacs should not be longer than 75m in length and be straight where possible.

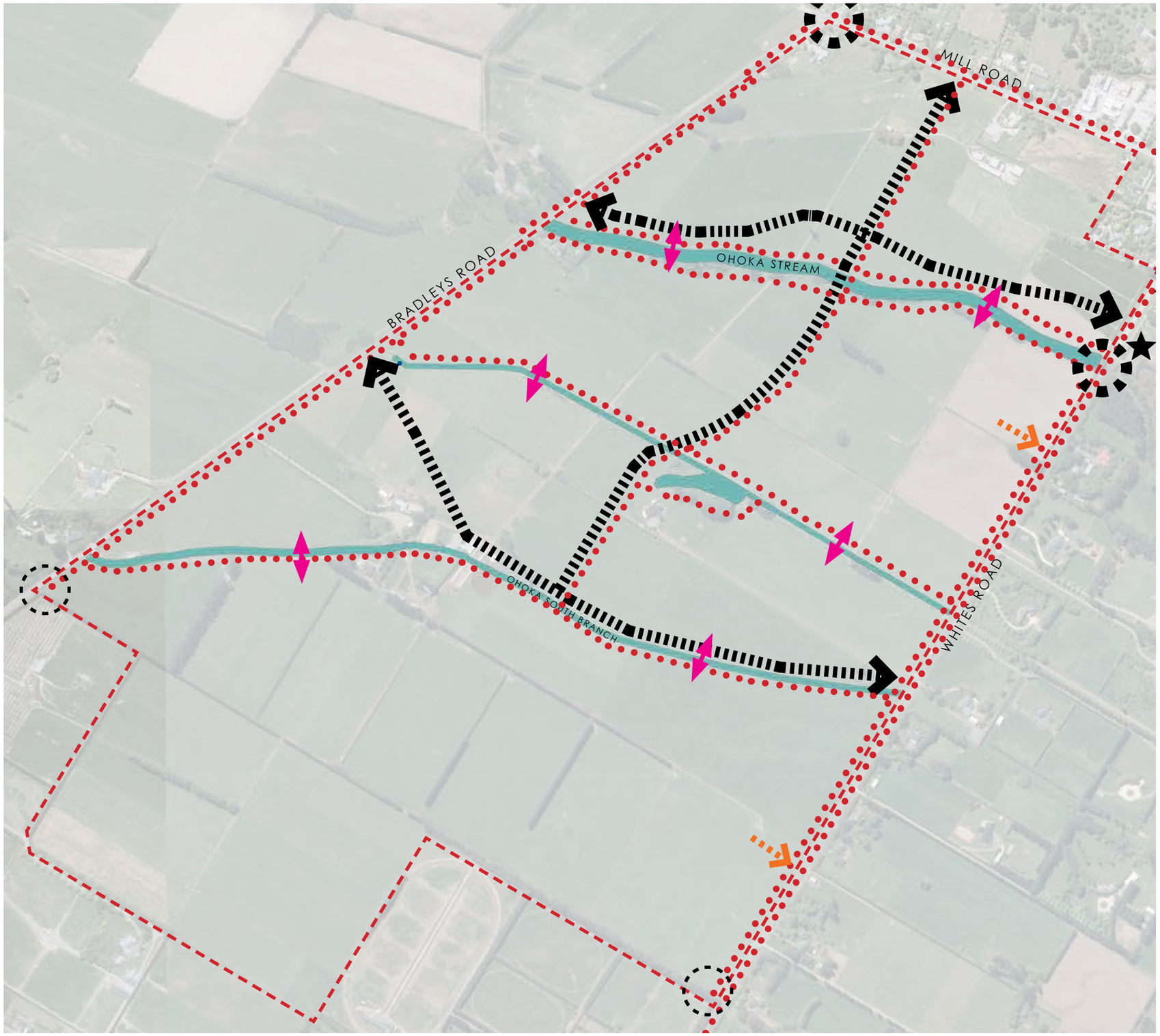
- Pedestrian and cycle links should be provided at the end of cul-de-sacs linking to other streets or open space.

Typical Cul-de-sac road design with limited connections

A well connected road design

A number of landscape and urban design aspects are proposed to ensure that Ohoka Village has a high-level of connectivity and accessibility

- Create streets which have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a street hierarchy with different road reserve widths depending on their classification.
- A well-connected walking and cycling network combines with the green / blue network and existing facilities connecting to key destinations (Ōhoka Domain, Ōhoka Bush), prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes. Potential key connections are identified on the plan to the right and may be supplemented through additional connections provided for at the time of subdivision consent.
- No direct vehicle access onto Whites and Bradleys Road for individual properties to allow for a high-quality landscape treatment along this corridor and minimise potential effects on these roads.



LEGEND

- Outline Development Plan Area
- Indicative Primary Road and Potential Public Transport Route
- Potential Local Road Connection
- Indicative DEVELOPMENT Threshold / Gateway Location
- Potential Minor Threshold
- Indicative Pedestrian-Cycle Network
- Indicative Pedestrian Path
- Pedestrian / Cycle Crossing
- Indicative Pedestrian/Cycle Network Connections Across Streams

A. MOVEMENT NETWORK

B3 STREET TYPOLOGIES

The streets within Ōhoka Village are to be designed to the existing character of the area with wide grass or planted berms, large specimen street trees and the inclusion of Low Impact Design Solutions for the managment of stormwater.
The streets will be designed to have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a street hierarchy with different road reserve widths depending on their classification.

The street should be designed as slow speed environments where children, pedestrians and cyclists can move through Ōhoka Village with a lack of restrictions. The main design components of these streets are:

- Flush kerbs are used where possible to minimise visual 'edge restraints' and maximise side friction while allowing runoff to enter swales.
- Integration with property design, limiting fencing to behind houses to create a seamless boundary between the street and the front yard;
- Tree planting includes a mix of large and small tree species including Pin oak, kowhai, flowering cherry and maples, underplanted with a mix of shrubs and small flaxes/grasses to create a park-like environment.

Street Trees:

Upright Red Maple (Acer rubrum)

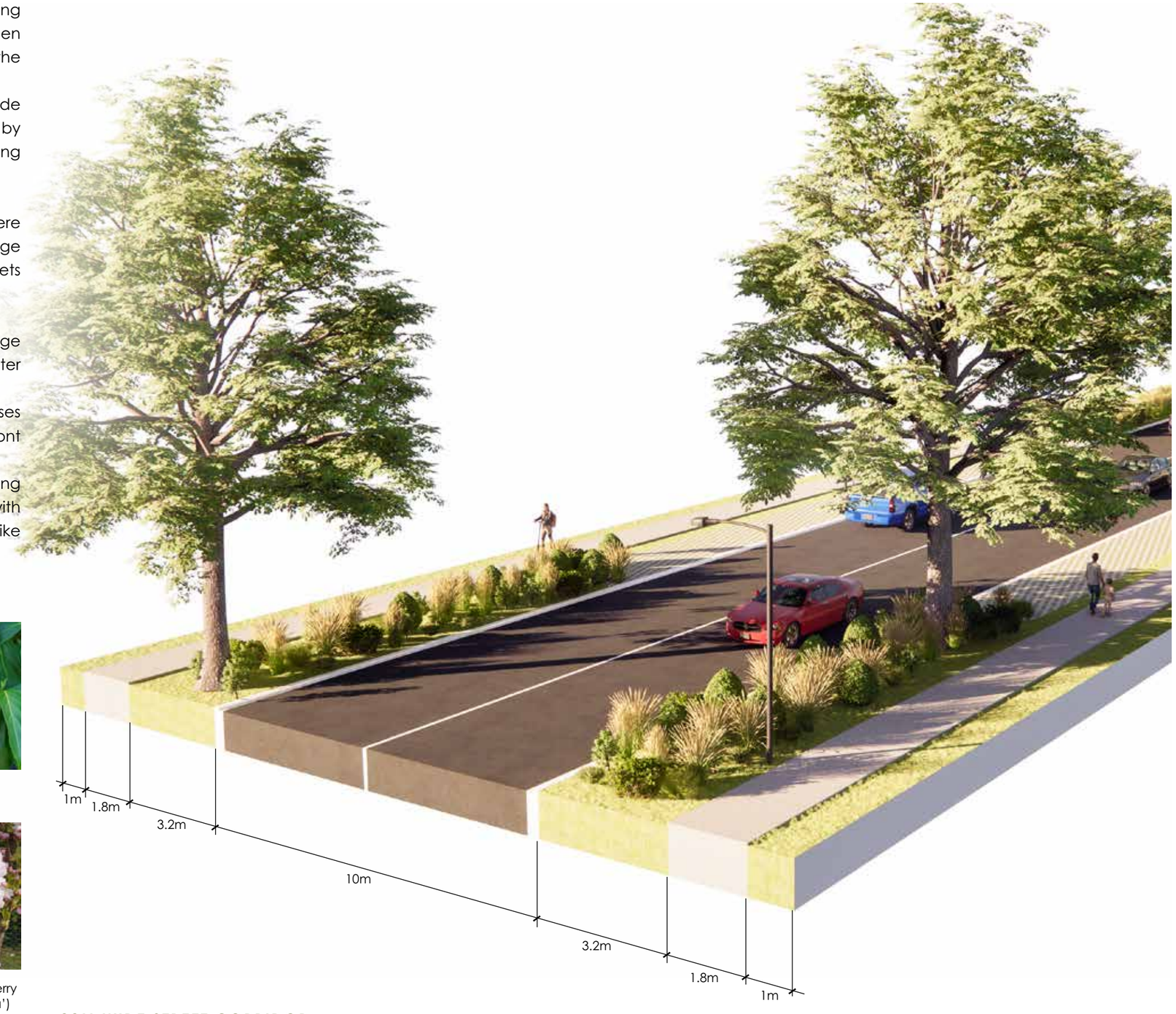
Japanese (Acer circinatum x palmatum)

Flowering Dogwood (Cornus florida)

European Ash (fraxinus 'Green Glow')

Evergreen Magnolia (Magnolia grandiflora 'Teddy Bear')

Upright Flowering Cherry (Prunus 'Amanogawa')



22M WIDE STREET CORRIDOR

18M WIDE STREET CORRIDOR

INCORPORATION OF LANDSCAPE ELEMENTS TO PROVIDE AMENITY TO STREET CORRIDORS

PROVISION OF CROSSING FACILITIES AND MATERIAL CHANGES AS TRAFFIC CALMING MEASURES

INCORPORATION OF LOW IMPACT SOLUTIONS FOR STORMWATER MANAGEMENT

B4 OPEN SPACE PROVISION AND DESIGN

A comprehensive open space network is proposed for Ōhoka Village providing physical, visual and ecological spaces and connections through the design. The open space and ecological proposals throughout reflect the inherent landscape characters and ecological values of the site. The planning of the neighbourhoods has been structured around the sites unique ecological and waterway features to reinforce the proposed built development and to retain and enhance the natural and cultural character and values of the landscape.

In many settlements planting practices have focused mainly on the provsion of roads and houses. Open spaces form isolated pockets rather than constituting an integrated, connected network that meets the needs of residents and serves the native wider community. The vision for Ōhoka Village is for an interconnected open space network strategically planned to preserve and enhance the site's wateways.

The Open Space network will provde a combined area of open space or planting totalling approximately 20.1ha or approximately 13% of the site. This is made up of the following indicative figures:

- Ohoka Stream corridor: approximately 5.5ha;
- Waterway and pond: approximately 5.4ha; and
- Ohoka South Branch: approximately 5.2ha.
- Landscape Treatment A: 1.78ha;
- Landscape Treatment B: 1.158ha;
- Landscape Treatment C: 0.142ha; and
- Small pocket parks identified in the Illustrative Masterplan: 0.9188ha.

A five-year (60-month) maintenance period is proposed to ensure the successful establishment of all landscape areas. The exact breakdown and composition of the planting of Landscape Treatments A, B, and C will be submitted to council for approval during the subdivision stage. The same would apply for reserves and riparian margins developed as part of the green/blue network within the Site, and with respect to these I note the ODP text states "Plant species in the new reserves and riparian margins shall include native tree and shrub plantings. The plant species selection process shall involve consultation with local Rūnanga."

Open style fencing is proposed adjacent to all reserves to retain an open character and to allow residents to benefit from the amenity provided by the parks. Boundary fences can have a significant adverse effect on the amenity of a development and how people interact with a space or building. Front fences and walls should be designed of materials compatible with the overall development to appear integrated and should enable occupants to see out to the street. Fences should not be constructed along the front boundary unless the yard is a dwelling's principle outdoor living area (north, west or east facing only). The use of trees and hedges should be considered to enhance privacy, provide screening and delineate property boundaries. Low fencing, raised planters or planting provides demarcation of private and public space while retaining natural surveillance of the street.

An alternative is a combination of see-through and solid sections of fencing, which can be planted with low level shrubs and trees to provide a degree of privacy screening whilst still maintaining an essentially open feel that allows for views between the dwelling and the street. Trees along the street boundary should be pruned to allow sight lines through.

INTERFACE BETWEEN LOTS AND OPEN SPACES

The Ohoka Stream corridor will be a minimum of 40m wide with a 20m wide strip on either bank of the stream.

The corridor will be designed in consultation with Wamakariri District Council Reserves Department and will contain:

- Native Ripirian Planting
- Walking and cycling paths
- Stormwater management areas
- Playgrounds
- Seating and passive recreation spaces
- Properties bordering the corridor will be required to have open style fencing along shared boundaries

The number, size, and location of pocket parks will be determined in collaboration with Council during the subdivision process

LEGEND

- Ōhoka Development Area
- Natural Open Space Zone
- Indicative Reserves (Size and Location to be Confirmed)
- Indicative Stormwater Management Areas (size and location to be confirmed)
- Existing / Modified Waterways
- Existing Springs and Associated Setback (30m)
- Stormwater Conveyance Flow Path
- Groundwater seep and associated setback (20m)
- Groundwater Seep Channel
- Existing Pond (size and location to be confirmed)
- A Landscape Treatment A
- B Landscape Treatment B
- C Landscape Treatment C

A. OPEN SPACE AND STORMWATER NETWORK

B5 STORMWATER MANAGEMENT

The ODP for Ohoka Village has identified areas where Stormwater Management is required. When combined with the Open space and Movement Networks, the management of stormwater can result in positive amentiy outcomes as well as ecological benefits.

Stormwater solutions incorporating natural features offer opportunities to add value to developments, enhance local amenity and ecology and provide key infrastructure services. Low Impact Design principles that recognise local features and treatment practices that utilise natural processes to manage flooding and pollution can compliment traditional approaches to stormwater management and enhance local values. Low Impact Design promotes at source treatment of stormwater runoff and offers the potential to reduce infrastructure costs and achieve multiple design objectives in a new or redevelopment project.

Low Impact Design techniques can:

- Reduced reliance on major reticulated infrastructure systems
- Provide the ability to treat stormwater close to its source and meet water quality and quantity objectives.
- Low Impact Design principles and treatment techniques align with natural hydrological processes and ecological systems.
- Low Impact Design stormwater solutions can become landscape features in their own right when designed and integrated with native/amenity plantings.

Site characteristics and design objectives will influence the level to which Low Impact Design principles and treatment techniques can be applied to the development, and should be a key consideration at the subdivision planning phase of the project.

Desirable elements of low impact design principles and treatment practices include:

- Use of porous / previous surfaces
- Rain gardens
- Swales
- Rain tanks
- Tree pits and planter boxes

INCLUSION OF BIORETENTION SWALE TO CAPTURE AND TREAT STORMWATER RUNOFF

MINIMISING AREAS OF HARDSTAND AND MAXIMISING AREAS OF PERMEABLE SURFACES

INTEGRATION OF RAINWATER TANKS TO REDUCE RUNOFF PEAKS AS WELL AS REDUCE MAINS WATER USAGE

B6 ROAD AND BOUNDARY INTERFACES

LANDSCAPE TREATMENT A

Along Whites and Bradleys Road, a 10m wide vegetation buffer combined with a 20m building setback will ensure a 'rural-character' to edge to Ōhoka Village, with limited road connections onto either road.

The landscape treatment is proposed as a 10m wide planted strip and is to consist of a post and rail fence or post and wire fence with the installation of solid fencing within this strip not permitted.

The total area of this planting is approximately 1.790ha (1.78km length). A 2.5m wide shared gravel path is proposed running the full length of both roads.

The planting is to consist of the following species planted at 1m centres to achieve a minimum height of 5m once established:

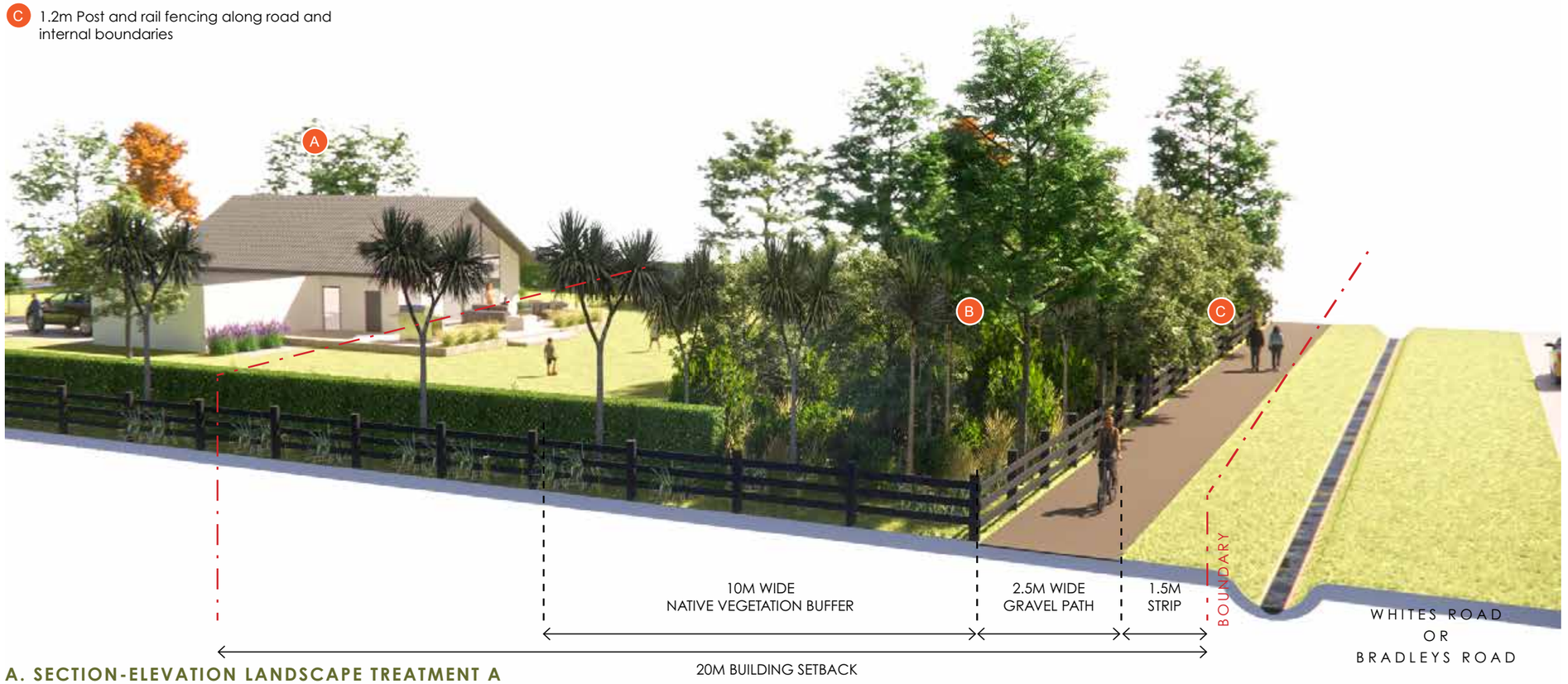
(a) Griselinia littoralis, Broadleaf;
(b) Cordyline australis, Ti kouka;
(c) Pittosporum tenufolium, Kohuhu;
(d) Podocarpus totara, Totara;
(e) Phormium tenax, Flax;
(f) Dacrycarpus dacrydioides, Kahikatea;
(g) Sophora microphylla, SI Kowhai;
(h) Korokia species; and
(i) Cortaderia richardii, SI Toetoe

LEGEND

A Future residential development setback from Whites Road by a minimum of 20m.

B Landscape treatment A - 10m landscape corridor to consist of native plant species.

C 1.2m Post and rail fencing along road and internal boundaries



A. SECTION-ELEVATION LANDSCAPE TREATMENT A

INDICATIVE PLANTING PALETTE


Pittosporum
(Pittosporum tenuifolium)


Lemonwood (Tarata)
(Pittosporum eugenioides)


Shrub pohuehue
(Muehlenbeckia astonii)


Harakeke / flax
(Phormium tenax)


Kapuka, broadleaf
(Griselinia littoralis)

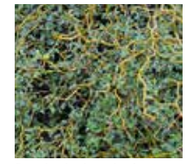

Miki Miki
(Coprosma Virescens)


Kanuka
(Kunzea robusta)


Hebe
(Veronica salicifolia)


Ti Kōuka / cabbage tree
(Cordyline australis)


Kowhai
(Sophora microphylla)


Prostrate kowhai
(Sophora prostrata)


Toetoe
(Astroderia richardii)

LANDSCAPE TREATMENT B

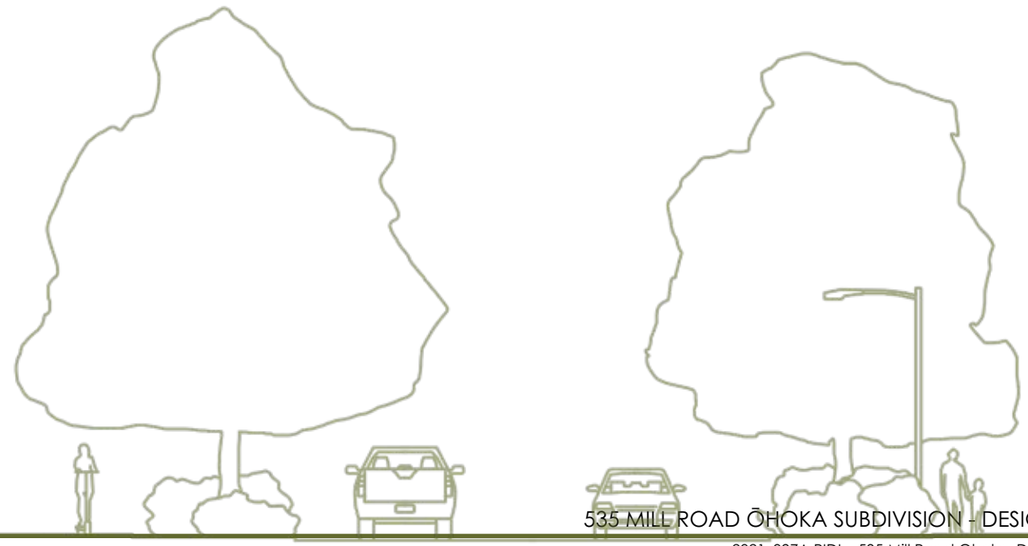
Landscape Treatment B involves the retention of the existing shelter belts (Tree Groups 67, 69 and 78 identified in the Treetech Tree Report) running along the southern boundary of the Site and planting a 6m wide strip landscape strip consisting of either (or a mix of) the following trees to achieve a minimum height of 5m with trees once established at a maximum spacing of 2m:

(a) Pinus radiata, Pine;
(b) Cupressus Arizonia, Arizona cypress;
(c) Chaemaecyparis lawsoniana, Lawson's Cypress;
(d) Populus nigra, Lombardy Poplar;
(e) Podocarpus totara, Totara (native);
(f) Pittosporum eugenioides, Tarata (native);
(g) Phormium tenax, Flax;
(h) Prunus lusitanica, Portuguese laurel; and
(i) Griselinia littoralis, Kapuka / Broadleaf (native).

LANDSCAPE TREATMENT C

Landscape Treatment C is located towards the north of the ODP area to create a buffer between this area and the existing village properties on the southern side of Mill Road (290 Bradleys Road; 344 Bradleys Road; 507 Mill Road 531 Mill Road; 547 Mill Road; and 401 Whites Road). The planting consists of a single row of any of the following species along the shared internal boundaries to achieve a minimum established height of 4m once established and a width of 2m, with planting at a maximum spacing of 1.5m within a 6m wide strip:

(a) Prunus lusitanica (Portuguese Laurel);
(b) Pittosporum eugenioides (Tarata, Lemonwood);
(c) Pittosporum tenuifolium (Kohuhu, Black Matipo);
(d) Griselinia littoralis (Broadleaf);
(e) Kunzea ericoides (Kanuka); and
(f) Leptospermum scoparium (Maunka).



B7 PUBLIC REALM MATERIAL TREATMENT

Ōhoka Village will feature a variety of public spaces, including a neighborhood center, a school, pocket parks, and a network of biking and walking trails. While each of these spaces may have distinct requirements and purposes, they should all be treated with equal care and attention to detail. The design elements for these public areas should be thoughtfully chosen to reflect the unique character and charm of the village, while also being both functional and aesthetically pleasing.

Design elements include (but are not limited to):

Public Seating

Versatile seating can be used to enhance public spaces by combining functionality with aesthetics. Seating can be integrated with planter beds, provide protection from the weather, and accommodate all kinds of people.

Permeable Paving

Pavers offer both practical and aesthetic benefits, providing efficient drainage for high-use public spaces, while enhancing the overall aesthetic of a space.

Lighting

Lighting should provide adequate illumination for safety and security, allowing for extended use of public spaces. Effective lighting can also be used to enhance the space's ambiance and visual appeal. Lighting design is also to be cognisant of the rural location including the protection of the night sky.

Safety Considerations

Pathways should be direct and have clear sightlines to minimize hazards. Safety rails must be used on elevated walkways or bridges and any surface treatments must be slip-resistant.

Public Convenience

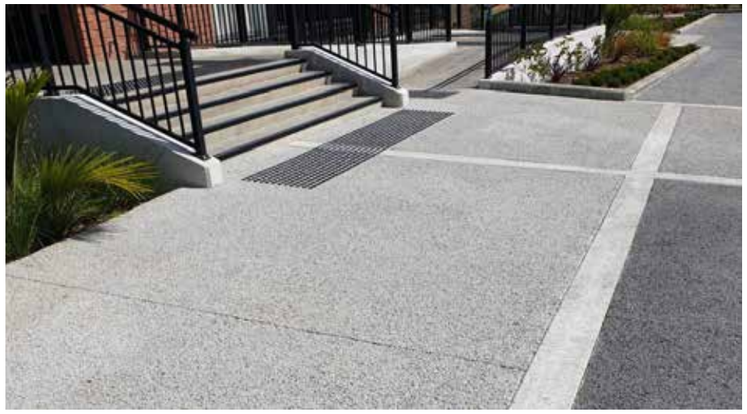
Access to rubbish bins, water fountains (for people and pets) as well as clear signage are important elements for all public spaces.

Material Choices

To maintain Ōhoka's existing character, consider using materials like timber, local stone, concrete, and metal. These materials can help create a cohesive and authentic feel for the public spaces.

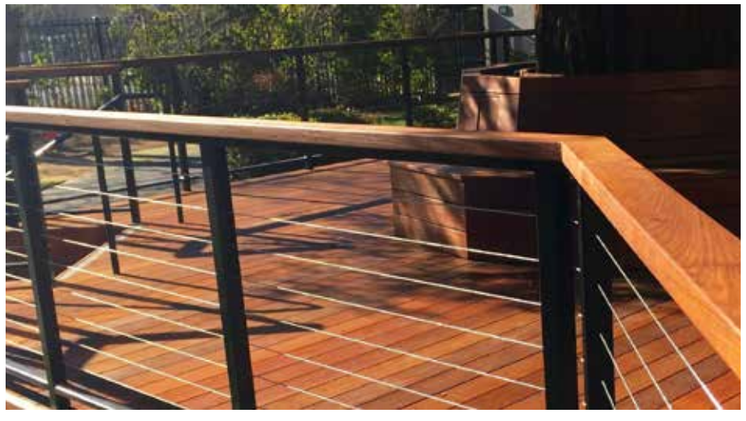
MULTI-USE SEATING

Versatile seating can enhance public spaces by combining functionality with inclusivity. It can be integrated with planter beds, provide protection from the weather, and accommodate people with diverse mobility requirements



PERMEABLE PAVERS

Pavers offer both practical and aesthetic benefits, providing efficient drainage while enhancing the overall appeal of a space



LIGHTING
Lighting can serve as both a practical tool and a creative element for enhancing the overall look and functionality of a space.

ACCESSIBILITY AND SAFETY
Direct paths for accessibiity are important. As well as safety rails on elevated surfaces.

CLEAR SIGNAGE AND CONVENIENCE
Access to rubbish bins, water fountains (for people and pets) as well as clear signage are important elements for all public spaces.

SECTION C | ŌHOKA VILLAGE DESIGN

C1 LOCAL NEIGHBOURHOOD CENTRE

C2 SETTLEMENT ZONE (EDUCATIONAL OVERLAY)

C3 SETTLEMENT ZONE (POLO GROUND OVERLAY)

C4 SUSTAINABILITY

C5 SAFETY / CPTED /PRIVACY


GOODHOME


MOULIN
À
HUILE

C1 LOCAL NEIGHBOURHOOD CENTRE

The Local Neighbourhood Centre will provide for a wide range of activities noting the importance to consider the adaptability and compatibility of buildings and spaces.
Building should have active frontages along the street edge to enhance the pedestrian environment and positively address the street using commercial, retail or hospitality activities. Active frontages are those that have lots of visual interest and connect the public area with activities taking place in the buildings. Long blank walls and buildings, including the use of opaque or reflective glazing that hides the presence of activity within buildings, that turn their back on the street cannot achieve this function and negatively impact on amenity and vitality. In some instances small set-backs can be appropriate where they allow for the flexible use of ground floor tenancies such as outdoor dining space, yet it is important to retain a clear pedestrian path along the street and an active frontage.

Floor-to ceiling heights and setbacks are important factors in determining how well a building fits within its surrounding context and how successful it is in providing flexible and pleasant spaces for its occupants. Hospitality and retail are particularly suited to corner establishments due to their likelihood to create street activation. Corner sites have the greatest potential for commercial exposure and can play an important role in defining the character of the centre by creating building landmarks and improving legibility and way-finding.

The placement and design of carparking is an important consideration and is considered in detail on the following pages:

BUILT FORM AND ARCHITECTURE

The Ōhoka Village's local neighbourhood centre is designed to serve as the retail and social hub of the community. This centre will offer a range of essential amenities, potentially including (but not limited to):

- General Store
- Bakery
- Pharmacy
- Hairdresser
- Medical Services (doctors, specialists)
- Early Childcare
- Veterinary Services
- Communal Workspace

The design of the neighbourhood centre prioritizes creating a welcoming and inclusive space that fosters positive connections and a strong sense of community.

PARKING AND SERVICING

Vehicle parking is an important consideration of development that enables people to access commercial activities. By carefully locating and designing parking areas , amenity values can be maintained and walking and cycling can be promoted as alternative modes of transport.

Although the design of a parking area is based primarily around the movement of vehicles, for every vehicle parked there is at least one pedestrian that needs to exit and re-enter the parking area. Good quality parking area design ensures the safety of pedestrians and provides them with a clear and easy route to and from their vehicle. For mixed use developments with retail uses, the ease of use of a vehicle park for pedestrians is important to foster repeat visits - if a customer knows they can easily park and access shops or services they will be more inclined to return. Therefore a balance between convenience of parking provision and the need for pedestrian amenity and active street frontages needs to be carefully considered.

There are often several options for providing parking on a site. These should be considered early on in the design process as it impacts many elements of a building, including access, street frontages and response to wider urban structure. Provision of parking that is the 'right fit' for the development is key to ensuring adequate and appropriate levels of parking are provided without adversely affecting amenity. Efficient and effective management of parking will ensure it is functional and safe for drivers and pedestrians, while also integrating with the overall design of the building and surrounding public spaces.

The location and design of on-site parking should:

- Be easily identifiable, efficient, attractive, safe, and logical for all users to navigate;
- Be preferably located to the rear and side preferably not in between the building and the street or interrupting an active street frontage;
- Be screened from public view by safe and attractive landscaping or building facades, depending on their location;
- Minimise exposed hard surface areas by creating opportunities for sharing or co-locating;
- Accommodate space for maneuvering vehicles and loading bays;
- Provide cycle parking where appropriate, in convenient and visible locations;
- Comply with Parking requirements in Chapter 29 – Transport, of the Queenstown Waimakariri District Plan.

Consider an active street frontage when designing parking at the rear. Council recognises that it can be difficult for commercial developments to have an active frontage facing the street as well as an attractive interface at the rear. However, the need to provide an active street frontage must take precedence over the desirability of addressing the parking area. Where buildings back onto a parking area some of the following measures should be used:

- Windows, doors and building modulation
- Create entrances to upper floors uses such as offices
- Place residential use at the rear
- Link the car park to the front with safe and direct pedestrian links

Concealing parking within buildings can be an effective way of mitigating the adverse effects associated with parking.

ACCESSIBILITY

During the design process, consideration should be given to movement in to, out of and within a site for pedestrians of varying abilities, as well as consideration of vehicle movement and placement. Pedestrian connectivity and universal access should always be given priority consideration as a base for any development.

Ensure that clear and safe connections in to, out of and through sites are provided as this improves site permeability. The provision of connections such as lanes between buildings is important in developing a village form appropriate for Ohoka. Noting Ohoka's existing character, designs should establish and improve connections to open spaces and nature, as this is important for amenity for existing and future residents.

Any design should ensure universal design principles have been integrated to accommodate users of all levels of mobility. Provide universal access along routes that link up key destinations - for instance, from the parking space or exit lobby to the front door. Small details can have a large impact on a development's level of accessibility.
All pedestrian routes between private and public areas, the street and buildings, and parked vehicles and car park entry/exits are to be direct and intuitive.

ILLUSTRATION SHOWING AN INDICATIVE LOCAL NEIGHBOURHOOD CENTRE DEVELOPMENT WITH A POSITIVE RELATIONSHIP TO THE STREET, A HIGH LEVEL OF ACTIVATION AND AN INTERESTING BUILD FORM.

A Ground floor designs and that engage with the street (e.g cafés) positively

B Well defined entrances for legibility

C Varied facade treatments, textures and planting for interest

D Verandas for shelter and to encourage longer stays

E Large amounts of glazing for further connectivity Varying building heights

F Large and clear signage integrated into the building's archtiecture.

G Wide accessible paths

H Incorporate planting into the design

I On-site carparking is located to the rear of buildings where possible, to compliment on-street parking.

J Stormwater - Investigate opportunities to incorporate low impact design solutions where possible to reduce runoff

K Use sustainable materials with low maintenance requirements.

Design connections and facilities for pedestrians and cyclists that safely and comfortably accommodate their needs. When preparing detailed designs, imagine using the proposed spaces from every conceivable approach and user's perspective. Minimise changes in footpath levels and avoid physical barriers where possible.

SIGNAGE

Signage can be designed to complement the design aesthetic of a 'host' building, being sympathetic in size, design and appearance to the design aesthetic trying to be achieved. Designers should anticipate signage and signage platforms when designing building facades so it can be visually cohesive, integrated and coherent.

Signage provides way-finding and orientation while also contributing to the character and vitality of a development. Way-finding signage is important for all but the simplest developments or building layouts.

Signage lighting should not negatively affect amenity values at night. Unless needed for way-finding, legibility and safety lighting of signage should only be used during opening hours of business.
Signage rules are contained within the District Plan.

This guide takes into consideration the following design elements:

DESIGN CONTROLS / ASSESSMENT MATTERS

Street Edge Design

- Design buildings with ground-floor uses that engage with the street, such as restaurants and cafés.
- Provide well-defined entrances to buildings to encourage pedestrian traffic.
- Minimize setbacks between buildings and the street to create a more vibrant urban environment.

Building Facade Treatment

- Use vertical and horizontal detailing to create buildings that feel approachable and inviting.
- Incorporate verandas or canopies to provide shelter for pedestrians
- Consider using smaller retail or commercial units with high levels of glazing for larger buildings.

Building Height and Roof Form

- Vary building heights and roof forms to create a more interesting and visually appealing streetscape.
- Locate taller buildings on corners or prominent sites to create landmarks and focal points.
- Use higher floor-to-ceiling heights on the ground floor to allow for a variety of activities.

Signage

- Design signage to blend seamlessly with the building's architecture.
- Design signage to complement the overall architectural form of the building in scale, design and overall appearance without being a dominant feature. Ensure signage does not block windows.
- Use clear and informative signage to help people navigate the area. Ensure that signage does not overshadow the building or create visual clutter.

Open Space Provision and Boundary Interfaces

- Create gradual transitions between built and natural environments.
- Use landscaping and other features to buffer residential areas from development.
- Consider providing public access to watercourses or open spaces.

Accessibility

- Promote walking and cycling by providing well-connected pedestrian paths.
- Use varied textures, landscaping, and lighting to enhance pedestrian routes.
- Provide secure and convenient cycle parking in well-lit locations.

Parking Areas

- Ensure that parking is not the primary feature of the development.
- Locate parking areas away from the street frontage.
- Minimize vehicle crossings by consolidating vehicle access points.

Waste and Service Areas

- Screen waste and service areas from public spaces.
- Ensure easy access for waste collection and deliveries.
- Separate waste and service areas from high-traffic pedestrian areas

Private and Safe Environments

- Carefully consider the location of residential units, especially near busy roads.
- Provide upper-level residential units with access to sunlight and views.
- Use office space to create a buffer between commercial and residential uses.

Building Materials and Lighting

- Use a variety of materials to create visual interest and reduce the perceived mass of buildings.
- Minimize noise transmission between levels with acoustic buffering.

Environmental Sustainability

- Incorporate sustainable design options and materials.

Landscape Materials and Planting

- Use plants to soften hard surfaces and create a more inviting environment.
- Use changes in materials to create spaces that feel comfortable and approachable.

LOCAL NEIGHBROUHOOD CENTRE CARPARK DESIGN

A Car parking areas in front of buildings often have a negative impact on the streetscape. Placing carparking areas to the rear or side of buildings allows for a stronger built edge to the street to be developed.

B Landscape treatment, including the installation of large specimen trees, can assist with reducing the visual impact of large amounts of asphalt.

C Carparks should be designed with consideration given to the safety of pedestrians with key pedestrian routes and connections identified.

D Provide for the inclusion of Park'n'Ride facilities.

E Design carparks to ensure that service vehicle, access and loading areas are separate from pedestrian movements where possible to minimise potential conflicts and the loss of on-street parking.

F Avoid level changes or barriers that interrupt the footpath and cycle connectivity or reduce levels of accessibility for Mobility Impaired people. Include adequate signage to assist with way-finding for all modes of transport and integrates with Ōhoka Development's wider connectivity network.

G Incorporate Low Impact Design solutions to minimise stormwater runoff.

H Provide for cycle parking in a legible and accessible location.

I Lighting to meet ANZ Standards.

C2 SETTLEMENT ZONE (EDUCATIONAL OVERLAY)

BUILT FORM AND ARCHITECTURE

Ōhoka's proposed new school is a crucial addition to the residential development, designed to meet the growing educational needs of the community. As the area continues to expand, a local school will provide families with a convenient and accessible education centre. Beyond its academic role, the school will also serve as a valuable community hub, offering outdoor recreational spaces for students and families alike.

Strategically situated adjacent to the Ōhoka stream corridor, the school will provide students with a unique opportunity to learn within the natural setting. The proximity to the stream will enrich the educational experience, offering students the chance to explore the outdoors, connect with nature, and develop a deeper appreciation for their environment.

For local families, the school's convenient location will make it easy for children to walk to school, promoting a healthy and active lifestyle. This also provides an opportunity for parents and children to connect with their neighbors and foster a strong sense of community.

DESIGN CONTROLS / ASSESSMENT MATTERS

Any proposed school should adhere to:

- Building layout should directly address the street with carparking and drop off areas integrated into the design.
- Site layout should promote active transport modes (walking, cyclying, scooters) with paths connecting to Ōhoka Village's wider connectivity network.
- Sports fields, courts and playgrounds should be designed in a manner which allows for community use outside of school hours.
- Complying setback from Whites Road and provision of Landscape Treatment A along the Whites Road frontage.
- Fencing is consistent with the standards outlined in Section D7 below.

A Wider development and connection to wider community

B School buildings/ potential community buildings

C Sports and play facilities

D Connection to Ōhoka stream corridor

C3 SETTLEMENT ZONE (POLO GROUND OVERLAY)

A potential location for a polo field and associated infrastructure has been identified south of the Ōhoka Stream. This site offers several advantages, including its proximity to the proposed local neighbourhood centre and residential development.

The picturesque, pastoral setting, along with previous and planned ecological restoration efforts, make this site an ideal location for a new polo field. These features also suggest its suitability for hosting events and other activities when the field is not in use.

Situated south of the Ōhoka Stream and adjacent to Bradleys Road, the proposed polo field will free up space closer to the Development's centre for other developments, such as a retirement village or school.

The polo field will also provide a valuable amenity for residents, offering additional open green space and recreational opportunities.

DESIGN CONTROLS / ASSESSMENT MATTERS

Any proposed school should adhere to:

- Site layout should promote active transport modes (walking, cyclying, scooters) with paths connecting to Ōhoka Village's wider connectivity network.
- Carparking and storage areas should be located to minimise potential effects on adjoining residential properties.
- Fencing is consistent with the standards outlined in Section D7 below.
- Complying setback and provision of Landscape Treatment A along the Bradleys Road frontage.
- The implementation of Landscape Treatment C along the shared boundary of 290 Bradleys Road.

A Single Access to Bradleys road

B Polo Field

C Clubhouse

D Raised embankment for spectators

E Wash bays

F Horse truck parking

G Visitor parking

H Horse trek/ walking path circulating the polo field

I Wider development

C4 SUSTAINABILITY

The sourcing, choice and application of materials can have a considerable effect on long-term maintenance requirements and sustainability. Materials that require less maintenance with a longer design life are more desireable for the on-going life of a development. The durability of materials can be improved by ensuring adequate protection from the corrosive effects of the elements, for example by incorporating eaves and flashings in the design.

Developments should be designed to maximize natural potential, i.e. potential solar access, minimize energy and water consumption, reduction of stormwater run-off, incorportating Low Impact Urban Design solutions. Buildings should be orientated to maximize northerly aspect and solar access where possible noting that the built relationship to the street is equally important.

Ideally buildings are designed and constructed so they can adapt to accommodate a range of uses over time, with higher ground floor stud heights allowing flexibility in activities. Buildings should be designed to minimize water consumption and stormwater run-off, incorporating Low Impact Urban Design solutions and adopting water-sensitive design principles where possible. Landscapes should be low maintenance, designed to optimise water infiltration and support plant growth. Promote landscape planting with indigenous vegetation to support native ecosystems and biodiversity.

DESIGN CONTROLS / ASSESSMENT MATTERS

Investigated methods and technologies to minimise water usage as well as stormwater peaks.

When designing a building look at its layout and orientation with a view to install solar panels to utilise energy from the sun.

Rainwater storage tanks can be located on the roof or in the ground. Consider installing a rain water storage system to capture rainwater runoff and store it for use, such as watering plants in garden areas.

Rain gardens can be located to filter runoff from hard surfaces such as driveways or carparking. Consider integrating rain gardens in development to filter and reduce the runoff that goes into drainage systems. Incorporate swales into site design to naturally filter run off from hard surfaces, such as driveways or carparks. Planting is also a great way to increase the absorption of stormwater, in particular trees as they can absorb larger amounts of water through their roots.

Permeable paving can be used for driveway and carpark areas instead of hard surfacing such as concrete to allow the water to filter through to the ground.

EXISTING WATERWAYS AND STORMWATER MANAGEMENT AREAS CAN BE INCORPORATED INTO DESIGNS TO REDUCE INFRASTRUCTURE COSTS AND MINIMISE RUNOFF WHILE PROVIDING AMENITY TO COMMERCIAL AND RESIDENTIAL AREAS.

MINIMISING AREAS OF HARDSTAND AND MAXIMISING AREAS OF PERMEABLE SURFACES

INTEGRATION AND INSTALLATION OF SOLAR PANELS AT THE START OF THE DESIGN PROCESS

C5 SAFETY / CPTED /PRIVACY

Crime Prevention Through Environmental Design (CPTED) is based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. Good developments balance private amenity with a high level of natural surveillance over public spaces. Custodianship, collaboration and connection principles have a key role to play to ensure poorly designed developments are not created, such as where the living area of one unit looks directly into the outdoor living of another. Poor design can be mitigated through building design and modulation, site layout, landscape elements or a combination.

Private environments are encouraged to not detract from the amenity of the street or public open space they may be adjacent to. They can be designed to incorporate natural passive surveillance with views looking out over adjacent public spaces. Private spaces are created through the way residential units are laid out on a site. The provision of space between buildings and private areas are encouraged within developments. Existing dwellings should be considered where necessary.

Private spaces should be designed with boundary treatments in mind. Landscaping can enhance the visual amenity of the built edge and screen private space from the streetscape.

DESIGN CONTROLS / ASSESSMENT MATTERS

Provide for well-defined straight and clear routes, spaces and entrances that allow for ease of navigation, convenience and safe movement without compromising security.

Ensure all publicly accessible spaces have access to natural surveillance and have clear sight lines. Suitable lighting should be provided for appropriate levels of visibility.

Ensure the site layout, building and landscaping is designed to discourage the opportunity for crime, enhance the perception of safety and help with orientation and way-finding.

Encourage human activity appropriate to the location. Create a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.

Ongoing management and maintenance of the design should be considered from the beginning of the design phase to incorporate ways of discouraging crime and promoting community safety into the design. Places and spaces that are well-maintained help to enhance the perception of a safer environment for users.

Where necessary, well designed security features and elements should be integrated into design measures without detracting from the amenity of spaces.

SECTION D | RESIDENTIAL NEIGHBOURHOODS AND SITE DESIGN

D1 SETTLEMENT ZONE

BUILT FORM AND ARCHITECTURE

The Settlement Zone within the Ōhoka Village Area is the largest part of the development providing approximately 700 new lots in different sizes to suit various styles of living.

The purpose of these guidelines for the Settlement Zone is to

- Enhance Ōhoka's character
- Provide clarity
- Maintain quality
- Balance of uniformity and individuality

DESIGN CONTROLS

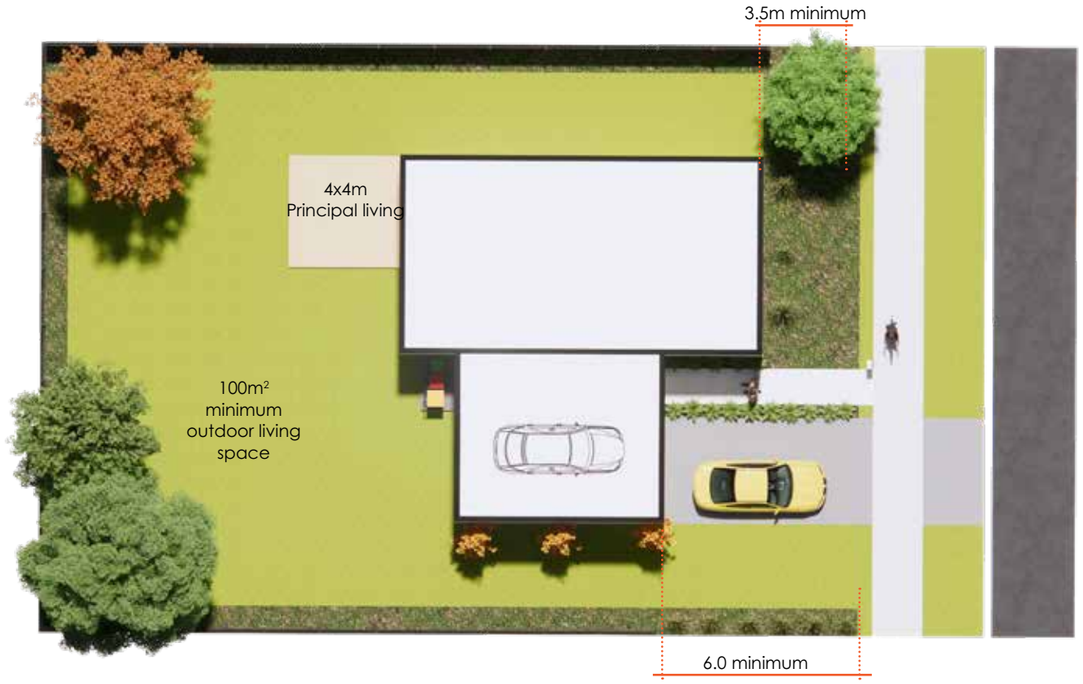
The following design controls are additional to the requirements of the Waimakariri District Plan. Lot owners are strongly advised to review the Waimakariri District Plan at the beginning of the design process, particularly the Settlement Zone and Ōhoka Development Area provisions.

Bespoke Requirements:

Number of stories:	1 storey (unless otherwise approved by developer)
Minimum dwelling size:	120m^2
Front yard:	3.5m
Side yard:	2m
Rear yard:	2m

Ōhoka Development's Bespoke Settlement built form requirements are as follows:

Front door position:	The primary pedestrian entrance shall be visible and accessible from the road. This only applies to one frontage where a dwelling is on a corner site.
Garage door width:	When facing the street, the garage door width must not exceed 50% of the total dwelling width.
Garage door (facing street):	6.0m - the garage door must be setback from the front façade of the dwelling.
Garage door (90° to street):	3m setback of street garage wall
Service areas:	A 2.25m^2 outdoor service area shall be provided for each dwelling in the side or rear yard where it is screened from a street or adjoining reserve.
Outdoor living space:	Orientation: North, east or west Access: Must be directly accessible from the internal living space of the unit.
Outlook space:	Principal Living: 4x4m
Solar panels/ utilities:	Screen all plant and building services equipment (e.g. water tanks, garden sheds, air-conditioning units) if visible from the street or publicly accessible spaces. Solar panels must be designed with roof or building forms on which they are mounted.



TYPICAL 'SETTLEMENT' DEVELOPMENT

A Ensure entrances are clearly visible from the street. Windows can be added to garages or garages setback behind the front facade to ensure they do not visually dominate the streetscape.

B Simple, uncomplex roof forms are best such as gables, hip or a mono-pitch.

C Minimising fencing can have positive community outcomes.

D Garaging and parking are designed to minimise visual impacts on the streetscape and the building's facade by setting back behind the front door. This also allows for on-site parking.
Individual bin storage areas are recommended for lower density developments, screened from public and neighbouring properties (not visible)

E

F Ensuring windows, balconies and outdoor spaces are designed to provide privacy between dwellings while allowing views over public areas to encourage natural surveillance. Large blank walls should be avoided.

J Stormwater - Investigate opportunities to incorporate low impact design solutions where possible to reduce runoff

K Use sustainable materials with low maintenance requirements.

D2 RETIREMENT VILLAGE

A retirement village is anticipated to be developed of a scale and density which fits well into its surrounding and adjacent neighbourhood of Ōhoka Development.

Retirement villages often follow a different ownership model than a fee simple development, many with shared facilities, medical facilities and/or communal spaces. The scale, density and design can vary but the most important aspect is that the developments do not become 'gated' communities with little or no interaction with adjoining residential areas. This is particularly important where a development allows the flexibility for individual houses to be subdivided off in the future.

DESIGN CONTROLS

Developments should provide:

- A variety of dwelling types, materials and design is essential to creating an interesting and attractive development
- Internal roads and paths should connect with adjoining streets where possible, maintaining a high level of permeability.
- Locate communal spaces centrally maximising borrowed amenity opportunities and accessibility to residents.
- Maximise the number of houses facing the public street and provide garaging to the rear accessed via an internal lane (see plan layout below)
- Well landscaped developments can mitigate the perceived adverse effects of higher densities. Planting more mature trees creates a more established development.
- Visible front doors with direct pathways to the street make it easy to navigate. Place parking at the rear or setback from the dwelling.

PROPOSED VIEW INTO ŌHOKA DEVELOPMENT FROM WHITES ROAD

SLOW-SPEED INTERNAL LANES WITH HIGH LEVELS OF AMENITY AND ACCESSIBILITY

COMMUNAL AMENITY AREAS

COMMUNAL RECREATIONAL FACILITIES

TYPICAL RETIREMENT VILLAGE DEVELOPMENT SHOULD:

A Vary housing design, size and height of buildings, otherwise use changes in materials and detailing to create interest and increase distinction between dwellings.

B Create legible entrances with a high level of accessibility and place parking at the rear.

C Encourage additional height where visual dominance or shading are not incurred.

D Connected communities rather than gated communities, create a positive relationship between the development site and surrounding neighbourhood.

E Incorporate landscape elements, including trees where possible.

F Create individual private spaces as well as communal spaces

G Create north or west facing outdoor living space

H Push the garage back to reduce its visual impact while allowing for an additional on-site car park.

I Locate service and storage areas away from public spaces, or at least screen them as a minimum.

J Stormwater - Investigate opportunities to incorporate low impact design solutions where possible to reduce runoff

K Use sustainable materials with low maintenance requirements.

D3 LARGE LOT RESIDENTIAL

BUILT FORM AND ARCHITECTURE

The Large Lot Residential Zone within the Ōhoka Village Area provides approximately 150 new lots at a minimum size of 2,500m^2.

The purpose of these guidelines for the Large Lot Residential Zone is to:

- Enhance Ōhoka's character
- Provide clarity
- Maintain quality
- Balance of uniformity and individuality

DESIGN CONTROLS

The following design controls are additional to the requirements of the Waimakariri District Plan. Lot owners are strongly advised to review the Waimakariri District Plan at the beginning of the design process, particularly the Large Lot Residential Zone and Ohoka Development Area provisions.

Bespoke Requirements:

Number of stories:	1 storey (unless otherwise approved by developer)
Minimum dwelling size:	160m^2

Ohoka Development's bespoke Larger Lot Residential built form requirements are as follows:

Front door position:	The primary pedestrian entrance shall be visible and accessible from the road. This only applies to one frontage where a dwelling is on a corner site.
Garage door width:	When facing the street, the garage door width must not exceed 50% of the total dwelling width.
Garage door (facing street):	10.0m - the garage door must be setback from the front façade of the dwelling.
Garage door (90° to street):	10m setback of street garage wall
Outdoor living space:	Orientation: North, east or west Access: Must be directly accessible from the internal living space of the unit
Solar panels/ utilities:	Screen all plant and building services equipment (e.g. water tanks, garden sheds, air-conditioning units) if visible from the street or publicly accessible spaces. Solar panels must be designed with roof or building forms on which they are mounted.

TYPICAL LARGE LOT DEVELOPMENT

D4 RESIDENTIAL ENTRANCES, CARPARKING AND GARAGE PLACEMENT

These guidelines seek to foster a positive relationship between the street and all dwellings. To achieve this, the following requirements must be met:

BUILDING DESIGN

Buildings should be designed to engage positively with the street, offering a high degree of legibility and visual interest while avoiding blank walls or facades. Clearly defined and accessible entrances encourage pedestrian activity. Careful detailing and material selection can contribute to the sustainability of a development.

VEHICLE ACCESS AND PARKING

While car parking and vehicle access are often significant factors in the design process, they should not overshadow other important attributes. Ideally, vehicle movements and parking should play a secondary role to pedestrian movements and street amenity. On-site car parking is encouraged as a practical and safe solution for residents.

SEPARATE ACCESS

Separate access provisions for pedestrians and cyclists create a safer environment for these modes of transportation.

GARAGE PLACEMENT

Garages should be set back from the front facade of the building to allow for a more attractive and pedestrian-friendly street frontage.

REDUCE CONCRETE

To minimize the environmental impact, consider using permeable surfaces for driveways, entrances, and parking areas whenever possible.

D5 MATERIALS

All residential dwellings must use at least two different facade materials (not including glazing) unless otherwise agreed by the developer. All materials must be of a high quality and materials are to be approved by the developer.

Landscape elements like decks, pergolas, timber slat screens, stone fireplaces, and retaining walls should ideally match the architectural materials used in the building to create a seamless transition between the interior and exterior spaces.

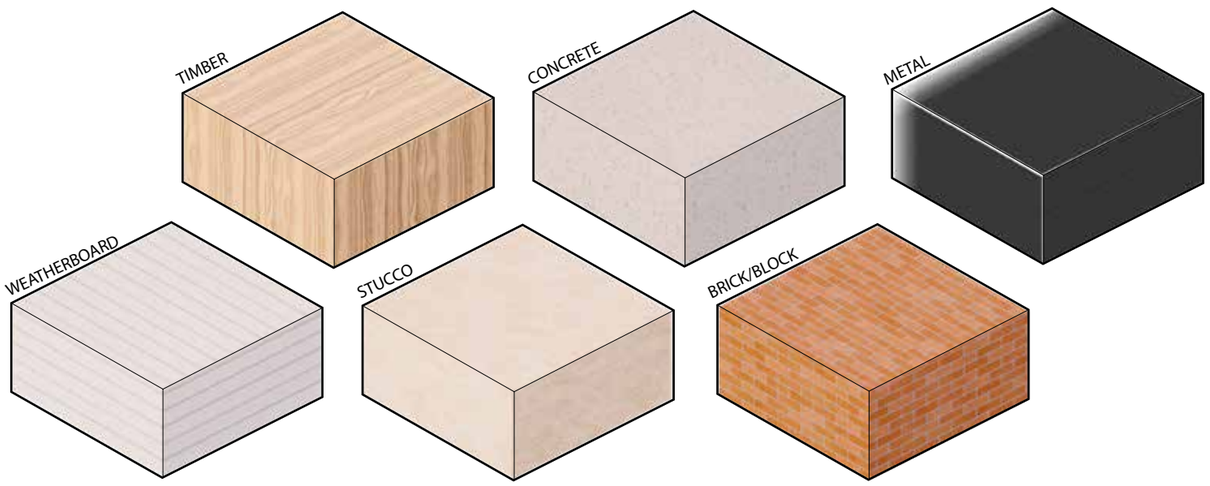
SUGGESTED CLADDING MATERIALS:

- Weatherboard, or similar approved
- Vertical Cedar, or similar approved board and batten
- Tanalised plywood with 50 x 25 battens at maximum of 300mm centres finished in a dark matt recessive colour
- Locally sourced stone stacked horizontally
- Concrete tilt panels to an approved finish
- In-situ concrete walls to an approved finish
- Concrete
- Copper sheet cladding or approved metal finishes to read as subservient in both quantity and colour
- Cement plaster finish
- A combination of two of the above

ROOFING MATERIALS SHOULD CONSIST OF EITHER:

- Metal roofing
- Membrane roofing
- Red cedar shakes or cedar shingles
- Slate

All roofing details i.e. gutters, downpipes and flashings shall be of material and colour to complement the roof or wall materials.



BRICK AND STUCCO CLADDING

WEATHERBOARD AND METAL CLADDING

TIMBER AND METAL CLADDING

.

D6 FENCING

Fencing styles and their placement are designed to maintain an open character in Ōhoka while recognising that residents may want to create a secure yard for children and pets or require a degree of privacy for outdoor living areas. Any fencing is limited to being no higher than 1.2m above ground level in a rural-style 'post and wire' or 'post and rail'. Owners may not erect any 'alternative forms of fencing' on their properties without first having obtained the prior written approval of the Design Review Panel.

ŌHOKA DEVELOPMENT'S BESPOKE FENCING REQUIREMENTS

- No fencing is permitted in the front yard forward of the front façade in the Settlement Zone.

ALTERATIVE FORMS OF FENCING

Where alternative forms of fencing, over 1.2m height are desired, plan and specifications must be submitted the Design Review Panel for approval. Alternative fences could include:

- Solid walls to screen outdoor living areas, including the incorporation of outdoor fires;
- Stone walls
- Timber slat fences for less than 50% of a boundary length.
- Concrete block walls
- Fences of materials consistent with the house material
- Fencing for pets is to be internal to the property to reduce the percentage of fencing to the extent of the property boundary, and be designed to integrate with the house and landscape design

POST AND RAIL
Post and rail fencing is commonly used in rural areas to define property boundaries.

HEDGING AND WIRE FENCES
The use of hedging and wire fencing ensure an open style character to the development while providing privacy and secure yard areas (for pets)

STEEL/ALUMINIUM POOL FENCE
1.2m high and coloured black.

D7 SERVICES AND UTILITIES

Service areas, storage areas, utilities, and other ancillary items are to be discretely located or screened from both the street and from neighbours.

Screening shall not exceed 1.2m in height and shall comply with the general guidelines .Roof mounted elements such as satellite dishes, antennas, TV receivers and aerial roof mounted elements are to be located discreetly or are to be screened from both the street and neighbours. Related wires and cabling should be hidden or buried. Underground systems are preferred.

Air conditioning units, heat pumps and other heating systems or ventilators. Locate outdoor components of HVAC systems according to best practice, especially taking care not to locate where noise will create a disturbance to any living areas within the site or neighbours. An example of a best practice guide can be found through EECA. govt.nz

Any storage tanks installed will be integrated into the overall design of the dwelling and the lot and either screened or buried so that they are not visible from outside the boundaries of the lot.

Rubbish and recycling storage should be located where it is convenient, unobtrusive and easy for bins to be moved to and from the property regularly to encourage residents to keep them in the appropriate location.

Any clothesline should be unobtrusive and of good quality and located on the rear half of each lot and screened to ensure it is not highly visible from the street.

SCREEN SERVICE AREAS WITH PLANTING, SCREENING OR FENCING WHERE LOCATED IN PUBLICLY VISIBLE LOCATIONS.

D8 LANDSCAPING,DRIVEWAYS AND PLANTING PALETTE

Landscaping is a design element that can provide amenity, add character, define spaces or provide a buffer between spaces. Consideration of both soft and hard landscaping features, and their ongoing maintenance is important.

Landscaping should be designed in response to the particular development typology and site context, it should appear integrated with the building and development layout. Retain existing vegetation if possible, particularly mature trees which can provide immediate character and a sense of establishment.

Since ecology and a strong connection to green spaces are fundamental to Ōhoka's design philosophy, landscaping and adequate outdoor living space is a crucial aspect of the planning process.

Landscaping requirements:

- Area: A minimum of 20% of a developed site with grass or plants and can include the canopy of trees regardless of the ground treatment below them
- Tree planting: Plant at least one specimen tree (1.8m at the time of planting) for every 10m of road frontage within the front yard (i.e. forward of the front façade) that will reach a mature height of at least 8m
- A minimum of 40% of the area between the road boundary and the dwelling shall be landscaped with planting and lawn
- Street trees must have a 3m offset from residential driveways. (if your driveway clashes with a street tree you will need to replace the tree through the approved channels)

Outdoor living requirements:

- Should face north, east or west
- Should be directly accessible from the internal living space of the unit

DRIVEWAY CROSSINGS

Driveway crossings are to be constructed in accordance with the approved subdivision unless otherwise approved by the developer. All crossings are to be constructed at the lot owner's expense, following completion of the house build. All crossings are to be constructed to Waimakariri District Council vehicle crossing requirements.

DESIGN CONTROLS / ASSESSMENT MATTERS

Plant areas to define transitions between public spaces and aid in defining public and private spaces. Use local materials where possible to contribute to local identity and distinctiveness.

Design landscaping for year-round visual interest. Choose plant varieties that are disease resistant and provide seasonal colour.
Strategically locate deciduous trees and plants to provide shade and windbreaks to reduce building energy use and not impeding views (both into the site and out to the surrounding landscape) or negatively impacting circulation of vehicles.

Landscape design should consider climate and local character. The effects of solar access and shade on roads and footpaths should be considered when locating landscape materials.

Maintain visual clearances for public safety by avoiding the placement of tall plant material near the intersections of driveways, pedestrian pathways and in public gathering spaces.

If street edge activity and transparency is required consider providing low planting areas and/ or trees with canopies maintained above eye level.

If a buffer zone between street and private open space is required consider a semi visually permeable hedge or low planting deep enough to provide sufficient separation levels for privacy.

Contribute to streetscape character and the amenity of the public domain by relating landscape design to the desired proportions and character of the streetscape.

Incorporate landscaping and planting elements appropriate to the scale of development and as mitigation where appropriate for example to visually soften or break up the bulk of built form.

Planting ideas for trees, hedging, shrubs and complimentory mixes.

TREES:


Forest Pansy
(*Cercis canadensis*)


Japanese
(*Acer circinatum* x *palmatum*)


Flowering Dogwood
(*Cornus florida*)


Scarlet oak
(Quercus coccinea)


Ornamental pear
(*Pyrus calleryana*)


Upright Flowering Cherry
(*Prunus 'Amanogawa'*)


Lemonwood (tarata)
(Pittosporum eugen-ioides)


Copper Beech
(Fagus sylvatica)


Pittosporum
(Pittosporum tenuifolium)


Cabbage tree
(Cordyline australis)
(not in lawns)


Kowhai
(Sophora microphylla)


Makomako / Wineberry
(Aristotelia serrata)


Five Finger
(Pseudopanax laetus)


Mountain Ribbonwood
(Hoheria lyallii)


Marble leaf (Putaput-aweta)
(Carpodetus serratus)


Akiraho
(Olearia paniculata)


Mahoe
(melicytus ramiflorus)


Kanuka
(Kunzea robusta)

SHRUBS AND GRASSES:


Kānuka
(Kunzea ericoides)


Dark Delight Flax
(Phormium Dark Delight Flax)


Pepper Tree
(pseudowintera colo-rata red leopard)


Red Tussock Grass
(Chionochloa rubra)


NZ Iris
(Libertia peregrinans)


NZ Daphne
(Pimelia prostrata)


Tractor Seat Plant
(Ligularia reniformis)


Ornamental flax
(Phormium 'Pepe')


Fairy Iris
(Dietes grandiflora)


Tasmanian Flax-Lily
(Dianella 'Little Rev')


Shrub pohuehue
(Muehlenbeckia astonii)


Miniature Toi Toi
(chionochloa flavicans)


Hebe
(cupressoides nana)


Tussock
(Carex Virgata)


Dwarf Mountain Flax
(Phormium cookianum 'Emerald Green)


Harakeke / flax
(Phormium tenax)


Pink-Flowering Hebe
(Hebe 'Oratia Beauty')


Cushion plant
(Scleranthus biflorus)


Koromiko/ Hebe
(Veronica salicifolia)


Creeping Fuchsia
(Fuchsia procumbens)


Star jasmine
(Trachelospermum jasminoides)


Koromiko/ Hebe
(Hebe 'Sutherlandii')

Orange sedge
(Carex testacea)

Dwarf Pittosporum
(Pittosporum 'Hedge-hog')

Toetoe
(*Astroderia richardii*)

Miki Miki
(*Coprosma Virescens*)

HEDGING/SCREENING:

Note: Single species only to be used per hedge

Corokia
(Corokia 'Geenty's Ghost')

Kapuka, NZ Broadleaf
(Griselinia littoralis)

Corokia
(Corokia x virgata)

Portuguese laurel
(Prunus lusitanica)