



# ŌHOKA ASSESSMENT CRITERIA

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INDICATIVE ILLUSTRATION OF OHOKA DEVELOPMENT



<b>SECTION A</b>	<b>INTRODUCTION AND LOCATION MAP</b>
<b>A1</b>	<b>CONTEXT AND PURPOSE</b>
<b>A2</b>	<b>PROXIMITY PLAN</b>
<b>A3</b>	<b>OUTLINE DEVELOPMENT PLAN</b>
<b>A4</b>	<b>INDICATIVE MASTER PLAN</b>

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A1



# A1 CONTEXT AND PURPOSE

The Ōhoka Development Area is a master-planned expansion of the historic Ōhoka settlement. It seeks to ensure the retention of the green open characteristics of the Ōhoka settlement, particularly within the street environments and public realm, and the delivery of good urban design outcomes that reflect the key characteristics of the historic settlement.

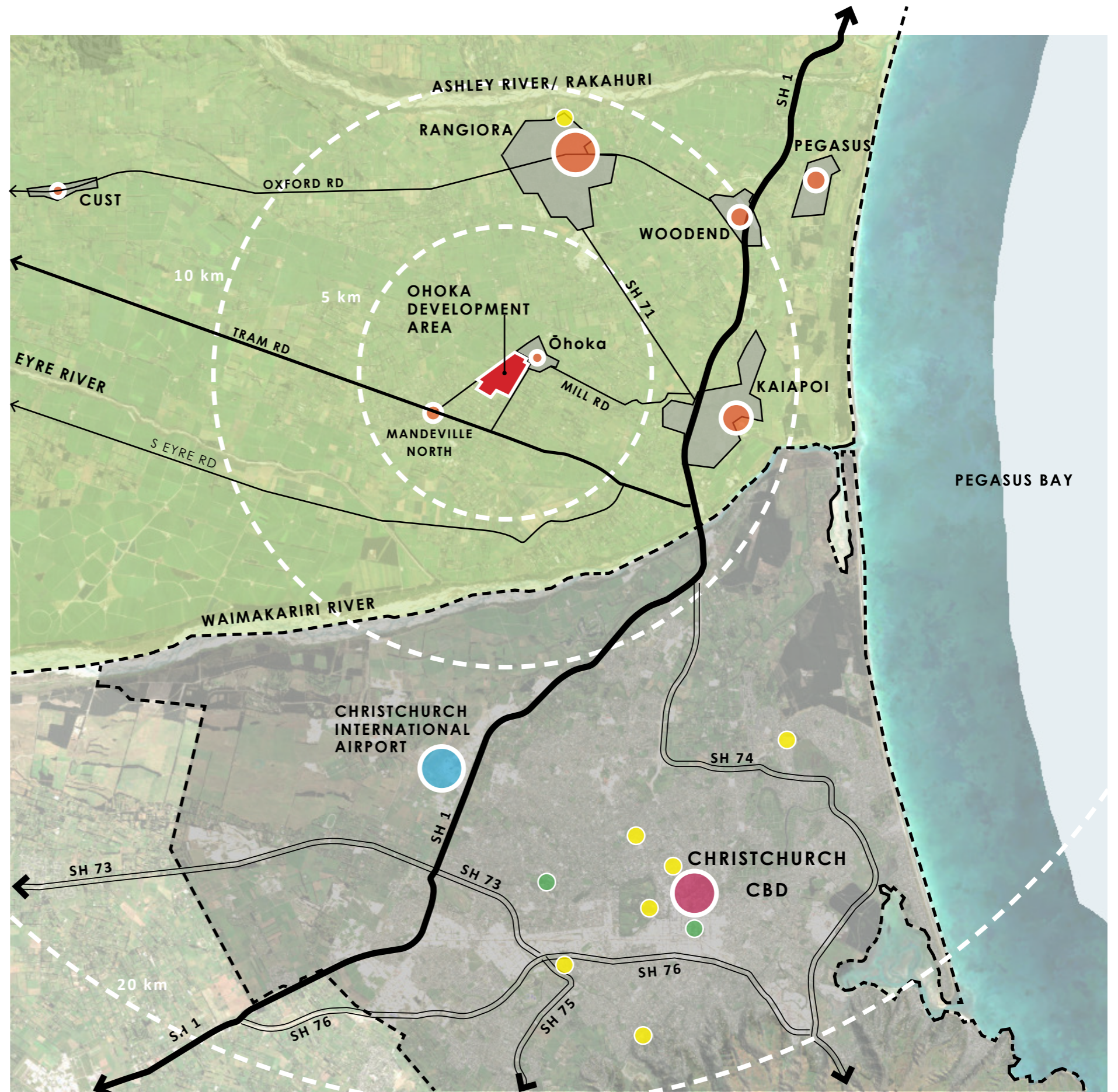
The Ōhoka Assessment Criteria applies to subdivision within the Ōhoka Development Area as well as key activities including the local centre, education facilities, and a polo facility.

# A2 PROXIMITY PLAN

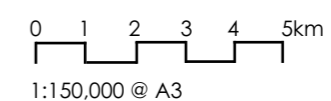
Ōhoka is located inland of Kaiapoi and south of Rangiora in the Waimakariri District and is a 25-minute drive from Christchurch central city via State Highway 1.

Ōhoka is well-positioned to access services like larger supermarkets, specialist shops, medical services, secondary education in Kaiapoi, Rangiora and Christchurch. Larger recreational areas such as the beach, the Tūhaitara Coastal Park, the Ashley Kaiapoi Waimakariri rivers are all destinations within the wider district that are proximate to Ōhoka.

- 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



A. OHOKA DEVELOPMENT AREA (1:150,000)





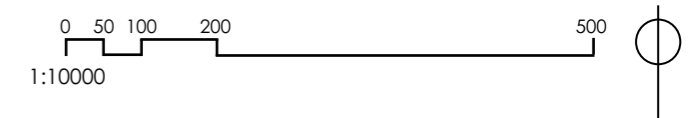
# A3 OUTLINE DEVELOPMENT PLAN

## 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)
- Landscape Treatment A
- Landscape Treatment B
- 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



## A4 INDICATIVE MASTER PLAN

The masterplan for the Development Area has been developed as a guiding concept for subdivision and development. It provides for:

- Approximately 850 new residential properties of different sizes to suit various needs and lifestyles.
- A new local centre opposite the Ōhoka Domain with a mix of commercial and retail services providing residents with daily necessities and other amenities.
- Educational facilities adjacent the local centre.
- A polo field and associated facilities which, in addition to polo, provides open space and opportunities for recreation, sports, and community gatherings, particularly catering to the equestrian community.
- A network of streams, reserves, and green open spaces to improve and protect the local ecology as well as provide amenity for residents with opportunities for outdoor recreation, relaxation, and connection with nature.

Although not shown on the masterplan, a retirement village is also envisaged within the Ōhoka Development Area. It would provide a range of housing options and services specifically designed to cater to the needs of seniors and would be logically located close to the local centre.

### INDICATIVE MASTER PLAN LEGEND

- A Settlement zone
- B Park and ride
- C Local centre
- D Area for possible winter market
- E Polo field
- F Education
- 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
- O Landscape Treatment B
- P Landscape Treatment C

The masterplan is indicative only and should not be used to assess subdivision or land use resource consent applications.







**SECTION B**

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**SUBDIVISION DESIGN**

- |           |  |
|-----------|--|
| <b>B1</b> | <b>ŌHOKA CONTEXT</b>                   |
| <b>B2</b> | <b>MOVEMENT NETWORK</b>                |
| <b>B3</b> | <b>OPEN SPACE PROVISION AND DESIGN</b> |
-







## B1 ŌHOKA CONTEXT

The original settlement of Ōhoka was established at the location of the Mill Road Whites Road intersection where the remnants of the early town structure are still visible.

At its peak it was a sizable rural township that provided services to the local industry and surrounding farming activities, and was well established with churches, a community hall, a large public domain and a school with a roll of 200 students. The fast growth in the 1800s was followed by a decline which reduced the settlement to the historic remnants evident today.

In the mid-1900s Ōhoka started to slowly grow again from this historic nucleus with mainly residential additions. These were initially of a smaller scale bounded by the Ōhoka North Stream to the north of Mill Road and Ōhoka Stream south of Mill Road. This original structure, framed by the two waterways, remains a key feature of the character of the centre of Ōhoka.

Rural residential development beginning from the mid-1990s mostly extends north of Mill Road with larger rural lifestyle blocks stretching along the east side of Whites Road to Tram Road. The Ōhoka Development Area occupies an undeveloped gap in the fabric of the settlement bounded by Mill Road to the north, Bradleys Road to the west and Whites Road to the east.

Within the Development Area, the three main waterways run from west to east including the Ōhoka Stream, the Ōhoka South Branch and an existing waterway/pond located between the two stream branches. These waterways are predominantly bordered by either exotic species in the form of shelter belts or individual trees. Large portions of the waterways are open with little shade.



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



**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**



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



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



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



**LEGEND**

-  Outline Village Plan Area
-  General residential zone
-  GRZ (Educational Overlay)
-  GRZ (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

The Outline Development Plan for the Development Area encourages connectivity with primary roads running north-south and east-west. The primary route includes a 3-metre-wide minimum shared path separate from the main carriageway which links to the pedestrian/cycle network running through the green spaces. The green spaces provide public access to Ōhoka Stream and other waterways. The new network of recreational amenities significantly extends the existing network including by way of shared paths on Whites, Mill and Bradleys roads improving access for existing and future residents.

Smaller local streets are intended to create a highly connected and permeable neighbourhood. These roads are not shown on the Outline Development Plan allowing flexibility in subdivision design. The configuration of the local streets shall encourage slow vehicle movement combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. Open green space mostly aligns with the blue network and is provided within walkable catchments of residential properties. The network allows residents to access the local centre and other amenities using mostly off-road facilities.

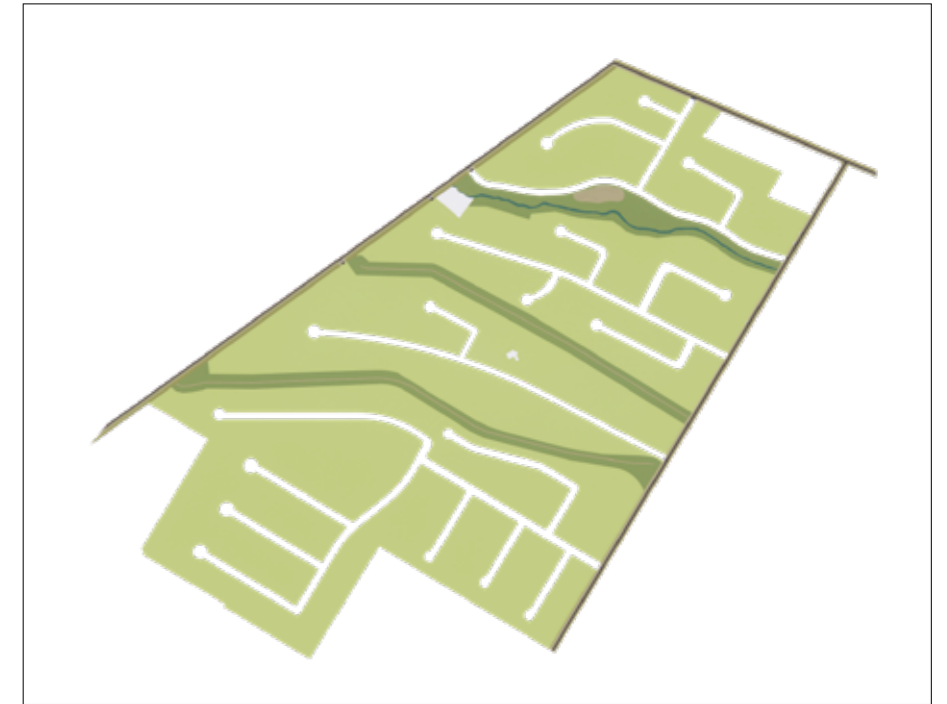
Cul-de-sacs should be avoided where possible. However, using traffic calming measures and tighter road radii at intersections and corners, it is possible to create a low speed environment which in turn provides all the benefits that a cul-de-sac design solution may have. To ensure high levels of accessibility, the network of streets should be suitably dense, typically using an 80-100 metre grid with variations for topography, waterways, orientation, nodes and destinations. Additional direct connections between roads and pathways shall be considered with the objective of increasing the number of route choices available. 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.

Where cul-de-sacs are necessary due to intervening features, their use and length shall be minimised. Further, cul-de-sacs shall be generally no longer than 75 metres in length, have a straight orientation, and provide pedestrian and cycle links at the end of cul-de-sacs linking to other streets or open space where possible.

Pedestrian and cycle pathways shall be configured to create an integrated network linking with all major public open spaces. These routes shall be designed to create safe and logical pathways with generous crossing points and stopping/passing areas beside vehicular routes.

**The following shall be incorporated into the movement network to ensure that a high-level of amenity, connectivity and accessibility:**

- Streets with different widths, modal allocation and function based on their classification;
- Streets designed to reflect the existing character of the area with wide grass or planted berms and a mix of large and small tree species including, indicatively, pin oak, kowhai, flowering cherry and maples, underplanted with a mix of shrubs and small flaxes/grasses to create a park-like environment;
- A well-connected walking and cycling network incorporated with the green / blue network connecting to key destinations with a mix of on-road, separated, and off-road facilities to promote active transport modes;
- Slow speed environments where pedestrians and cyclists of all ages and abilities can move through the Development Area safety and without undue restriction; and
- Streets with flush kerbs used where possible to minimise edge restraints and allowing runoff to enter swales.












Typical Cul-de-sac road design with limited connections (INDICATIVE)

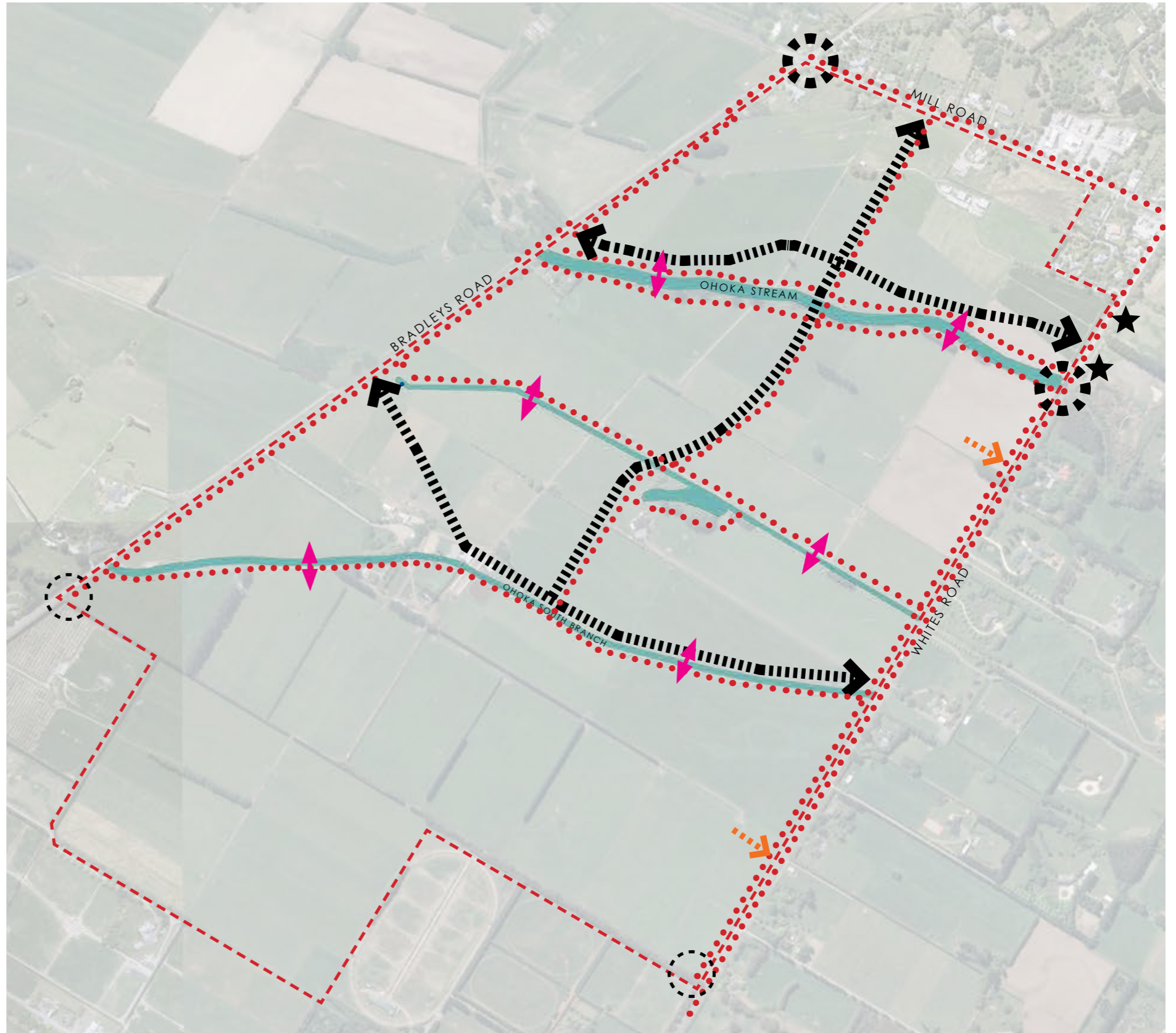


A well connected road design (INDICATIVE)



**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**



**INDICATIVE STREET TREES**



Upright Red Maple (*Acer rubrum*)



Japanese (*Acer circinatum x palmatum*)



Flowering Dogwood (*Cornus florida*)



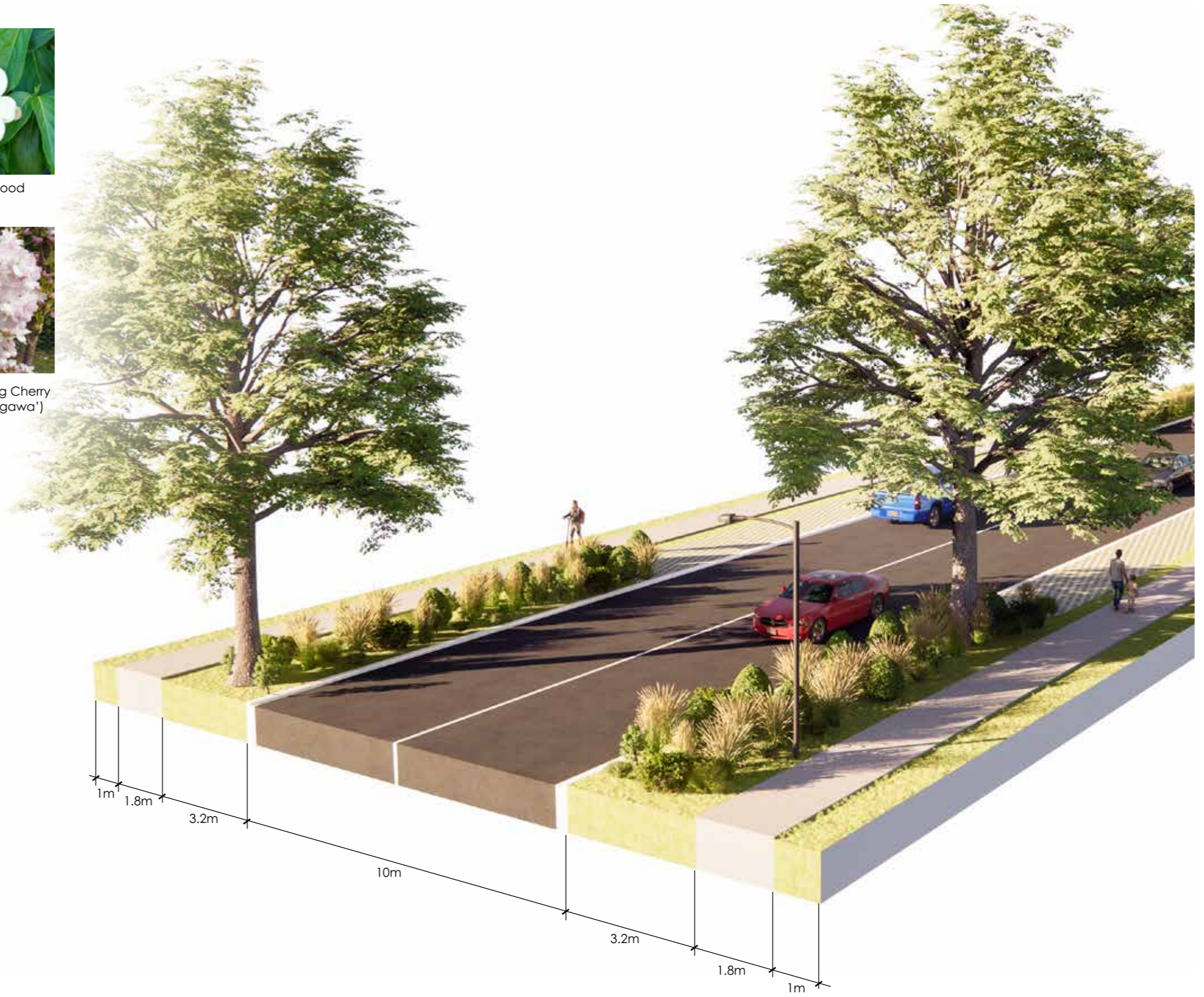
European Ash (*fraxinus 'Green Glow'*)



Evergreen Magnolia (*Magnolia grandiflora 'Teddy Bear'*)



Upright Flowering Cherry (*Prunus 'Amanogawa'*)



**22M WIDE STREET CORRIDOR (INDICATIVE)**





**18M WIDE STREET CORRIDOR (INDICATIVE)**



**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**



## B3 OPEN SPACE PROVISION AND DESIGN

A comprehensive open space network is a key feature of the Development Area. The open space network shall reflect the inherent landscape characters and ecological values of the area. The planning of the neighbourhoods shall be structured around the waterway features to retain and enhance the natural and cultural character and values of the landscape.

The open space network shall provide a combined area of open space or planting totalling approximately 20ha made up of the following indicative areas:

- Ōhoka Stream corridor: approximately 5.5ha;
- Waterway and pond: approximately 5.4ha; and
- Ōhoka 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 indicative masterplan: 0.9188ha.

Waterway corridors shall be designed in consultation with Waimakariri District Council and comprise:

- Native riparian planting;
- Walking and cycling paths;
- Stormwater management areas; and
- Seating and active and passive recreation facilities

The number, size, and location of pocket parks shall be determined in consultation with Waimakariri District Council.

The Outline Development Plan for the Development Area identifies indicative locations for stormwater management facilities. When combined with the open space and movement networks, the management of stormwater shall be designed to positively contribute to amenity outcomes as well as ecological benefits.

While site characteristics influence the level to which low impact design principles and treatment techniques can be applied, they shall be a key design consideration.

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














- Use of porous/ pervious surfaces
- Rain gardens
- Swales
- Tree Pits



**INTERFACE BETWEEN LOTS AND OPEN SPACES**



**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)
-  Landscape Treatment A
-  Landscape Treatment B
-  Landscape Treatment C



**A. OPEN SPACE AND STORMWATER NETWORK**



<b>SECTION C</b>	<b>DESIGN OF KEY FEATURES</b>
<b>C1</b>	<b>LOCAL CENTRE DEVELOPMENT</b>
<b>C2</b>	<b>LOCAL CENTRE PARKING LOT</b>
<b>C3</b>	<b>EDUCATIONAL OVERLAY</b>
<b>C4</b>	<b>POLO GROUND OVERLAY</b>







# C1 LOCAL CENTRE DEVELOPMENT

The Local Centre provides the primary interface between the existing settlement and the Development Area and provides for a wide range of activities.

In addition to the District Plan matters set out in CMUZ-MD3 (Urban design), proposed development in the Local Centre is subject to the following assessment criteria:

## The extent to which proposed development:

- is designed using a variety of materials to create visual interest and reduce the perceived mass of buildings;
- is designed using vertical and horizontal detailing to create an approachable and inviting environment;
- provides well-defined entrances to buildings;
- provides variety in roof forms to create an interesting and visually appealing streetscape;
- is designed to emphasise corner sites where applicable;
- provides suitable floor-to-ceiling heights on the ground floor to allow for a variety of activities;
- provides suitable access for waste collection and deliveries;
- separates waste and service areas from high-traffic pedestrian areas;
- promotes walking and cycling by providing well-connected pedestrian paths;
- incorporates landscaping and lighting to enhance pedestrian routes;
- incorporates planting to soften hard surfaces and create an inviting environment;
- provides secure and convenient cycle parking in well-lit locations; and
- provides public access to waterways and open spaces where applicable.







THIS ILLUSTRATION SHOWS AN INDICATIVE LOCAL CENTRE DEVELOPMENT THAT ACHIEVES THE DESIGN OBJECTIVES.

- A** Ground floor designs that promote active engagement with the street
- B** Well defined entrances for legibility
- C** Varied facade treatments, textures and planting for interest
- D** Verandas for shelter
- E** Large amounts of glazing for further connectivity
- F** Roofline variety
- G** Clear and integrated signage
- H** Wide accessible paths
- I** Planting incorporated into the design
- J** On-site carparking is to the rear of buildings, where possible, to compliment on-street parking



## C2 LOCAL CENTRE PARKING LOT

A car parking lot is provided for in the Local Centre to cater for retail and commercial activities and the public transportation hub, including the provision of park and ride facilities. The parking area shall be of a high amenity standard enabling it to be integrated with retail and commercial activities and can also provide additional hard surface area when required for community events.

In addition to the District Plan matters set out in CMUZ-MD18 (Parking lots and parking buildings), any proposed parking lots is subject to the following assessment criteria:

### The extent to which the proposed parking:

- balances convenience of parking provision and the need for pedestrian amenity and active street frontages;
- is easily identifiable, attractive and logical for all users to navigate;
- is predominantly screened from public view, particularly from Whites Road, and residential neighbours by landscaping or building facades;
- minimises light spill;
- incorporates landscaping to soften the appearance of hard surfaces; and
- provides cycle parking in convenient and visible locations







**THIS ILLUSTRATION SHOWS AN INDICATIVE CAR PARKING LOT THAT ACHIEVES THE DESIGN OBJECTIVES**

- A** Landscape treatment, including the installation of large specimen trees, assisting with reducing the visual impact of large amounts of asphalt

**B** Carparks designed with consideration given to the safety of pedestrians with key pedestrian routes and connections identified

**C** Park'n'Ride facilities

**D** Provide for cycle parking in a legible and accessible location
- E** Carparking designed 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
- G** Include adequate signage to assist with way-finding for all modes of transport and integrates with the wider movement network

**H** Incorporate Low Impact Design solutions to minimise stormwater runoff

**I** Lighting to meet ANZ Standards while minimising light spill



## C3 EDUCATIONAL OVERLAY

Educational facilities such as a school and preschool are provided for in the Educational Overlay which is strategically situated adjacent to the Ōhoka stream corridor and near the centre of the village.

In addition to the District Plan matters set out in RES-MD2 (Residential design principles), any proposed educational facility subject to the following assessment criteria:

### The extent to which the development:

- is designed to promote active transport modes (walking, cycling, scootering) with paths connecting to wider movement network;
- incorporates planting to soften hard surfaces and create an inviting environment; and
- provides engagement with the Ōhoka stream corridor;
- allows sports fields, courts and playgrounds to be used by the community outside of school hours.



THIS ILLUSTRATION SHOWS AN INDICATIVE DESIGN THAT ACHIEVES THE DESIGN OBJECTIVES.

- A** Education buildings/ potential community buildings
- B** Sports and play facilities
- C** Connection to Ōhoka stream corridor



## C4 POLO GROUND OVERLAY

A polo field and ancillary activities and facilities are provided for in the Polo Ground Overlay which is strategically situated near the Local Centre. Alongside its primary purpose, the polo field also provides a valuable amenity for residents, offering additional open green space and recreational opportunities.

In addition to the District Plan matters set out in RES-MD2 (Residential design principles), any proposed polo field and ancillary activities and facilities subject to the following assessment criteria:

### The extent to which the development:

- is designed to promote active transport modes (walking, cycling, scootering) with paths connecting to wider movement network;
- is designed to provide suitable separation of buildings from residential neighbours; and
- incorporates landscaping to soften buildings and hard surfaces and to provide amenity for the surrounding residential areas.



THIS ILLUSTRATION SHOWS AN INDICATIVE DESIGN THAT ACHIEVES THE DESIGN OBJECTIVES.

- |                                    |   |
|------------------------------------|---|
| A Access to Bradleys road          | E Wash bays   |
| B Polo Field                       | F Horse truck parking                                 |
| C Clubhouse                        | G Visitor parking                                     |
| D Raised embankment for spectators | H Horse trek/ walking path circulating the polo field |