1. DESIGNATIONS

1.1 PURPOSE OF A DESIGNATION

Under the provisions of the RMA, a Minister of the Crown or a local authority with financial responsibility for a public work, or a network utility operator which has been approved as a requiring authority under Section 167 of the RMA, may designate land for public works.

The effect of designating land is to authorise the use of that land for a particular work. Once a designation is in place it takes precedence over the zoning of the land. Other people may not, without the prior written consent of the requiring authority, do anything in relation to the designated land that would impede the public work.

The 'underlying zone' of a designation applies to any other activities that are for a purpose different to the designation purpose (or activities undertaken by a party other than the requiring authority) under s176 of the RMA. Any activity or works outside the scope of a designation will require resource consent unless the activity or works are a permitted activity within the underlying zone.

1.2 EXISTING DESIGNATIONS

The process to include existing designations in the Proposed District Plan is described in Clause 4 of the First Schedule of the RMA. Prior to a Territorial Authority publicly notifying a Proposed District Plan, it is required to invite Requiring Authorities which have an existing designation in the Operative District Plan, to give written notice advising that the designation is required to be included in the Proposed District Plan, with or without modification. A modification means that the earlier boundary, purpose or some other aspect of the existing designation has been changed in some way.

Where the Requiring Authority states that a designation is to be included in the District Plan with modification, it is required to submit the nature of and reasons for the modification.

If no notification is given to the Territorial Authority, then that designation will not be included in the Proposed District Plan. A designation lapses on the expiry of five years after the date which it is included in the Proposed District Plan unless it is given effect to before the end of that period.

1.3 NEW REQUIREMENTS FOR DESIGNATIONS

The process for new requirements for designations is specified in Part VIII of the RMA. A new requirement for a designation can be made at any time, but Requiring Authorities have the opportunity to include any new requirements in the Proposed District Plan, for public notification pursuant to Section 170 of the RMA. Section 168 of the RMA and Form 12 of the Resource Management (Forms) Regulations 1991 prescribe the information to be supplied with new requirements.

1.4 PUBLIC SUBMISSION PROCESS

Submissions in support or opposition to a new requirement may be made under Section 169 of the RMA. Submissions in support or opposition to a designation or new requirement

notified with the Proposed District Plan can be made as part of the public notification process of the Proposed District Plan.

1.5 DETERMINATION OF DESIGNATIONS

If no submissions are received on an existing designation included in the Proposed District Plan, Council can allow the designation to continue without making any recommendations. However, for new requirements, Council must make a recommendation to the Requiring Authority. The Requiring Authority then decides whether or not to accept the recommendation.

SCHEDULE 1: Designations

LIST OF DESIGNATIONS

DESIGNATING AUTHORITY : NEW ZEALAND RAILWAYS CORPORATION				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D1	3,5,7,8,10, 16, 21, 21A, 25, 27, 27B, 28, 28A, 28B, 29, 34, 35, 37	Railway Purposes	State Highway and Cambridge Street, Levin	Defined on the Planning Maps

DESIGNATING AUTHORITY : NZ TRANSPORT AGENCY				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D2	1,2,4,7,10,14, 15, 15A, 25, 27, 27A, 27B, 28, 28A, 28B, 29, 34,35,37	State Highway 1 - To undertake maintenance, operation and use of, and improvement of a State Highway		Defined on the Planning Maps
D3	2,5	State Highway 56 - To undertake maintenance, operation and use of, and improvement of a State Highway		Defined on the Planning Maps
D4	3,5,6, 6A,7,8, 16, 21, 21A, 28, 30, 32	State Highway 57 - To undertake maintenance, operation and use of, and improvement of a State Highway		Defined on the Planning Maps

DESIGNATING AUTHORITY : TELECOM NZ LTD				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D5	10	Telecommunication Radiocommunication and Ancillary Activities	State Highway 1/Waitohu Valley Road, Manakau	Section 1 SO 26184 CT: WN46B/608
D6	28A	Telecommunication Radiocommunication and Ancillary Activities	10-12 Devon Street, Levin	Sections 7, 9 Blk IV Town of Levin CT: WN39B/997 and WN35D/858
D7	5	Telecommunication Radiocommunication and Ancillary Activities	Heights Road, Shannon	Lot 1 DP 72490 CT: WN41A/293

DESIGNATING AUTHORITY : CHORUS NZ LTD				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D8	2	Telecommunication Radiocommunication and Ancillary Activities	3 Poplar Road, Opiki	Section 1 SO 25041 CT:WN36A/664
D9	21A	Telecommunication Radiocommunication and Ancillary Activities	4 Stout Street, Shannon	Lot 2 DP 66855 CT:WN40A/207

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : CHORUS NZ LTD				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D10	17,19	Telecommunication Radiocommunication and Ancillary Activities	667 Waitarere Beach Road, Waitarere	Section 1 SO 25757 CT:WN37A/958
D11	37	Telecommunication Radiocommunication and Ancillary Activities	33A Honi Taipua Street, Manakau	Lot~~s~~ 1~~, 2~~ DP 81871 CT:WN48B/764
D12	7	Telecommunication Radiocommunication and Ancillary Activities	685 State Highway 1, Kuku	Section 1 SO 24101 CT:WN36A/476
D13	4	Telecommunication Radiocommunication and Ancillary Activities	805 State Highway 1, Poroutawhao	Section 1 SO 24078 CT:WN36A/596
D14	12,13	Telecommunication Radiocommunication and Ancillary Activities	1A Linklater Avenue, Foxton Beach	Lot 1 DP 72853 CT:WN39B/611
D15	2	Telecommunication Radiocommunication and Ancillary Activities	State Highway 1, Himatangi	
D16	15A	Telecommunication and Radiocommunication and Ancillary Activities	Johnston Street, Foxton	Section 623 Town of Foxton CT:WN36A/856

DESIGNATING AUTHORITY : MINISTER OF EDUCATION				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D17	14	Educational Purposes	Manawatu College, Ladys Mile, Foxton	Pt Lot 1 DP 15206, Lots 4, 5 Deeds 586, Lot 2 DP 15206, Sections 621, 624 Town of Foxton
D18	14,15	Educational Purposes	Foxton Primary, Park Street, Foxton	Sections 94, 96, 527 Town of Foxton, Lots 1, 2 DP 2612, Lots 1, 2 DP 12396
D19	15	Educational Purposes	Coley Street Primary, Coley Street, Foxton	Sections 489, 490, 491, 494 Town of Foxton, Pt Sections 492, 493 Town of Foxton, Lot 10 DP 24627, Lot 1 DP 26102, Pt Lot 2 DP 10437
D20	2	Educational Purposes	Opiki Primary, Opiki Road (566 Tane Road), Opiki	Pt Lot 8 DP 8800
D21	5	Educational Purposes	Koputaroa Primary, 399 Koputaroa Road, Koputaroa	Pt Section 20 Blk XIV Mt Robinson SD
D22	4	Educational Purposes	Poroutawhao Primary, 796-800 State Highway 1, Koputaroa	Pt Lot 1 DP 6258
D23	16	Educational Purposes	Tokomaru Primary, Tokomaru Road, Tokomaru	Sections 166, 167 Town of Tokomaru
D24	21A	Educational Purposes	Shannon Primary, State Highway 57, Shannon	Lots 3-8 DP 15463, Pt Lot 15 DP 7724, Lot 2 DP 364308

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : MINISTER OF EDUCATION				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D25	34,35	Educational Purposes	Ohau Primary, 13 Muhunoa East Road, Ohau	Lot 2 DP 83084
D26	37	Educational Purposes	Manakau Primary, State Highway 1, Manakau	Sections 32-37 Town of Manakau
D27	12	Educational Purposes	Foxton Beach Primary, Thomas Place, Foxton Beach	Pt Section 270 Town of Foxton
D28	24,25,27,28	Educational Purposes	Levin North Primary, Weraroa Road, Levin	Section 85 Levin Suburban
D29	27	Educational Purposes	Levin Intermediate and Levin School, Collingwood Street, Levin	Lot 1 DP 28645, Pt Lot 2 DP 15701, Lot 1 DP 40425
D30	27,27A,27B	Educational Purposes	Horowhenua College, Weraroa Road, Levin	Lot 2 DP 329514
D31	28	Educational Purposes	Fairfield Primary, MacArthur Street, Levin	Lots 7, 8 DP 18673, Pt Lot 15, 17, 19 DP 1824
D32	28	Educational Purposes	Levin East Primary, 78-92 Bartholomew Road, Levin	Pt Section 31 Blk I Waiopehu SD
D33	28,30	Educational Purposes	Waiopehu College, Bartholomew Road, Levin	Lot 2 DP 42596, Lot 43 DP 32857, Pt Section 31 Blk I Waiopehu SD
D34	30	Educational Purposes	Taitoko Primary, Balmoral Street, Levin	Pt Lot 65 DP 27947

DESIGNATING AUTHORITY : MINISTER FOR COURTS				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D35	27A	Levin Courthouse	Stanley Street/Bristol Street, Levin	Section 8 Blk IX Town of Levin

DESIGNATING AUTHORITY : MINISTER OF POLICE				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D36	14,15	Foxton Police Station	3 Main Street, Foxton	Pt Lot 2 DP 30219
D37	27A	Levin Police Station	5-7 Bristol Street, 17 Stanley Street, Levin	Lot 1 DP 76606
D38	21A	Shannon Police Station	25 Ballance Street, Shannon	Lot 241 DP 368

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : TRANSPOWER NZ LTD				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D39	22	Substation	Mangahao Road, Mangaore Village	Section 1 SO 37062
D40	22	Outdoor Switchyard	Te Paki Road, Mangaore Village	Pt Section 1 SO 37683

DESIGNATING AUTHORITY : ELECTRA				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D41	15	Depot and Substation	11A Union Street, Foxton	Lot 4 DP 67167
D42	21	Depot and Substation	Stafford Street, Shannon	Pt Lot 3 DP 71149
D43	24	Depot and Substation	270 Kawiu Road, Levin	Lot 1 DP 42722
D44	29	Electricity Substation and Telecommunication, Radiocommunication and Ancillary Activities	69 Tararua Road, Levin	Lot 2 DP 59877

DESIGNATING AUTHORITY : POWERCO				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D45	1	Gas Metering Site	Foxton Beach Road	Lot 1 DP 77026

DESIGNATING AUTHORITY : HORIZONS REGIONAL COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D46	4,5	Flood Protection	Moutoa Floodway	Defined on the Planning Maps
D47	4	Land Drainage	Diagonal Pump Station	Defined on the Planning Maps
D48	5	Land Drainage	Cooks Pump Station	Defined on the Planning Maps
D49	5	Land Drainage	Koputaroa No. 1 Pump Station	Defined on the Planning Maps
D50	5	Land Drainage	Koputaroa No. 2 Pump Station	Defined on the Planning Maps
D51	5	Land Drainage	Koputaroa No. 3 Pump Station	Defined on the Planning Maps
D52	4	Land Drainage	Koputaroa No. 4 Pump Station	Defined on the Planning Maps
D53	5	Land Drainage	Mangaore Pump Station	Defined on the Planning Maps
D54	5	Land Drainage	Speirs Pump Station	Defined on the Planning Maps
D55	5	Land Drainage	Okuku Pump Station	Defined on the Planning Maps

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HORIZONS REGIONAL COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D56	5	Land Drainage	Makerua East Pump Station	Defined on the Planning Maps
D57	5	Land Drainage	Birnie Coombs Pump Station	Defined on the Planning Maps
D58	5	Land Drainage	Donnelly Pump Station	Defined on the Planning Maps
D59	5	Land Drainage	Boundary Pump Station	Defined on the Planning Maps
D60	3	Land Drainage	Ashlea Road Pump Station	Defined on the Planning Maps
D61	1	Flood Control	Lake No. 1 Stopbank	Defined on the Planning Maps
D62	2,3,5	Flood Control	Manawatu River Stopbank – true left bank PNC boundary to Tokomaru River	Defined on the Planning Maps
D63	4,5	Flood Control	Manawatu River Stopbank – true left bank Tokomaru River to Levin Road	Defined on the Planning Maps
D64	2,5	Flood Control	Manawatu River Stopbank – true right bank from Himatangi 2B1C2 to Moutoa Sluice gates	Defined on the Planning Maps
D65	4,5	Flood Control	Manawatu River Stopbank – Moutoa sluice gates to Matakarapa Road	Defined on the Planning Maps
D66	1,4,13, 15	Flood Control	Manawatu River and Foxton Loop Stopbank – Matakarapa Road to Whitebait Creek	Defined on the Planning Maps
D67	12,13	Flood Control	Manawatu River Stopbank, and concrete and timber floodwalls – Foxton Beach township	Defined on the Planning Maps
D68	4,5	Flood Control	Moutoa Floodway Stopbanks – both banks from Moutoa sluice gates to Foxton Loop confluence	Defined on the Planning Maps
D69	5	Flood Control	Moutoa Sluice gates – Foxton/Shannon Road	Defined on the Planning Maps
D70	4	Flood Control	Duck Creek Stopbanks – both banks and ringbank on true left bank opposite Newth Road/Levin Road Junction	Defined on the Planning Maps
D71	5,6	Flood Control	Tokomaru River Stopbanks – both banks from Manawatu confluence to the NIMT	Defined on the Planning Maps
D72	3,5,6	Flood Control	Linton Main Drain Stopbanks – both banks from Tokomaru confluence to PNCC boundary	Defined on the Planning Maps
D73	5,8	Flood Control	Koputaroa Stream Stopbanks – both banks from Manawatu confluence to NIMT	Defined on the Planning Maps
D74	5,8	Flood Control	Koputaroa Stream Stopbank – true left bank from NIMT to SH 57 and tributary drains	Defined on the Planning Maps

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HORIZONS REGIONAL COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D75	4,5	Flood Control	Aratangata Drain Stopbanks – both banks from Manawatu confluence to 800m south of Koputaroa Road	Defined on the Planning Maps
D76	5	Flood Control	Kara Creek Stopbanks – both banks from Tokomaru confluence to midway between SH 57 and Hennessy Road	Defined on the Planning Maps
D77	5	Flood Control	Mangapuketea Stream Stopbanks – both banks from Kara confluence to south of Kingston Road	Defined on the Planning Maps
D78	5,21	Flood Control	Mangaore Stream Stopbanks – both banks from Manawatu confluence to NIMT	Defined on the Planning Maps
D79	7	Flood Control	Ohau River Stopbank – true right bank from opposite Hogg's Road to Lot 2 DP 68543	Defined on the Planning Maps
D80	7	Flood Control	Ohau River Stopbank – true left bank from the end of Hogg's Road to the river mouth	Defined on the Planning Maps
D81	7	Flood Control	Coastal Stopbank - 150m long centred on E2692829/N6059055	Defined on the Planning Maps
D82	7	Flood Control	Kuku Stream Stopbanks – both banks from Ohau confluence to 600m upstream	Defined on the Planning Maps
D83	7	Flood Control	Parkins Stopbank – 180m long centred on E2696011/N6058563	Defined on the Planning Maps
D84	7	Flood Control	Haynes Drop Structure and Spillway Gates – centred on E2694975/N6057767	Defined on the Planning Maps
D85	4	Land Drainage	Pleuger Pump Station – at drain outlet on northern side of floodway	Defined on the Planning Maps
D86	4	Land Drainage	Whirokino Pump Station – at outlet drain on Duck Creek	Defined on the Planning Maps
D87	5	Land Drainage	Bowler Pump Station – Moutoa floodway	Defined on the Planning Maps
D88	5	Land Drainage	Kere Kere Road Pump Station – Moutoa floodway	Defined on the Planning Maps
D89	5	Land Drainage	Kingston Pump Station – Tokomaru River adjacent to Okuku Road	Defined on the Planning Maps
D90	14,15	Land Drainage	Kings Canal Drain – between Nye Street and Avenue Road, Foxton	Defined on the Planning Maps
D91	15	Land Drainage	Foxton East Culvert – adjacent to Harbour Street/Purcell Street junction, Foxton Loop	Defined on the Planning Maps

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HORIZONS REGIONAL COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D92	7	Erosion Control	Parkins Drop Structure – centred on E2696272/N6058480	Defined on the Planning Maps
D93	2,3,5	Water Diversion	Manawatu River Guidebanks – at 40, 44, 53, 54, 58 and 62km	Defined on the Planning Maps
D94	1	Water Level Control	Lake No. 2, Lake No. 3 and Lake Koputara Control Weirs – North of Foxton Beach township	Defined on the Planning Maps
D95	7	Water Level Control	Lake Horowhenua Control Weir – Hokio Stream at E2699288/N6064334	Defined on the Planning Maps

DESIGNATING AUTHORITY : HOROWHENUA DISTRICT COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D96	14	Local Purpose Reserve (Water Works)	Herrington Street, Foxton	Lot 32 DP 17402
D97	15	Water Treatment and Council Depot	Union Street, Harbour Street, Foxton	Pt 169 Section Town of Foxton, Lot 1 DP 30185, Road Reserve Harbour Street, Foxton
D98	15	Water Treatment Plant	Harbour Street, Foxton	Section 1 SO 18592
D99	15A	Town Hall	Coronation Hall, Avenue Road, Foxton	Lot 1 DP 86249
D100	15A	Museum	Main Street, Foxton	Section 640 Town of Foxton
D101	15A	Council Offices	Main Street, Foxton	Pt Section 598 Town of Foxton
D102	15A	Proposed Local Purpose Reserve (Park, Heritage)	Flax Mill Reserve, Main Street, Foxton	Pt Lot 2 DP 69076, Lot 1 DP 20930, Lot 2 DP 20930
D103	15A	Recreation Reserve (Eastern Park & Potaka Park)	Johnston Street, Foxton	Defined on the Planning Maps
D104	1,14	Recreation Reserve	State Highway 1	Pt Sections 410, 477 Town of Foxton, Sections 634, 635 Town of Foxton
D105	12	Surf Lifesaving Clubrooms and Car Park	Foxton Beach	Pt Lot 1 DP 17622
D106	1,12	Refuse Disposal Site (Closed)	Foxton Beach	Pt Section 3 Blk II Moutere SD, Pt Sections 6, 7 Blk I Moutere SD
D107	13	Water Treatment and Reservoir	Edinburgh Street, Foxton Beach	Pt Lot 3 DP 10243, Pt Lot 4 DP 9897, Pt Lot 3 DP10243, Pt Lot 4 DP 4897, Pt Lot 3 DP10243, Pt Lot 4 DP 4897
D108	13	Recreation Reserve	Foxton Beach	Lot 2 DP 422595
D109	13	Recreation Reserve	Hartley Street, Foxton Beach	Pt Section 268 Town of Foxton

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HOROWHENUA DISTRICT COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D110	1,15	Waste Transfer Station and Closed Landfill	Purcell Street, Stewart Street, Foxton	Section 591 Town of Foxton, Lot 1 DP 14663, Crown Land Survey Office Plan 21809
D111	4	Oxidation Ponds	Newth Road, Foxton	Manawatu-Kukutauaki 7E1A, 7E2A
D112	5	Cemetery	Hickford Road, Foxton	Section 614 Town of Foxton, Lot 2 DP 61106
D113	1,12	Sewage Treatment Plant	248 Palmer Road, Foxton Beach	Lot 3 DP 395314
D114	26,27	Sewage Treatment Plant	Mako Mako Road, Levin	Lot 1 DP 28296, Lot 1 DP 30808, Lot 3 DP 59892, Pt Section 22 Blk I Waiopehu SD, Pt Section 22 Blk I Waiopehu SD
D115	27	Cemetery	Mako Mako Road, Levin	Section 29 Blk I Waiopehu SD
D116	27B	Library and Community Centre	Te Takere, Bath Street Levin,	Lot 1 DP 31552, Pt Sec 15 Blk XI Town of Levin, Pt Sec 13 Blk XI Town of Levin, Lot 14 DP 31985, Lot 12 DP 31985, Sec 1 SO 449786
D117	27B	Car Park	Bath Street, Levin	Pt Lot 1 DP 1713, Pt Lot 3 DP1713, Lot 2 DP1713, Lot 1 DP1713~~, Lot 5 DP1713~~, Lot 6 DP 1713
D118	4,19	Sewage Treatment and Disposal	Waitarere	Lot 1 DP 70579
D119	7	Sewage Treatment and Disposal	Hokio Sand Road, Hokio Beach	Horowhenua XIB41SouthP, Horowhenua XIB41SouthS, Horowhenua XIB41SouthN1, Lot 1 DP 59628
D120	5	Rubbish Dump	Hennesey Road, Shannon	Lot 1 DP 6241
D121	5	Cemetery	Koputaroa Road, Levin	Pt Lot 1 DP 4297
D122	7	Rubbish Dump	Hokio Beach Road, Hokio Beach	Lot 3 DP 40743
~~D123~~	~~16~~	~~Segregation Strip~~	~~State Highway 57, Tokomaru~~	~~Road Reserve~~
D123	28	Stormwater Management	Vincent Drive Reserve, Easton Way, Gimblett Court, Levin	Lot 118 DP 74864, Lot 119 DP 74864
D124	16	Sewage Treatment Plant	Nikau Street, Tokomaru	Lot 1 DP 45200, Lot 2 DP 45200
D125	5	Sewage Treatment Plant	Johnson Street, Shannon	Lot 1 DP 30807
D126	5	Cemetery	Brown Street, Shannon	Lot 486 DP 369, Lot 488 DP 369
D127	21	Waste Transfer Station and Depot, Refuse Collection and Transfer	Thomson Street, Shannon	Lot 625 DP 369, Lot 627 DP 369
D128	21A	Reserve for Civic Purposes (Shannon Library)	Plimmer Street, Stout Street, Shannon	Road Reserve, Pt Lot 232 DP368, Lot 3 DP 76783, Pt Lot 233 DP 368, Pt Lot 234 DP368, Pt Lot 235 DP 368
D129	29	Council Depot	Sheffield Street, Coventry Street, Levin	Section 62 Horowhenua Settlement

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HOROWHENUA DISTRICT COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D130	17	Reserve for Civic Purposes	Park Avenue, Waitarere	Section 2 Blk III Moutere SD
D131	23	Proposed Foreshore Reserve	Hokio Beach	Defined on the Planning Maps
D132	36	Proposed Foreshore Reserve	Waikawa Beach	Defined on the Planning Maps
D133	17,19	Surf Lifesaving Clubrooms and Car Park	Waitarere Beach Road	Lot 60 DP 10023
D134	19	Proposed Foreshore Reserve	Waiterere Beach	Defined on the Planning Maps
D135	4,7,17, 19,23	Proposed Foreshore Reserve	Hokio Beach, Waikawa Beach, Waitarere Beach	Defined on the Planning Maps
D136	6	Tokomaru Water Treatment Plant	Tokomaru East Road, Tokomaru	Lot 1 DP 55439, Road Reserve
D137	6	Tokomaru Water Intake	186 Tokomaru East Road, Tokomaru	Lot 1 DP 25126
D138	5	Shannon Water Treatment Plant	166 Mangahao Road, Shannon	Lot 1 DP 56692, Pt Section 2 Blk XVI Mt Robinson SD, Pt Section 2 Blk XVI Mt Robinson SD
D139	22	Shannon Water Intake	Mangaore Road, Shannon	Lot 1 DP 343456
D140	8,33	Levin Water Treatment Plant	282 Gladstone Road, Levin	Defined on the Planning Maps Excluding Lots 1,2 DP 91241
D141	14	Ladys Mile Water bore	Ladys Mile, Foxton	Section 622 Town of Foxton
D142	13	Flagstaff Street Water bore	Unformed Flagstaff Street, Foxton Beach	Lot 1 DP 25288, Lot 1 DP 441451, Road Reserve
D143	14,15,15A	Clyde Street Water bore	Clyde Street, Foxton	Section 4 SO 31290
D144	12,13	Foxton Beach Recycling Station	Seabury Avenue, Foxton Beach	Lot 1 DP 91336
D145	16	Tokomaru Recycling Station	761 Makerua Road, State Highway 57	Lot 3 DP 50706
~~D146~~	~~21A~~	~~Shannon Recycling Station~~	~~20 Ballance Street, Shannon~~	~~Pt Lot 266 DP 368~~
D146	15	Water Treatment Plant	Foxton Water Treatment Plant	Pt Lot 1 DP 15523, Lot 14 DP 54494, Pt Section 169 Town of Foxton
D147	2	Opiki Recycling Station	566 Tane Road/Opiki School	Road Reserve, Tane Road as defined on cadastral map in Appendix 2.
D148	27A,27B	Recreation Reserve	Levin Domain, Queen Street West/Salisbury Street	Section 24 Levin Suburban
D149	12	Foxton Beach Motor Camp	Holben Parade, Foxton Beach	Pt Section 7 Blk I Moutere SD
D150	12,13	Foxton Beach Community Centre	Seabury Avenue, Foxton Beach	Lot 1 DP 74876
D151	15A	Foxton Library	Clyde Street, Foxton	Lot 1 DP 21372
D152	15A	St John Ambulance Building	8 Whyte Street, Foxton	Lot 1 DP 80945

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HOROWHENUA DISTRICT COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
~~D153~~	~~15A~~	~~Community Facility~~	~~88 Main Street, Foxton~~	~~Lot 5 DP 16224~~
D153	15A	Town Hall	Foxton Memorial Hall, Main Street, Clyde Street, Foxton	Pt Sections 104, 105 Town of Foxton
D154	16	Tokomaru Hall Carpark	State Highway 57, Tokomaru	Pt Section 27 Town of Tokomaru
~~D155~~	~~5~~	~~Okonui Hall Domain Levin~~	~~Okuku Road-Shannon North~~	~~Lot 1 DP 20312~~
D155	27B/28B	Levin Public Gardens	4 Kent Street Levin	Lot 1 DP 45757 and Lot 2 DP45727
D156	22	Mangaore Village Reserves	Mangahao Road, Mangaore Village	Lot 33 DP 71906, Lot 48 DP 71905
D157	17	Waitarere Beach Motor Camp	Park Avenue, Waitarere Beach	Lot 1 DP 13250, Lot 2 DP 13250, Lot 12 DP 10678, Pt Lot 63 DP 10023
D158	21A	Public Toilets	Shannon Public Toilets, 7 Ballance Street, Shannon	Pt Lot 236 DP 368
D159	21A	Reserve for Civic Purposes	Shannon War Memorial Hall, 10 Grey Street, Shannon	Pt Lots 186 DP 368, Pt Lots 187 DP 368, Pt Lot 187 DP 368
D160	27B	Community Centre	Jack Allen Centre, 21/23 Durham Street, Levin	Lot 43 DP 1734, Lot 44 DP 1734
~~D161~~	~~27B~~	~~Cinema~~	~~Salisbury Street, Levin~~	~~Lot 12, 13 DP 2234~~
D161	21	Recreation Reserve	Shannon Domain Ballance Street, Stout Street, Shannon	Lot 703 DP 368, Lot 706 Town of Shannon
D162	27B	Council Offices	126-148 Oxford Street, Levin	Defined on the Planning Maps
D163	28,30	Motor Camp	Playford Motor Camp, Park Avenue, Levin	Section 68 Levin SUBURBAN
D164	7	Cemetery	Avenue North Road, Levin	Lot 3 DP 397828
D165	15A	Cemetery	Park Street/Avenue Road	Awahou 97B
D166	10	Manakau Cemetery	State Highway 1/South Manakau Road	Pt Lot 28A DP 415
~~D167~~	~~7~~	~~Sewage Treatment & Disposal~~	~~383 Hokio Sand Road~~	~~Defined on the Planning Maps~~
D167	21A	Recreation Reserve	Te Maire Park, Plimmer Terrace, Shannon	Lot 1 DP 71514
D168	22	Sewage Facility	Mangahao Road, Shannon	Lot 55 DP 71906
D169	12,13	Stormwater Management	Palmer Road, Foxton Beach	Lot 115 DP 400224
D170	12,3	Wastewater and Stormwater Management	Carex Grove, Foxton Beach	Lot 58 DP 407170
D171	12	Stormwater Management	Nash Parade, Seabury Avenue, Foxton Beach	Lot 2 DP 46385
D172	12	Stormwater Management	Holben Reserve, Foxton Beach	Lot 4 DP 46385

SCHEDULE 1: Designations

DESIGNATING AUTHORITY : HOROWHENUA DISTRICT COUNCIL				
Des. No	**Map No**	**Designating Purpose**	**Street Address**	**Legal Description**
D173	25	Stormwater Management	Kennedy Drive Reserve, Levin	Defined on the Planning Maps
D174	25	Stormwater Management	Kawiu Reserve, The Avenue, Levin	Lot 7 DP16252, Lot 8 DP 16252, Pt Lot 6 DP 16252
D175	28	Stormwater Management	MacArthur Street, Cambridge Street, Levin	Section 73 Levin Suburban

SCHEDULE 1: Designations

Appendix 1: Designation Conditions

Telecom New Zealand Limited and Chorus New Zealand Limited

Masts and Antennas

The height of any (new) mast and associated antennas (including any lightning rod) shall not exceed the following height limits in the respective underlying zones of the designations:

Residential	*15m*
Rural	*25m*
Commercial (within Pedestrian Overlay Areas)	*20m*
Commercial (outside Pedestrian Overlay Areas)	*15m*

2. Notwithstanding condition 1, the antennas on the mast existing as at 14 September 2012 (the notification date of Proposed District Plan) may be upgraded, reconfigured or additional antennas installed subject to there being no increase in the overall height of the mast and attached antennas.

3. Antennas mounted on the roof of buildings shall not exceed more than 3 metres above the maximum height of the roof of any existing building in the Residential or Commercial (outside Pedestrian Overlay Areas) zones, and 6 metres above the maximum height of the roof of any existing building in the Rural or Commercial (within Pedestrian Overlay Areas) zones.

Buildings

4. Any buildings, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:

Residential and Commercial (outside Pedestrian Overlay Areas)

Height	*8.5m*
Boundary Setback	*3m from a road boundary and 1.5m from any other boundary*
Floor Area	*50m²*

Rural and Commercial (within Pedestrian Overlay Areas)

Height	*15m*
Boundary Setback	*3m from a road boundary and 1.5m from any other boundary*
Floor Area	*50m²*

Except this shall not restrict the maintenance, upgrading and replacement of any existing building where it infringes this condition provided there is no additional exceedence of the standards with this condition.

Height in relation to boundary - shall comply with the relevant height in relation to boundary controls from adjoining residential boundaries as included in the Horowhenua District Plan as at the 14 September 2012 (the notification date of Proposed District Plan).

Noise

5. Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall not exceed the following noise limits:

At the boundary with any Rural or Residential Zoned land:

7am - 10pm: 55 dBA. L10
10pm - 7am: 40 dBA.L10
10pm - 7am: 65 dBA. Lmax

At the boundary with any Commercial Zoned land:

At any time on any day: 65 dBA. L10

6. Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall cumulatively in combination with any other noise generating equipment on the site not result in any increase in existing noise levels received at any other property boundary where the noise levels in Condition 5 are exceeded. A noise assessment shall be submitted as part of any outline plan to confirm the existing noise levels and predicted new noise level to confirm compliance with this condition.

7. For any changes or additions to any electricity alternators on the site, where the noise from all electricity alternators exceeds the noise limits in Condition 5, an Outline Plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level, and do not exceed existing noise levels.

Radiofrequency Fields

8. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard *NZS2772.1:1999.1* at all times.

Outline Plan of Works

9. That an Outline Plan of works shall not be required for any internal building works (excluding equipment generating external noise), general site maintenance and repair work, like for like replacement of equipment, or for the replacement of any antennas with antennas of similar size, provided that there is no overall increase in the overall height of the facility.

Designation D11

The following condition shall apply to designation D11 Telecommunication Radiocommunication and Ancillary Activities 33A Honi Taipua Street, Manakau Lot 1 DP 81871 CT:WN48B/764

a) That new mobile equipment, being masts and antennas forming part of the cellular network, shall be subject to the rules for the underlying zone.

SCHEDULE 1: Designations

Horowhenua District Council

Designation D118 Waitarere Sewage Treatment and Disposal Area

The following condition shall apply to designation D118 Sewage Treatment and Disposal, Waitarere, Lot 1 DP 70579

a) No sewage treatment facility or disposal activity shall take place within 200 metres of any Residential, Deferred Residential and Deferred Greenbelt Residential.

Designation D145 Tokomaru Recycling Station

The following conditions shall apply to designation D145 Tokomaru Recycling Station 761 Makerua Road, State Highway 57, Lot 3 DP 50706.

a) No building or structure shall exceed a gross floor area of 40m², be within 3m of a residential site and the portion of the site covered by buildings and structures for this purpose shall not exceed 20% of the net site area.
b) That the transfer of stored recycled materials shall occur between the hours of 8:00am and 6:00pm.

Designation D148 Levin Domain

The following conditions shall apply to designation D148. Recreation Reserve, Levin Domain, Queen Street West/Salisbury Street, Levin.

a) No residential activities shall occur.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall encroach outside an envelope created by a line drawn vertically 8.5 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
d) The proportion of the net site area covered by buildings shall not exceed 20%.
e) The operating hours for flood lighting (excluding safety and security lighting) shall not extend beyond 10.00pm daily.
f) Noise from any activity on this site between the hours of 10.00pm – 7.00am on any day shall not exceed 40dB L_{Aeq} (15mins) and 65 dB (L_{Amax}) when measured at the boundary of any adjacent Residential zoned property or 65dB L_{Aeq} when measured at the boundary of any adjacent Commercial zoned property.
g) Activities shall comply with the permitted activity condition for Notable Trees (20.6.20) in the underlying Open Space Zone.

Designation D161 Shannon Domain

The following conditions shall apply to designation D161 Recreation Reserve, Shannon Domain Ballance Street/Stout Street, Shannon

a) No residential activities shall occur.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall exceed a height of 7.5 metres at the boundary.
d) No part of any building shall encroach outside an envelope created by a line drawn vertically 7.5 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).

e) The proportion of the net site area covered by buildings shall not exceed 10%.
f) The operating hours for flood lighting (excluding safety and security lighting) shall not extend beyond 10.00pm daily.
g) Noise from any activity on this site between the hours of 10.00pm – 7.00am on any day shall not exceed 40dB L_{Aeq} (15mins) and 65 dB (L_{Amax}) when measured at the boundary of any adjacent Residential zoned property or 65dB L_{Aeq} when measured at the boundary of any adjacent Commercial zoned property.

Designation D156 Mangaore Village Reserves

The following conditions shall apply to designations D156 Mangaore Village Reserves, Mangahao Road, Mangaore Village.

a) No residential activities shall occur.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall encroach outside an envelope created by a line drawn vertically 4.5 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
d) The proportion of the net site area covered by buildings shall not exceed 15%.
e) Activities shall comply with the following permitted activity conditions for the underlying Open Space Zone:
Noise (20.6.7), Vibration (20.6.8), Odour (20.6.9), Storage of Goods and Materials (20.6.10), Flood Hazard Overlay Area (20.6.11), Surfacewater Disposal (20.6.12), Engineering Works (20.6.13), Vehicle Access (20.6.14), Vehicle Parking, Manoeuvring, and Loading (20.6.16), Network Utilities (20.6.17), Hazardous Substances (20.6.18), Notable Trees (20.6.20), Sites of Significance to Tangata Whenua (20.6.21), Temporary Activities (20.6.22), and Temporary Military Training Activities (20.6.23), Subdivision of Land (20.7.1), Boundary Adjustments - Flood Hazard Overlay Areas (20.7.2), Historic Heritage - Buildings (20.7.4), Temporary Filming Activities (20.7.5), and Temporary Military Training Activities (20.7.6).

Designation D167 Te Maire Park

The following conditions shall apply to designation D167 Recreation Reserve, Te Maire Park Plimmer Terrace, Shannon

a) No residential activities shall occur.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
d) The proportion of the net site area covered by buildings shall not exceed 15%.
e) The following heritage provisions from the underlying Open Space Zone shall apply to any listed Historic Heritage Building, Structure or Site:
Rules 20.1(i), 20.1(j), 20.2(d), 20.3(e), 20.3(f), 20.4(h), 20.4(i), 20.5(b), 20.7.4(h), 20.8.5 and 20.8.6.

SCHEDULE 1: Designations

Designation D155 Levin Public Gardens

The following conditions shall apply to designation D155 Levin Public Gardens, 4 Kent Street, Levin

a) Residential activities shall be limited to no more than one dwelling.
b) The proportion of the net site area covered by buildings shall not exceed 20%.
c) The following heritage provisions from the underlying Open Space Zone shall apply to any listed Historic Heritage Building, Structure or Site:
    i) Any sign attached to a heritage building or structure shall be a Restricted Discretionary Activity (Rule 20.3(f)).
    ii) Rules 20.4(h) 20.4(i) not including the addition, upgrade or maintenance of disability access and fire egresses to Thompson House (H10).

Designation D149 Foxton Beach Motor Camp

The following conditions shall apply to designation D149 Foxton Beach Motor Camp, Holben Parade, Foxton Beach

a) Residential activities shall be limited to no more than two dwellings.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall exceed a height of 8.5 metres.
d) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
e) There shall be no more than 60 motel or cabin units serviced on the site.
f) Buildings shall be set back 4.5 metres from any adjoining Residential Zone boundary.

Designation D150 Foxton Beach Community Centre

The following conditions shall apply to designation D150 Foxton Beach Community Centre, Seabury Avenue, Foxton Beach.

a) No part of any building shall exceed a height of 8.5 metres.
b) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
c) The proportion of the net site area covered by buildings shall not exceed 55%.
d) Activities shall comply with the following permitted activity conditions for the underlying Residential Zone:
Noise (15.6.11), Vibration (15.6.12), Odour (15.6.15), Flood Hazard Overlay Area (15.6.16), Storage of Goods and Materials (15.6.17), Unsightly Buildings (15.6.18), Wrecked Motor Vehicles (15.6.19), Water Supply (15.6.20), Waste Disposal (15.6.21), Surfacewater Disposal (15.6.22), Engineering Works (15.6.23), Vehicle Access (15.6.22), Vehicle Parking, Manoeuvring, and Loading (15.6.25), Safety and Visibility at Road and Rail intersection (15.6.26), Network Utilities and Energy (15.6.27), Hazardous Substances (15.6.28), Notable Trees (15.6.30), Sites of Significance to Tangata Whenua (15.6.31), Temporary Activities (15.6.32), and Temporary Military Training Activities (15.6.33).

SCHEDULE 1: Designations

Designation D151 Foxton Library

The following conditions shall apply to designation D151 Foxton Library, Clyde Street, Foxton.

a) No part of any building shall exceed a height of 8.5 metres.
b) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
c) The proportion of the net site area covered by buildings shall not exceed 50%.
d) Buildings shall be set back 4.5 metres from any adjoining Residential Zone boundary.
e) Activities shall comply with the following permitted activity conditions for the underlying Residential Zone:
   Noise (15.6.11), Vibration (15.6.12), Odour (15.6.15), Flood Hazard Overlay Area (15.6.16), Storage of Goods and Materials (15.6.17), Unsightly Buildings (15.6.18), Wrecked Motor Vehicles (15.6.19), Water Supply (15.6.20), Waste Disposal (15.6.21), Surfacewater Disposal (15.6.22), Engineering Works (15.6.23), Vehicle Access (15.6.22), Vehicle Parking, Manoeuvring, and Loading (15.6.25), Safety and Visibility at Road and Rail intersection (15.6.26), Network Utilities and Energy (15.6.27), Hazardous Substances (15.6.28), Notable Trees (15.6.30), Sites of Significance to Tangata Whenua (15.6.31), Temporary Activities (15.6.32), and Temporary Military Training Activities (15.6.33).

Designation D157 Waitarere Beach Motor Camp

The following conditions shall apply to designation D157 Waitarere Beach Motor Camp, Park Avenue, Waitarere.

a) Residential activities shall be limited to no more than one dwelling.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall exceed a height of 8.5 metres.
d) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
e) There shall be no more than 10 motel or cabin units serviced on the site.
f) Buildings shall be set back 4.5 metres from any Residential Zone boundary adjoining (but not within) the designated site.

Designation D160 Jack Allen Community Centre

The following condition shall apply to designation D160 Community Centre, Jack Allen Centre 21/23 Durham Street, Levin.

a) All activities shall comply with provisions of Chapter 17 Commercial Zone.

Designation D162 Council Offices, Levin

The following condition shall apply to designation D162 Council Offices, 126-148 Oxford Street, Levin.

a) No part of any building shall exceed a height of 15 metres measured at the Oxford Street road boundary.

SCHEDULE 1: Designations

Designation D163 Playford Park Motor Camp, Levin

The following conditions shall apply to designation D163 Motor Camp, Playford Park Motor Camp Parker Avenue, Levin.

a) Residential activities shall be limited to no more than two dwellings.
b) The maximum height of a solid boundary fence shall not exceed 2.5 metres and an open mesh fence shall not exceed 4 metres.
c) No part of any building shall exceed a height of 8.5 metres.
d) No part of any building shall encroach outside an envelope created by a line drawn vertically 2.7 metres above the ground level at the boundary and inclined at an angle of 45 degrees (1:1 slope).
e) There shall be no more than 40 motel or cabin units serviced on the site.
f) Buildings shall be set back 4.5 metres from any adjoining Residential Zone boundary.

Designation D153 Foxton Memorial Hall

The following condition shall apply to designation D153 Town Hall, Foxton Memorial Hall Main Street/Clyde Street, Foxton.

a) No part of any building shall exceed a height of 8.5 metres.

Designation D169, D171 - 176 Stormwater Management

The following conditions shall apply to:

Designation D169 Stormwater Management, Palmer Road, Foxton Beach, Lot 115 DP 400224;

Designation D171 Stormwater Management, Nash Parade, Seabury Avenue, Foxton Beach, Lot 2 DP 46385;

Designation D172, Stormwater Management, Holben Reserve, Foxton Beach, Lot 4 DP 46385;

Designation D173 Stormwater Management, Kennedy Drive Reserve, Levin, Defined on the Planning Maps;

Designation D174 Stormwater Management, Kawiu Reserve, The Avenue, Levin, Lot 7 DP16252, Lot 8 DP 16252, Pt Lot 6 DP 16252;

Designation D175 Stormwater Management, MacArthur Street, Cambridge Street, Levin, Section 73 Levin Suburban; and

Designation D123 Stormwater Management, Vincent Drive Reserve, Easton Way, Gimblett Court, Levin, Lot 118 DP 74864, Lot 119 DP 74864

a) No ancillary building for stormwater management purposes shall exceed a gross floor area of 20m². In the case that an ancillary building exceeds 20m², the activity will be subject to the provisions of the underlying zone.
b) All development shall comply with the noise standards of the underlying zone.

SCHEDULE 1: Designations

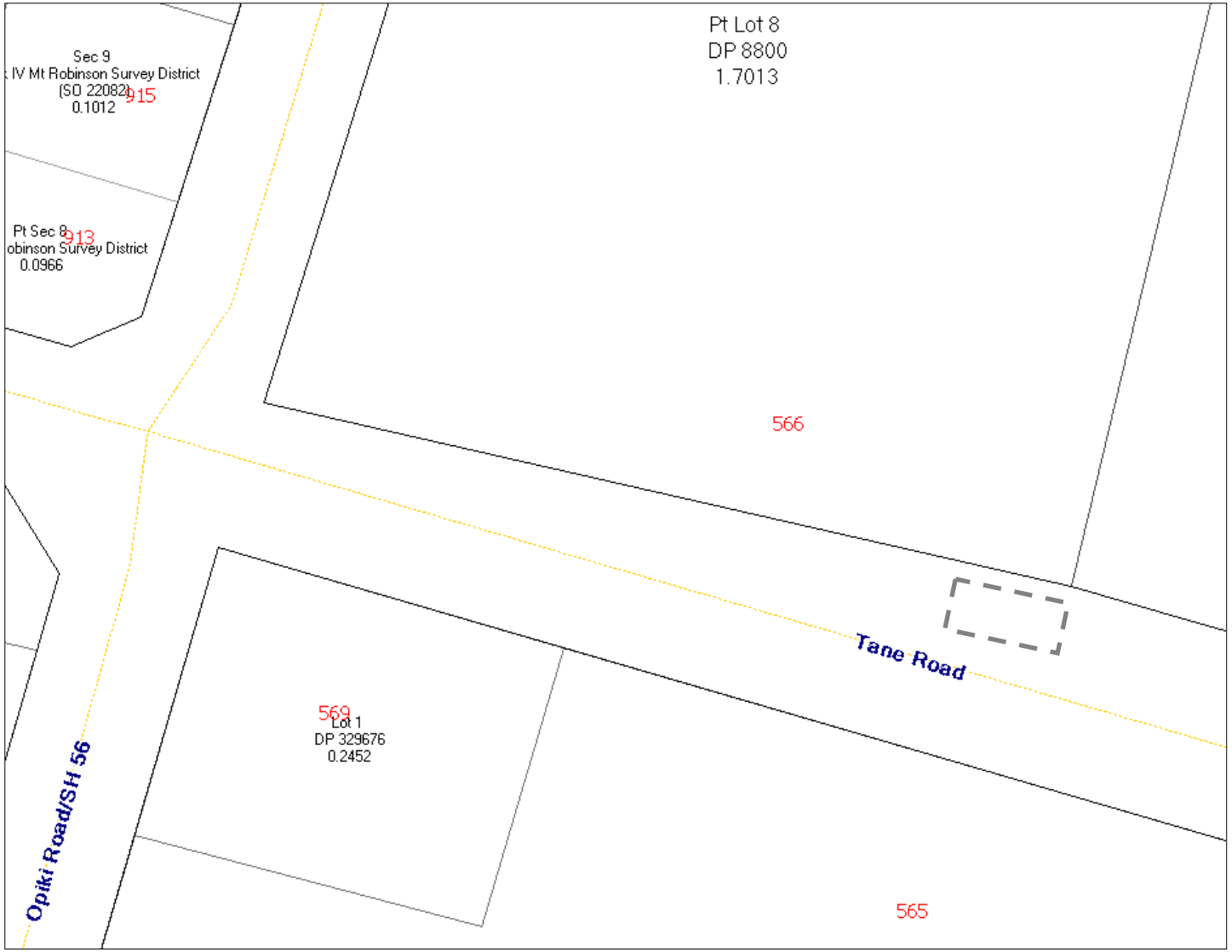
Designation D170 Wastewater and Stormwater Management

The following conditions shall apply to designation D170 Wastewater and Stormwater Management, Carex Grove, Foxton Beach Lot 58 DP 407170

a) No ancillary building shall exceed a gross floor area of 20m^2. In the case of an ancillary building exceeding 20m^2 gross floor area the activity will be subject to the provisions of the underlying zone.

b) All development shall comply with the noise standards of the underlying zone.

Appendix 2: Opiki Recycling Station Extent



Horowhenua District Council Designation D147 Opiki Recycling Station

Designation extent

HISTORIC HERITAGE

Note: The heritage provisions in the District Plan shall only apply to those buildings, structures and sites identified in the following tables under the 'Site Name'.

Historic Heritage Group 1:
Buildings and Structures (outstanding national and/or regional significance)

Map	Ref	Site Name	Location	Description	Legal Description	NZHPT Category
21A	H45	Shannon Railway Station	Plimmer Terrace, Shannon	Railway Station	Lot 1 DP 71514	~~I~~1
4	H55	Weraroa State Farm	Hokio Beach Road, Levin	Former Boys' Training Centre, State Farm, Experimental Farm	Section 1 SO 36420	~~I~~1

Historic Heritage Group 2:
Buildings and Structures (regional and/or local significance)

Map	Ref	Site Name	Location	Description	Legal Description	NZHPT Category
14,15	H1	Duncan House	11A Ladys Mile Foxton	Restaurant	Lot 3 DP 9245	
14,15	H2	All Saints Church	53 Main Street, Foxton	Church	Pt Blk VIII Te Awahou	
4	H3	Nye Homestead Sunnyside	64 Newth Road, Foxton	Dwelling	Pt Rural Section 428 Foxton Township	
14,15	H4	Dwelling	31 Robinson Street, Foxton	Dwelling	Lot 2 DP 32194	
27B	H6	Dwelling	51 Bath Street, Levin	Dwelling	Lot 1 DP 65398	~~II~~2
28B	H7	St Johns Methodist Church	90 Cambridge Street, Levin	Church	Lot 2 DP 85699	~~II~~2
29	H8	Dwelling	29 Keepa Street, Levin	Dwelling	Lot 18 DP 2115	~~II~~2
27	H9	Dwelling	31 Keepa Street, Levin	Dwelling	Lot 20 DP 2115	~~II~~2
28B	H10	Thompson House	4 Kent Street, Levin	Cultural Centre	Lots 1 & 2 DP 45727 Sections 3, 5 Blk XVIII Town of Levin	~~II~~2
27A	H11	Former Bank of Australia	24 Queen Street, Levin	Commercial Building	Pt Section 12 Blk IX Township of Levin	~~II~~2
25	H13	Dwelling	8 Roslyn Road, Levin	Dwelling	Lot 2 DP 66276	~~II~~2
27	H14	Dwelling	1 Victoria Street, Levin	Dwelling	Pt Lots 1 & 2 DP 2142	~~II~~2
27A	H15	Horowhenua College Main Building	Weraroa Road, Levin	Secondary School	Section 87 Pt Sections 6 & 7 DP 1656	~~II~~2
27A	H17	Walkerley Homestead	120A Weraroa Road, Levin	Dwelling	Pt Lot 1 DP 16531 & Pt Section 20 Town of Levin SO 12912	~~II~~2
28B	H18	Dwelling	94 Winchester Street, Levin	Dwelling	Lot 1 DP 67353	~~II~~2
28	H19	Dwelling (Naumai)	1 Winslow Place, Levin	Dwelling	Lot 1 DP 67637	~~II~~2
37	H20	War Memorial Sarcophagus	Honi Taipua Street, Manakau	Memorial	Rly I.D. 56166 Land Plan 2982	~~II~~2

SCHEDULE 2: Heritage Heritage – Buildings, Structures & Sites

Map	Ref	Site Name	Location	Description	Legal Description	NZHPT Category
37	H21	Former Manakau Post Office	Honi Taipua Street, Manakau	Part Dwelling	Lot 2 DP 81871	~~II~~2
37	H22	Manakau School	Mokena Kohere Street, Manakau	Primary School	Lots 32-37 DP 420 Manakau Township	~~II~~2
37	H23	St Andrews Church	Mokena Kohere Street, Manakau	Church	Section 38 Town of Manakau	~~II~~2
37	H25	Former Methodist Church	State Highway 1, Manakau	Dwelling/Craft shop	Pt Lot 15 DP 415	~~II~~2
22	H26	Mangahao Hydro Electric Power Station	Mangahao Road, Mangahao	Power Generation Station and Museum	Sections 11, 12 & 17 Pt Sections 1, 6, 8, 10 & 11 DP 457	~~II~~2
22	H27	House No 12	12 Blackwood Drive, Mangaore Village	Dwelling	Lot 12 DP 71908	~~II~~2
22	H28	1 Hay Street Mangaore	1 Hay Street Mangaore	Dwelling	Lot 1 DP 71906	~~II~~2
22	H29	House	2 Hay Street, Mangaore	Dwelling	Lot 2 DP 71906	~~II~~2
22	H30	Staff Hostel	3 Hay Street, Mangaore	Dwelling	Lot 3 DP 71906 Lots 19, 31, 34 & 44 DP 71908, Pt Lot 3 DP 178	~~II~~2
22	H31	Dwelling	17 Petticoat Lane, Mangaore Village	Dwelling	Lot 17 DP 71908	~~II~~2
22	H32	Dwelling	18 Petticoat Lane, Mangaore	Dwelling	Lot 18 DP 71908	~~II~~2
34,35	H33	St John the Baptist Church	Muhunoa East Road, Levin	Church	Pt Section 6 Town of Ohau (SO 12978)	~~II~~2
7	H34	Old Kuku Dairy Factory	State Highway 1, Kuku	Tui Trading Co Shop	Lot 4 DP 73189	~~II~~2
2	H35	Opiki Suspension Bridge	Rangitane Road near State Highway 56	Disused Bridge		~~II~~2
2	H36	Tane Flaxmill remains	Rangitane Road, Opiki	Mill remains	Pt Lot 1 DP 9314	~~II~~2
2	H37	Akers Homestead	State Highway 56, Opiki	Dwelling	Pt Lot 1 DP 10283	~~II~~2
2	H37	Akers Homestead	State Highway 56, Opiki	Woolshed	Pt Lot 1 DP 10283	~~II~~2
21A	H38	Club Hotel	2 Ballance Street, Shannon	Stables and Hotel	Sections 271, 272, 273 & 274, DP 368	~~II~~2
21A	H39	Dwelling	55 Bryce Street, Shannon	Dwelling	Section 363 DP 368	~~II~~2
21A	H40	Dwelling	57 Bryce Street, Shannon	Dwelling	Section 364 DP 368	~~II~~2
21A	H41	Albion Hotel	2 Grey Street, Shannon	Hotel	Section 188A DP 368	~~II~~2
21A	H42	Former Shannon Police Station	17 Nathan Terrace, Shannon	Dwelling	Section 325 DP 368	~~II~~2
21A	H43	Percy Nation Boer War Memorial	Plimmer Terrace, Shannon	Memorial	Lot 1 DP 71514	~~II~~2
21A	H44	WW1/WW2 War Memorial	Plimmer Terrace, Shannon	Memorial	Lot 1 DP 71514	~~II~~2
21A	H46	Former Bank of New Zealand	76 Plimmer Terrace, Shannon	Disused Bank with first floor residential	Pt Section 194 DP 368	~~II~~2
5	H47	Miranui Flaxmill remains	State Highway 57, Shannon	Mill remains	Lot 1 DP 13248, Lot 1 DP 30532, Pt Lot 1 DP 40776	~~II~~2
21A	H48	Former Shannon Post Office	Stout Street/Plimmer Terrace, Shannon	Commercial Building and dwelling	Lot 1 DP 66855	~~II~~2
21A	H49	Church of the Venerable Bede	34 Stout Street, Shannon	Church	Sections 217 & 218 DP 368	~~II~~2

SCHEDULE 2: Historic Heritage – Buildings, Structures & Sites

Map	Ref	Site Name	Location	Description	Legal Description	NZHPT Category
21A	H50	Venerable Bede Church Hall	34 Stout Street, Shannon	Church Hall	Sections 217 & 218, DP 368	~~II~~2
21	H51	Dwelling	56 Stout Street, Shannon	Dwelling	Lot 2 DP 43058	~~II~~2
21	H52	Dwelling	64 Stout Street, Shannon	Dwelling	Pt Section 144, 145 DP 369	~~II~~2
4	H56	Dwelling	947 Koputoroa Road, Levin	Dwelling	Lot 1 DP 57695	2

Historic Heritage Sites (sites and areas that are of national, regional and/or local significance)

Map	Ref	Site Name	Location	Description	Legal Description	NZHPT Category
19	H53	Hydrabad (1865 – 1878) Wreck Site	Waitarere/Hokio Beach (650 metres south of the beach access track at the end of Hydrabad Drive)	Ship Wreck	Grid Reference: NZTM E1785420 N5507343	~~II~~2
1	H54	Foxton Moa Hunter Midden	Wylie Road, Foxton	Midden/Oven	Pt Lot 4 DP 60293	~~II~~2

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SCHEDULE 3: Notable Trees

NOTABLE TREES

The following trees are identified as Notable Trees within the Horowhenua District.

Map No.	Ref.	Latin Name	Common Name	Location	Score	Legal Description
28	NT1	Tilia platyphyllos	Broad-Leafed Linden	69 MacArthur Street, Levin	151	Pt Lot 2B DP 568
8	NT2	Quercus robur	English Oak	191 Roslyn Road, Levin	171	Lot 1 DP 414927
28	NT3	Podocarpus totara	Totara (x2)	60 MacArthur Street, Levin	186	Pt Lot 1 DP 17881
8	NT4	Juglans regia	Walnut	307 Heatherlea East Road, Levin	164	Pt Lot 9 DP 417
8	NT5	Liriodendron tulipifera	Tulip Tree	307 Heatherlea East Road, Levin	166	Pt Lot 9 DP 417
8	NT6	Fagus sylvatica	Beech	307 Heatherlea East Road, Levin	166	Pt Lot 9 DP 417
8	NT7	Aesculus hippocastanum	Chestnut	307 Heatherlea East Road, Levin	168	Pt Lot 9 DP 417
8	NT8	Quercus robur	English Oak	307 Heatherlea East Road, Levin	168	Pt Lot 9 DP 417
21A	NT9	Quercus palustris	Pin Oak	Shannon Primary School, Grey Street, Shannon	155	Lots 605-607 DP 369
21A	NT10	Quercus robur	English Oak	Shannon Primary School, Grey Street, Shannon	151	Lots 605-607 DP 369
21	NT11	Dacrydium cupressinum	Rimu	1 Engles Road, Shannon	158	Pt Lot 3 DP 23591
5	NT12	Fagus sylvatica purpurea	Copper Beech	399 Koputaroa Road, Levin	185	Pt Section 20 Blk XIV Mt Robinson SD
5	NT13	Quercus robur	English Oak	399 Koputaroa Road, Levin	183	Pt Section 20 Blk XIV Mt Robinson SD
7	NT14	Agathis australis	Kauri	Sovereign Lodge, Muhunoa East Road, Ohau	185	Lot 1 DP 11085
7	NT15	Eucalyptus globulus	Tasmanian Blue Gum	508 Muhunoa East Rd	150	Pt Section 47 Blk V Waiopehu SD
7	NT16	Metrosideros robusta	Northern Rata	Kimberley Reserve, Kimberley Road, Levin	169	Section 79 Horowhenua East Settlement
10	NT17	Araucaria bidwilli	Bunga Bunga	101 Manakau North Road, Manakau	178	Lot 1 DP 50378
10	NT18	Araucaria heterophylla	Norfolk Island Pine	101 Manakau North Road, Manakau	173	Lot 1 DP 50378
10	NT19	Metrosideros excelsa	Pohutukawa	101 Manakau North Road, Manakau	170	Lot 1 DP 50378
7	NT20	Pyrus communis	Pear	Moutere Road, Levin	198	Pt Lot 1 DP 10058
7	NT21	Populus deltoides	Eastern Cottonwood (Poplar)	Moutere Road, Levin	170	Pt Lot 1 DP 1843
27B	NT22	Quercus robur	English Oak	Levin Domain, Salisbury Street, Levin	166	Section 24 Levin Suburban
28A	NT23	Platanus acerifolia	Plane	Oxford Street, Levin	198	On road reserve
8A	NT24	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT25	Platanus acerifolia	Plane	Oxford Street, Levin	201	On road reserve

SCHEDULE 3: Notable Trees

Map No.	Ref.	Latin Name	Common Name	Location	Score	Legal Description
28A	NT26	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
28A	NT27	Platanus acerifolia	Plane	Oxford Street, Levin	201	On road reserve
28A	NT28	Platanus acerifolia	Plane	Oxford Street, Levin	201	On road reserve
28A	NT29	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT30	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT31	Platanus acerifolia	Plane	Oxford Street, Levin	198	On road reserve
28A	NT32	Platanus acerifolia	Plane	Oxford Street, Levin	201	On road reserve
28A	NT33	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT34	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
27B	NT35	Platanus acerifolia	Plane	Oxford Street, Levin	192	On road reserve
27B	NT36	Platanus acerifolia	Plane	Oxford Street, Levin	196	On road reserve
27B	NT37	Platanus acerifolia	Plane	Oxford Street, Levin	190	On road reserve
27B	NT38	Platanus acerifolia	Plane	Oxford Street, Levin	184	On road reserve
27B	NT39	Platanus acerifolia	Plane	Oxford Street, Levin	191	On road reserve
27B	NT40	Platanus acerifolia	Plane	Oxford Street, Levin	194	On road reserve
27B	NT41	Platanus acerifolia	Plane	Oxford Street, Levin	188	On road reserve
27B	NT42	Platanus acerifolia	Plane	Oxford Street, Levin	197	On road reserve
27B	NT43	Platanus acerifolia	Plane	Oxford Street, Levin	193	On road reserve
27B	NT44	Platanus acerifolia	Plane	Oxford Street, Levin	198	On road reserve
27B	NT45	Platanus acerifolia	Plane	Oxford Street, Levin	170	On road reserve
27B	NT46	Platanus acerifolia	Plane	Oxford Street, Levin	172	On road reserve
28A	NT47	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
28A	NT48	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
28A	NT49	Platanus acerifolia	Plane	Oxford Street, Levin	198	On road reserve
28A	NT50	Platanus acerifolia	Plane	Oxford Street, Levin	200	On road reserve
28A	NT51	Platanus acerifolia	Plane	Oxford Street, Levin	195	On road reserve
28A	NT52	Platanus acerifolia	Plane	Oxford Street, Levin	195	On road reserve
28A	NT53	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
28A	NT54	Platanus acerifolia	Plane	Oxford Street, Levin	199	On road reserve
28A	NT55	Platanus acerifolia	Plane	Oxford Street, Levin	201	On road reserve
28A	NT56	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT57	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT58	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
28A	NT59	Platanus acerifolia	Plane	Oxford Street, Levin	196	On road reserve
24	NT60	Platanus acerifolia	Plane	Oxford Street, Levin	200	On road reserve
27A	NT61	Platanus acerifolia	Plane	Oxford Street, Levin	202	On road reserve
24	NT62	Tilia x europaea	European Linden	179 Queen Street West, Levin	159	Lot 3 DP 17893

SCHEDULE 3: Notable Trees

Map No.	Ref.	Latin Name	Common Name	Location	Score	Legal Description
27A	NT63	Dacrydium cupressinum	Rimu	50 Salisbury Street, Levin	177	Lot 2 DP 31045
27A	NT64	Agathis australis	Kauri	50 Salisbury Street, Levin	180	Lot 2 DP 31045
25	NT65	Knightia excelsa	Rewarewa	46 Kawiu Road, Levin	150	A2E Horowhenua
28	NT66	Podocarpus spicatus	Matai	17 Byrd Street, Levin	163	Lot 1 DP 64894
28	NT67	Podocarpus totara	Totara	189 Bartholomew Road, Levin	171	Lot 1 DP 26269
33	NT68	Platanus acerifolia	Plane (x2)	205 Gladstone Road, Levin	157	Lot 2 DP 2127
33	NT69	Fagus sylvatica purpurea	Copper Beech	205 Gladstone Road, Levin	164	Lot 1 DP 2185
25	NT70	Eucalyptus globulus	Tasmanian Blue Gum (x4)	86 The Avenue, Levin	161	Lot 2 DP 52547
25	NT71	Liriodendron tulipifera	Tulip Tree	9 The Avenue, Levin	151	Lot 3 DP 25634
28	NT72	Podocarpus ferrugineus	Miro	3 Byrd Street, Levin	152	Lot 27 DP 31421
30	NT73	Quercus ilex	Holm Oak (x42)	112 Liverpool Street, Levin	156	Lot 2 DP 88868
29	NT74	Agathis australis	Kauri (x50)	8 Boulton Road, Levin	161	Lot 2 DP 18193
7	NT75	Quercus palustris	Pin Oak	299 Kawiu Road	153	Lot 1 DP 50052
27B	NT76	Quercus robur	English Oak	Oxford Street, Levin	154	Pt Section 28 Levin Suburban
27B	NT77	Quercus robur	English Oak	Oxford Street, Levin	150	Pt Section 28 Levin Suburban
27B	NT78	Quercus robur	English Oak	Oxford Street, Levin	155	Pt Section 28 Levin Suburban
27B	NT79	Quercus robur	English Oak	Oxford Street, Levin	165	Pt Section 28 Levin Suburban
27B	NT80	Quercus robur	English Oak	Oxford Street, Levin	151	Pt Section 28 Levin Suburban
17,19	NT81	Pinus radiata	Pine	Waitarere Beach Road, Waitarere Beach	155	Lot 1 DP 71545
2	NT82	Quercus robur	English Oak	14 Howan Street, Foxton	170	Sections 361, 362 Town of Foxton
2	NT83	Quercus robur	English Oak (x3)	14 Howan Street, Foxton	173	Section 362 Town of Foxton
2	NT84	Ulmus procera	Elm	14 Howan Street, Foxton	157	Section 362 Town of Foxton
28	NT85	Cedrus atlantica	Atlas Cedar	67 Queenwood Road, Levin	186	Lot 3 DP 4778
10	NT86	Eucalyptus leucoxylon	Blue Gum (x7)	101 North Manakau Road, Manakau	172	Lot 1 DP 50378
21A	NT87	Agathis australis	Kauri	55 Bryce Street, Shannon	158	Lot 363 DP 368
29	NT88	Magnolia grandiflora	Southern Magnolia	South Railway Reserve Oxford Street, Levin	158	Lot 1 DP 89442
7	NT89	Podocarpus Totara	Totara	61 Kuku East Road, Levin	167	Lot 1 DP 56764

Appendix 1: Standard Tree Evaluation Methodology (STEM) Criteria

The following tree evaluation score sheet contains the STEM criteria used in the assessment of Notable Trees identified in this Schedule.

STEM: (Standard Tree Evaluation Method 1996 pub. Ron Flook)

Tree Evaluation Score Sheet

Date:	Assessed By:	
Reference:	Latin Name:	
Address:	Common Name:	
	GPS	S
		E

Condition Evaluation

Points	3	9	15	21	27	Score
Form	Poor	Moderate	Good	Very good	Specimen	
Occurrence	Predominant	Common	Infrequent	Rare	Very Rare	
Vigour/Vitality	Poor	Some	Good	Very good	Excellent	
Function	Minor	Useful	Important	Significant	Major	
Age	10yrs. +	20yrs. +	40yrs. +	80yrs. +	100yrs. +	
				Subtotal Points		0

Amenity Evaluation

Points	3	9	15	21	27	Score
Stature (m)	3 to 8	9 to 14	15 to 20	21 to 26	27 +	
Visibility (km)	0.5	1	2	4	8	
Proximity	Forest	Parkland	Group 10+	Group 3+	Solitary	
Role	Minor	Moderate	Important	Significant	Major	
Climate	Minor	Moderate	Important	Significant	Major	
				Subtotal Points		0

Notable Evaluation

Recognition		Local	District	Regional	National	International	
Points		3	9	15	21	27	Score
Stature	Feature						
	Form						
Historic	Age 100+						
	Association						
	Commemoration						
	Remnant						
	Source						
	Rarity						
	Endangered						
					Subtotal Points		0

Total Points	0

STATE INTEGRATED SCHOOLS

The following schools are identified as State Integrated Schools.

STATE INTEGRATED SCHOOLS			
School No.	**School Name**	**Street Address**	**Legal Description**
1	St Mary's School	Johnston Street, Foxton	Lot 2 DP 14367, Lots 1, 2,3,4,5 DP 2311 & Lot 1 DP 52610
2	St Joseph's School	Weraroa Road, Levin	Lot 2 DP 389422

SCHEDULE 4: State Integrated Schools

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TARARUA ROAD GROWTH AREA OVERLAY LEVIN DESIGN GUIDE

SCHEDULE 5: Tararua Road Growth Area

Tararua Road Growth Area Structure Plan

HOROWHENUA DISTRICT PLAN

Tararua Road Growth Area Overlay
Levin

DESIGN GUIDE

DATE: 4 SEPTEMBER 2013

VERSION: 3

Contents

1. Introduction

A large area of land on the south-east area of Levin has been zoned Industrial and is identified as the Tararua Road Growth Area Overlay (TRGA). This land is currently undeveloped and a coordinated and managed approach is required for the progressive urban development of this land to achieve the desired objectives. Through the District Plan and this Design Guide, new subdivision and land use development is to be managed to ensure the development aspirations are realised and it responds to the local context and character.

2. Purpose of the Design Guide

The purpose of the Tararua Road Growth Area Design Guide is to provide guidance for those undertaking subdivision and land use activities within the TRGA. The Design Guide provides a set of outcomes and guidelines to shape subdivision and land use development to meet landowner, community and Council expectations for the TRGA.

The guidelines are to be used in conjunction with the District Plan Objectives, Policies and Rules and to assist in the implementation of the Tararua Road Growth Area Structure Plan.

The Tararua Road Growth Overlay Area is shown on Planning Map 29 and 30. The area is zoned Industrial and a Structure Plan in Schedule 5 of the District Plan applies further sub-areas, infrastructure, landscape buffers and other features as follows:

- Industrial Zone
- Low Impact Area
- Landscape Buffer
- Landscape Noise Buffer
- Reserve / open space
- Reserve / stormwater
- Industrial Distributor Road
- Future Road Linkage

Section 7 of the Design Guide describes the development outcomes for the TRGA. Sections 8 and 9 set out the guidelines that assist subdivision and land use development to achieve the stated outcomes.

It should be noted that the illustrations within the Design Guide are intended to define and demonstrate what is meant by outcomes or guidelines and are not intended to represent actual design solutions.

3. Application and Implementation

This Design Guide applies to the Tararua Road Growth Overlay Area (TRGA) identified on the Planning Maps. The TRGA is located on the urban periphery of south-east Levin and is in close proximity to existing industrial activities at Tararua Road and Cambridge Street South and residential activities to the north.

Under the District Plan rules, all subdivision and land use activities require resource consent within the TRGA and applications will be assessed against the guidelines contained within this document. The Design Guide is to be applied in conjunction with the rules and standards in the District Plan. Subdivision and land use proposals that are not consistent with the Design Guide can be a basis for the Council to decline resource consent approval.

This Design Guide offers a step-by-step approach to a higher standard of amenity within the TRGA and to manage effects at the Industrial Zone boundary with the neighbouring Residential and Rural Zones. These outcomes are achieved through the consideration of context and subdivision design, through to site layout and creating positive relationships between public/private spaces at the land use stage. Innovation and individual design solutions in development are encouraged; the guidelines are to assist the consideration of key principles in order to achieve the outcomes of this document.

4. Design Guide Structure

The Design Guide is to be used to:

A **Assist property developers, surveyors, engineers, architects and planners to prepare and design subdivisions and land use developments; and**

B **Assist Horowhenua District Council staff to evaluate new subdivision and land use applications.**

Consistency with the guidance provided in this Design Guide can be achieved most effectively by following the process set out below as it will ensure relevant information has been collated and communication lines between the Council and applicant are open early on in the design process.

Each section of the design guide is generally structured into 4 parts (for example):

Building Scale and Design → **Guideline Heading**

Managing the scale of buildings (and structures) within the Industrial Zone, particularly the Low Impact Area, can improve the overall relationship of new development to its surrounds. → **Context and explanation for why this guideline is important**

1. Where buildings face the street frontage or linear reserve it is preferable to lower the building height for that part of the building and create a scale that appealing at street level. This visual stepping is not required for buildings on streets that primarily function for service and supply vehicles. → **Assessment Guidelines**

Respect existing neighbourhood character → **Illustration and caption relating to Assessment Guidelines**

5. Process

The Horowhenua District Council encourages landowners, developers and their surveyors, planners, architects, engineers and other advisers to work collaboratively throughout the development planning process and to seek early discussions with Council prior to undertaking detailed design for any development. This allows for development concepts to be discussed prior to commencing detailed design, gives all parties more certainty which aids the preparation for the drafting of any applications and the eventual processing of them.

A diagram of the design process is described below. The need for all of these steps will depend on the development scale. This process is optional but is intended to assist in providing for an efficient design and consenting process.

Step 1

Preliminary Meeting

Initial discussion about aspects of the site and its context, confirm district plan requirements and other consents required (regional council) and confirm information requirements/expectations. It may be appropriate to hold a joint Council meeting with officers from Horowhenua District Council and Horizons

Step 2

Concept subdivision plan / draft site layout plan

The developer/applicant may submit draft or conceptual drawings for the proposed subdivision, or land use, prior to commencing detailed drawings, to seek preliminary feedback from Council in regards to the approval process, the District Plan rules, the Structure Plan and the design guide.

With respect to subdivision applications, confirm the timing of district and regional consents and whether all consents are to be processed concurrent or separate.

Step 3

Design Process Meeting

Meeting(s) as required to develop the concept designs and continually resolve design issues with Council staff, including Community Assets with respect to infrastructure and reserve development.

Step 4

Final Design

The developer/applicant is to submit the final design and supporting forms and assessment as part of the resource consent application.

6. Site Context

Integrating greenfield industrial development into the existing environment requires an appropriate response to the existing land uses, characteristics, features and topography of the TRGA and its surrounds. Industrial development will bring about change to the area, but can do so in a way that best responds to the locality.

This section broadly describes the land uses, connections, characteristics and features of the TRGA and its relationship with south east Levin and future subdivision and developments should respond to this context.

6.1 Land use

There is a diversity of land uses surrounding the TRGA including:

- Residential and rural residential
- Primary production
- School
- Industrial
- Major roads (State Highway 57 and Tararua Road)
- Local roads (Hinemoa Street, Kinross Street, Winiata Street, Strathmore Avenue and Perth Street)

The subdivisions are to set the underlying framework and infrastructure to enable the development and operation of new industrial buildings and activities within the TRGA. Mitigation measures are to be integrated into subdivision designs to both protect new industrial development from reverse sensitivity effects; and to protect the adjacent land uses from adverse environmental effects.

6.2 Site and Surrounds: Characteristics, Features and Buildings

6.2.1 Characteristics and Features

The TRGA is relatively flat and bound by major roads to the east (State Highway 57/Arapaepae Road) and south (Tararua Road). Currently, the area is open pasture with a shelterbelt running parallel with the northern boundary in part. There are views into the site from the existing residential activities to the north, the industrial activities to the west and from rural activities from the remaining aspects. The Tararua Ranges are the dominant natural feature within the wider context and views to these ranges from new development within the area would be possible and therefore should be promoted in future subdivision design and building orientation.

Viewpoint: from northern boundary of the Tararua Road Growth Area at Hinemoa Street looking south east, south and south west, with the Tararua Ranges forming the backdrop to the east and connection with the existing industrial activities to the west.

An established planted strip along Arapaepae Road (SH 57) for the length of the existing residential area is located north of the TRGA. The Council owns three parcels of land to partially assist the continuation of this amenity strip along the eastern boundary of the growth area.

Viewpoint: from eastern extent at Arapaepae Road towards the existing Residential Zone and the Council planted amenity strip to be continued along the Tararua Road Growth Area boundary.

6.2.2 Buildings

The TRGA is currently void of any principal buildings, whereas the adjoining Industrial Zone (Cambridge Street South and Tararua Road) contains a range of industrial buildings which are generally simple pitched roof structures that have a rural industrial appearance and scale. The exception is the Carter Holt Harvey (Packaging) building which is larger in scale, yet repeats the same simple pitched roof form and appears as a series of attached buildings. Refer to photos below for these existing buildings.

Photo 1: Looking west along Tararua Road. Established industrial activity. Rural industrial character. Single storey workshop/warehouse, simple pitched roof.

Photo 2: Looking east along Tararua Road. Scale of industrial buildings are larger than residential, but not overly dominant. Tararua Ranges providing backdrop.

Photo 3: Looking south-west along Tararua Road towards adjacent Rural Zone. The form and scale of the glasshouses provides distinctive character of the locality and their functional use.

Photo 4: Looking west along Tararua Road, simple building form and structure.

Photo 5: Near corner of Tararua Road and Cambridge Street South with the stock yards in the foreground and associated industrial builidng in the background.

Photo 6: Cambridge Street South looking north towards wholesale trade supply (RD 1) and manufacturing industries. Buildngs are a mix of styles, yet are similar in scale and alignment with the street.

Photos 7 and 8: View of Carter Holt Harvey facilty from Tararua Road. Larger scale builidng, but remains simple in form, setback from the road, open weave security fencing, establsihed trees and clear signage.

6.2.3 Transport Network and Access

The TRGA is strategically positioned to access main transport links such as State Highway 1, State Highway 57 (Arapaepae Road) and the North Island Main Trunk Railway. To maintain the safe and efficient operation of State Highway 57, subdivisions and land use developments are to avoid providing direct road or vehicle crossing access onto the state highway. As an alternative, access onto Tararua Road and new roads within the TRGA will provide the main external entry/exit point.

Hinemoa Street, Winiata Street and Perth Street are residential streets to the immediate north of the TRGA and have the potential to provide transport options (drive, walk or cycle) from home to work, for those working in the industrial area. Any potential road connections from the TRGA to the residential area need to be designed to provide for residential traffic as well as to restrict heavy industrial traffic.

There is currently no dedicated pedestrian footpath or cycle lane along Tararua Road or State Highway 57. As development within the TRGA and the (Deferred) Greenbelt Residential Zone to the east of Arapaepae Road progresses, demand for pedestrian and cycle facilities are likely to become increasingly demanded and should be proactively considered.

6.2.4 Infrastructure and Servicing

As the TRGA is currently undeveloped, there is no infrastructure or services through the area. However, existing reticulated water and wastewater services are available within road reserve along Tararua Road. There is no reticulated stormwater system in Levin and all stormwater is to be managed on-site. Electricity and telecommunication services are available within Tararua Road and an applicant should liaise with the relevant network utility operator for these services.

7. Development Outcomes for the Tararua Road Growth Area

The industrial development outcomes for the TRGA are listed below and demonstrated spatially on the Structure Plan:

- Create a quality industrial environment in the south-east extent of Levin that will enhance the reputation, economic and social wellbeing of the Horowhenua district;
- Maximise the strategic position of the site and its close proximity to national transport links to attract quality industrial business to the Levin area;
- Provide opportunities for a range of industrial activities, wholesale and trade supply activities and other associated non-industrial activities to locate within the TRGA,
- Create an industrial environment that responds to the context, characteristics and features of the site and its surrounds and creates a level of amenity that people enjoy working within;
- Provide effective noise, visual and amenity buffers between the existing adjoining land uses and the new industrial environment so that adverse effects are internalised within the Industrial Zone and the risk of reverse sensitivity effects is minimised.
- Provide an intermediary Low Impact Area and maintain a substantial separation distance between the existing residential area to the north of the TRGA and the standard Industrial Zone.
- Provide an effective stormwater collection, treatment and disposal system throughout the TRGA using low impact urban design principles and other environmentally responsive and sustainable design solutions;
- Create a linear reserve between the residential area (including Taitoko Primary School) that supports multiple uses, including stormwater treatment swales, open space, and walking and cycling connections to and through the TRGA;
- Connect the TRGA with the existing urban area in south-east Levin and avoiding connections to State Highway 57, using a safe and efficient internal roading system and access onto local roads.

8. Subdivision and Development Guidelines

This section of the Design Guide sets out the subdivision and development guidelines to be considered and assessed as part of the design and consent process for future development in the TRGA.

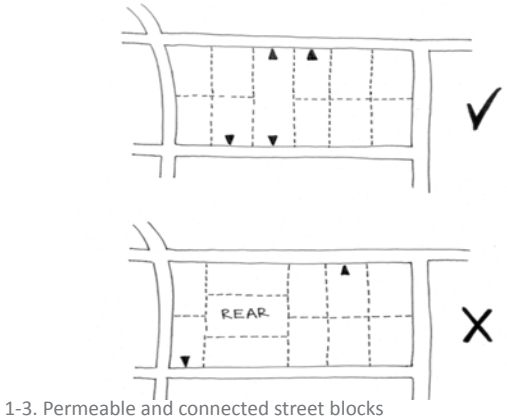
8.1 Street Blocks

The design of street blocks and the subdivision of individual lots in conjunction with the overall internal roading network and hierarchy can create a connected and well laid out industrial area. The layout of the industrial area and street blocks has significant potential to influence ease of movement in and around the area, access to sites, the efficient development of individual lots, and a positive interface with surrounding areas.

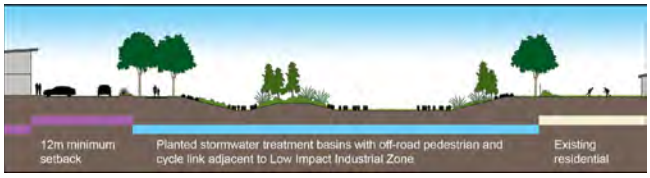
A grid pattern, with a hierarchy from main roads to secondary roads connecting with existing main and secondary roads, provides an easy to navigate and readily developable industrial area, as shown on the Structure Plan.

The interface with the adjoining residential area to the north of the TRGA needs to be carefully managed to protect the amenity of the residential area and avoid reverse sensitivity effects for new industrial development, with separation distance a key method used as shown on the Structure Plan.

Lots need to be of a size and shape to accommodate a range of industrial uses. Rear lots are undesirable due to access difficulties and the inability for development to address the street. Similarly, reserves intended for public use that are well fronted by public roads are more secure because of the informal surveillance from the road and activities that interface with the road across the carriageway.



1-3. Permeable and connected street blocks



4. Width of open space and storm water reserve

5-6. Low Impact Area within the TGRA Structure Plan

1. Street blocks should be of a scale and shape to achieve a permeable and connected street layout suited to industrial land use.

2. The street blocks should form a grid pattern responding to the historical urban pattern and connect with the existing road network.

3. All lots should be a regular shape, front onto a road, and be accessed directly from a legal road. Rear lots are to be avoided, but through lots (with dual road frontage) are permissible.

4. A reserve/open space/stormwater treatment area should extend for the full length of the TRGA with the adjoining residential area. The width of this area should be sufficient to accommodate stormwater detention and treatment and avoid amenity (e.g. noise and visual) conflicts between residential and industrial uses.

5. A Low Impact Area is to be provided for on the southern side of the reserve/open space/ stormwater treatment area and adjoining the rural-residential property at 172 Arapaepae Road (Lot 191 DP 52352 and Lot 1 DP 341015)

6. The central reserve/open space area within the linear reserve and the road layout should be designed so that a road extends along the full length of the southern side of the reserve.

8.2 Growth Area Boundary Treatments

A range of existing land uses either adjoin or are in close proximity to the TRGA. There is potential for new industrial activities and development to adversely affect the established residential and rural amenity in the adjoining areas. Setbacks and landscape planting around the perimeter of the TRGA can mitigate these adverse effects on the amenity values of the adjoining areas. In addition, vegetation and trees can improve the attractiveness and visual appeal of the general area, including when viewed from key public viewpoints as State Highway 57 (Arapaepae Road).

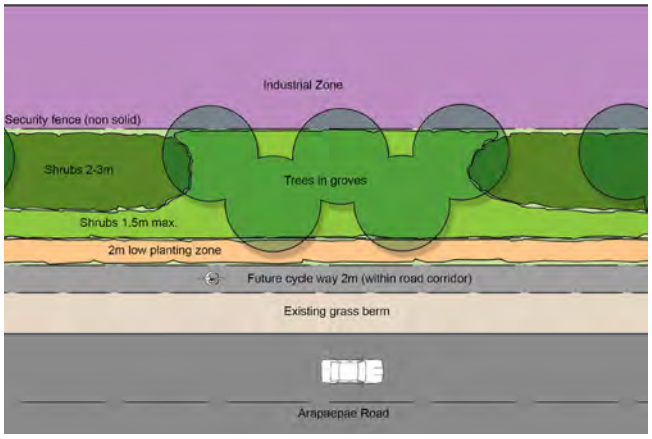
A landscaped buffer along State Highway 57 (Arapaepae Road) would continue and reinforce the existing beautification strip to the north of the TRGA. In designing the landscape buffers, future management and maintenance needs to be considered to ensure they are retained in perpetuity and are not costly to maintain. While the primary function of landscape buffers is to visually screen industrial development, the design of the landscape buffers should also consider other functions such as walking/cycling.

1. Provide a buffer area between the existing residential activities (including the Taitoko Primary School) within the adjoining Residential Zone and new industrial activities through the use of a linear reserve/open space/stormwater management area so that visual, noise and nuisance effects (dust, lighting and on-site traffic noise) are minimised.

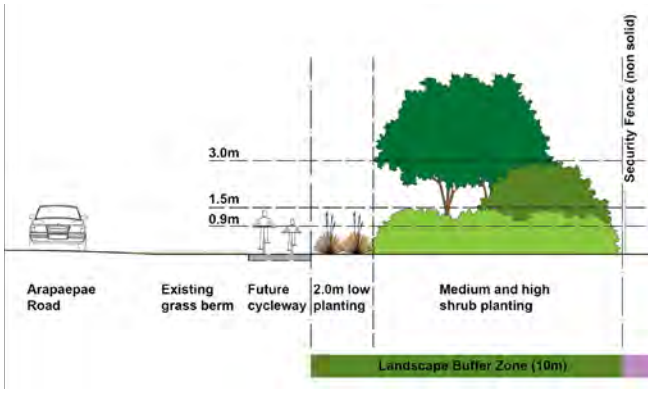
1. Buffer area between future industrial activities (Low Impact) and existing residential

2. Create a 10m wide Landscape Buffer along the Arapaepae Road boundary to mitigate visual effects. This buffer should be designed as follows:

- Low planting zone: Low amenity planting with maximum mature height of 0.9m immediately adjacent to the Arapaepae Road frontage for a minimum width of 2m.
- High planting zone: Continuous shrub planting and groves of specimen trees with a mature height of between 2m to 3m.
- For every 40m along the landscape buffer area there is to be a maximum of shrub planting area of 20m; and
- For every 50m along the landscape buffer area there is to be groves of trees (5 tree minimum). Regular spacing of the specimen trees is to be avoided.
- Remaining Area: The areas between the Low and High planting zones shall be planted with shrubs and amenity plants with maximum mature height of 1.5m.
- Fencing: A 1.8m – 2.0m high non-solid security fence is to be positioned on the TRGA side of the landscape buffer and not be visible from the road.

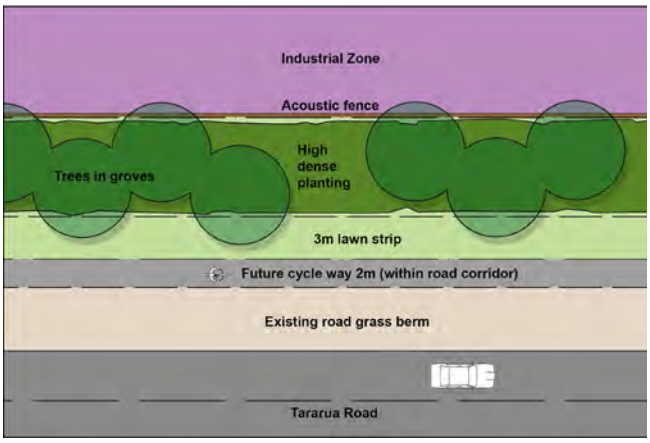


2. Landscape Buffer: Plan

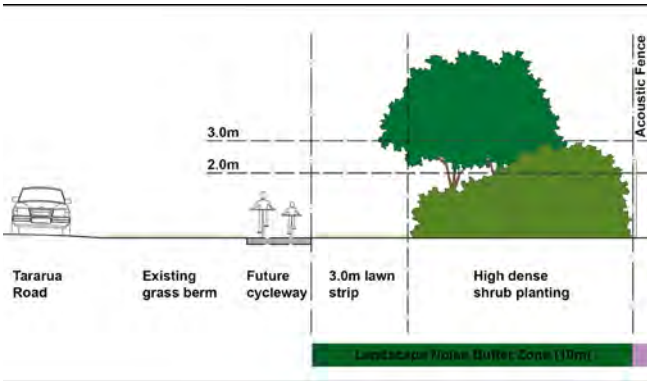


2. Landscape Buffer: Cross-Section

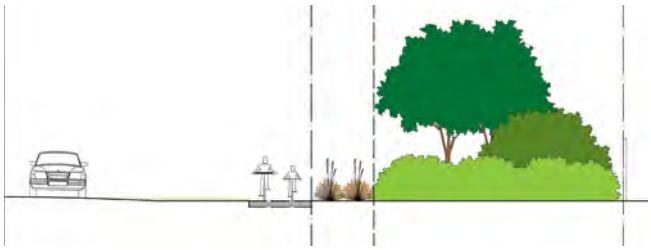
3. Landscape concept to provide attractive outlook into TRGA



4. Landscape and Noise Buffer: Plan



4. Landscape and Noise Buffer: Cross-Section



5. Hierarchy of vegetation heights to provide screening and natural surveillance

3. Maintain an attractive outlook from the adjoining residential properties and Taitoko Primary School by softening and screening industrial development through planting within the reserve/open space/ stormwater management area.

4. Create a 10m wide Landscape and Noise Buffer along Tararua Road and the south-east extent of Arapaepae Road to mitigate visual and noise effects. This buffer should be designed as follows:

• Lawn Strip: A 3m wide lawn area shall be established immediately adjacent to the road frontages.

• High planting zone: Dense shrub planting and groves of specimen trees to achieve a mature height of between 2m to 3m to ensure the acoustic fence is screened from the road.

• For every 50m along the landscape buffer area there is to be groves of trees (5 tree minimum). Regular spacing of the specimen trees is to be avoided.

• Fencing: An acoustic fence is to be positioned on the TRGA side of the Landscape Noise Buffer, with a minimum height of 2.4m.

5. Design landscape buffer areas to be safe for pedestrians and cyclists to use as informal open space.

6. Protect the adjoining rural-residential property at 172 Arapaepae Road by minimising visual and noise effects through the use of building setbacks, landscaping and/or noise buffers between this property and the eastern periphery of the TRGA.

7. Ensure any new landscape planting areas to be vested with the Council are designed to include species that are characteristic and local to the area, are established and maintained so that the long term maintenance is cost effective to the Council and community.

8.3 Roading and Transport

The roading and transport infrastructure should be considered in an integrated fashion together with the street blocks that they create. The design of the road network for the TRGA needs to connect with the existing local road network in a safe and efficient way. A new internal roading network with TRGA is also required.

The new road network should ensure there is a clear hierarchy of main and secondary roads, with a high level of connectivity to, from and within the TRGA. The new road network should be designed so it efficiently directs traffic into and out of the TRGA via Tararua Road, particularly for heavy traffic, with secondary connections to the existing streets to the north. The connections to the residential streets to the north must be designed to discourage heavy vehicular traffic to avoid safety and amenity effects within the adjoining residential area.

1. Maintain the safe and efficient operation of State Highway 57 by avoiding new access or road connections to the State Highway.

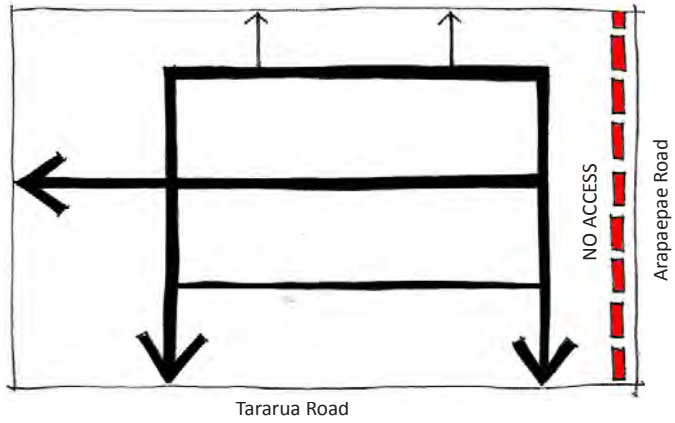
2. Provide primary road access to/from the TRGA via Tararua Road, with secondary road access via Winiata Street and Perth Street, and provision for a future road linkage to the west of the TRGA.

3. If subdivision and development is undertaken in stages, the roading networks should be designed with connections and capacity that provides for the development of the TRGA in its entirety.

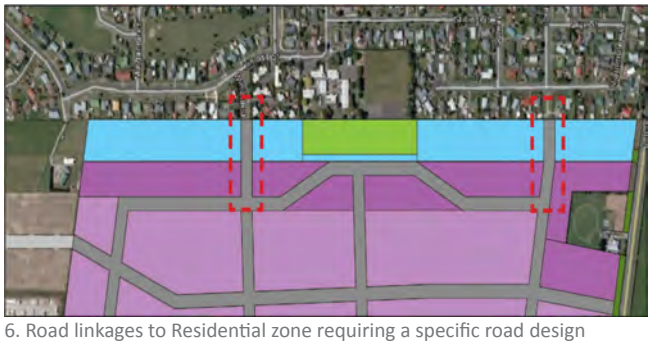
4. The internal roading network within the TRGA should achieve an interconnected system of streets as shown on the Structure Plan to enable through industrial traffic to move safely and efficiently to and from destinations.

5. Road designs, including road carriageway widths, should relate to the nature and function of the road. Provision should be made for heavy vehicles, as well as provision for pedestrians and cyclists.

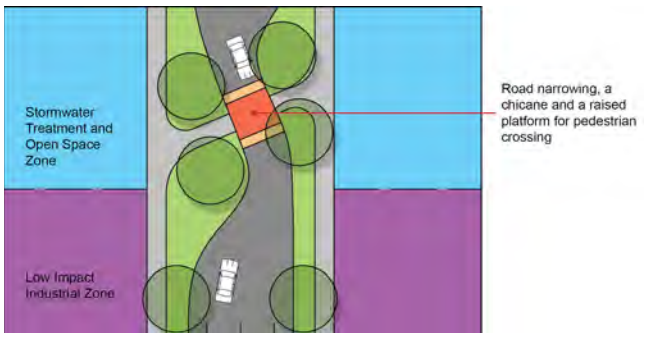
6. Restrict heavy industrial traffic from using internal access roads that connect with the existing residential area to the north of the TRGA. This restriction may be achieved through the design of the new road connections (e.g.narrow road carriageway width, planting and street tree layouts, the use of a chicane, and/or raised road surface). The design of this traffic calming measure should consider the alignment of any off-road pedestrian and cycle path within the reserve/open space/stormwater treatment area.



1-5. Schematic roading hierarchy and internal and external roading connections



6. Road linkages to Residential zone requiring a specific road design



6. Potential design solution for Residential zone road linkages

8.4 Infrastructure and Network Utility Services

The TRGA is a greenfield development site and requires the extension of infrastructure and services across the site. Infrastructure and network utility services include new roads, reserves, stormwater management, water supply, wastewater, trade waste, telecommunications, gas and power. The provision of infrastructure and network utilities is a key requirement for the effective and functional development and operation of industrial activities. It is important the design and provision of infrastructure and network utilities caters for the demands from industrial activities, both in the short and longer term (i.e. future proofed).

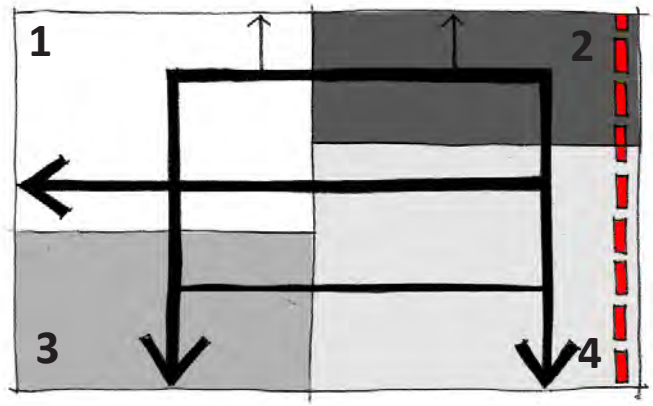
To achieve these outcomes, the infrastructure and network utility services should be planned in a comprehensive manner working with the respective network utility operators. Upgrades may be required to some services to meet future demands. In addition, the provision of new infrastructure and services should be undertaken in an environmentally conscious manner. The long-term maintenance costs of infrastructure as well as the up-front capital costs need to be considered in the design and planning of infrastructure.

1. Infrastructure (including roads) and network utility services should be planned and designed comprehensively (i.e. in an integrated manner for the entire TRGA) so that the location of utility structures, services and spaces are part of an overall scheme and meet immediate and long-term requirements.

2. If subdivision and development is undertaken in stages, the infrastructure and network utilities should be designed to provide for the capacity that satisfies the demands and requirements of the entire TRGA in a cost effective and environmentally sustainable way.

3. The design should connect efficiently with existing infrastructure. Allowance should be made for future connections with adjacent sites.

4. Utilise new technology and low impact urban design principles in managing stormwater throughout the TRGA and ensure that all stormwater run off can be collected, treated and disposed of within the overall TRGA area.



1-3: Integrated, planned infrastructure provision across multiple stages of subdivision and development


4. Low Impact urban design stormwater provision

5. Open space supporting multiple functions

6-7. Planted linear reserve supporting open space and stormwater functions

6-7. Separation distance and planting to provide an attractive outlook

5. Provide for multiple functions (open space, amenity, stormwater management, alternative transport connections) into the design of reserves.

6. Design the linear reserve so it extends along the entire northern boundary with the Residential Zone and has a width and design that responds to the following requirements:

- An stormwater detention area. This area is integral to the overall TRGA stormwater management system (collection, treatment and storage). Secondary or more stormwater collection and treatment areas and methods may be required across the TRGA.
- Provides a separation distance (approximately 50 – 60m) between the northern boundary with the Residential Zone and the Low Impact Area with TRGA in a way that buffers noise, mitigates visual effects from buildings and results in an attractive and visually appealing outlook for the residential properties and Taitoko Primary School.
- Provides a safe alternative route for walkers and cyclists from work to home.

7. Consider the long-term maintenance costs of infrastructure and services.

9 Building and Amenity Guidelines

The future character of the TRGA is reflected in the outcomes described in Section 7 above which is a good quality industrial environment. The outcomes also seek to create a relatively high level of amenity within the TRGA, to enable a good environment for business and industrial activities to operate and to provide enjoyment for those working or passing through the area. A key factor in achieving these outcomes is to ensure positive interfaces are established between the private realm (future businesses) and public realm (roads, streetscapes and stormwater reserve/open space) both within and on the edges of the development. This section of the guidelines focuses on the relationship between the private and public realms within the TRGA.

The Low Impact Area is an intermediary area between the linear reserve and the main industrial environment. There are some specific guidelines relating to the Low Impact Area because activities and buildings within the Low Impact Area are smaller in scale and less intensive than the standard Industrial Zone.

9.1 Site Layout

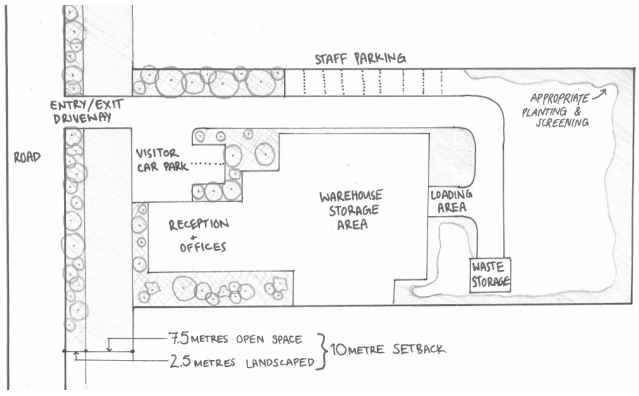
Functional and attractive industrial sites are to achieve high quality building and landscape frontages to public spaces including streets and reserves, leaving the remainder of the site and buildings to operate industrial activities effectively. The location of facilities and operational areas within industrial sites can influence the nature and scale of external adverse effects, such as not locating noisy or other nuisance creating operations near the property boundary.

1. Position at the front of building any administration, office or other spaces accessed by the public, and present main entry doors and glazing to address the street or reserve. Where a site is bounded by more than one street or a public space it should establish a primary frontage on one public boundary, generally to meet the most significant street or space. Secondary frontages may be established on others.

1. Primary (visitor) access and building frontage

2. Provide for legible vehicular and pedestrian access, as well as safe and efficient access for servicing/loading vehicles.

3. The layout of the industrial development avoids potential conflict between activities on adjoining sites through the location and design of storage areas, rubbish and waste disposal, loading bays, delivered areas and any noisy machinery and activities.



2-3. Conceptual layout to avoid potential conflict of adjoining sites

9.2 Building Scale and Design

Managing the scale of buildings (and structures) within the Industrial Zone, particularly the Low Impact Area can improve the overall relationship of new development to its surrounds. Buildings of great height or bulk may visually overwhelm their immediate surroundings. Where the length, width and/or height of a new development conflicts with the characteristics of its surroundings, design techniques may be employed to modify and mitigate the visual impacts.

1. Scale and design of industrial buildings

1. Buildings on sites facing existing residential and rural residential activities are to be of a scale and position that minimises adverse visual effects and maintain an attractive and open outlook towards the TRGA.

2. Building height and stepping down to primary street frontage

2. Lower building heights at street frontages to create a scale that is appropriate at street level. This visual stepping is not required for buildings on streets that primarily function for service and supply vehicles.

3. Continuous blank external building facades on the street frontage or linear reserve/open space/stormwater area should be avoided by ensuring walls of a length greater than 20m are either reduced or the façade broken with steps.

3. Building facade broken up

4. Examples of adding interest to long continuous walls can include walls being stepped back or vary walls in alignment, creative use of materials, texture or colour changes, and the use of glazing (where the optimal amount of window and door glazing across any single façade is between 5% and 50% of the external wall).

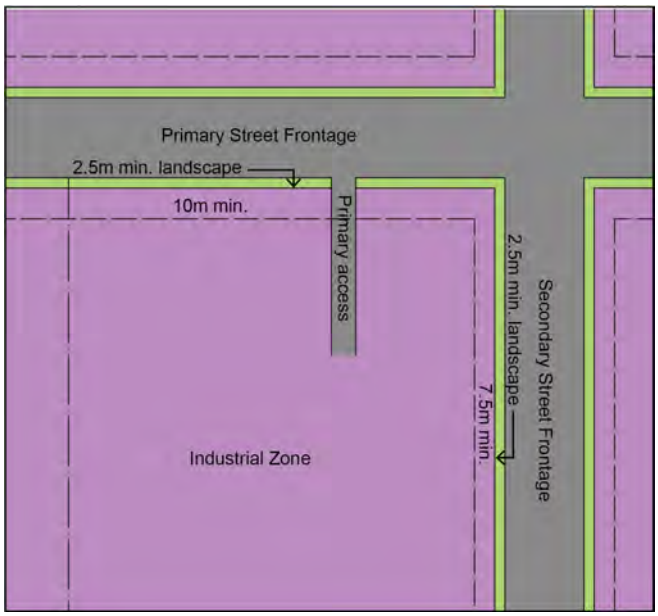
4. Appropriate use of glazing to provide building interest and articulation

9.3 Building Setbacks and Sreet Frontage Landscaping

Buildings and landscaping are to create attractive and safe spaces between the development within the site and immediate road frontage and reserves. Building setbacks from the road frontage and landscaping provides visual relief from the industrial development.

1. Sites should differentiate between the street that provides the main visitor entry or "front" of the activity, compared to the street that provides access for service vehicles as follows:

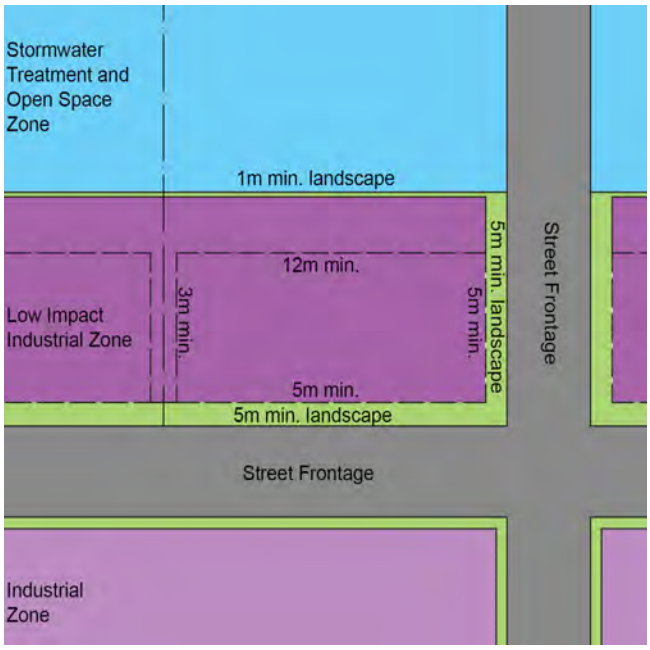
- Main Entry Street Frontage: Buildings are to be setback a minimum of 10m from the street frontage. Within this 10m building setback a 2.5m landscape strip is to be established and the remaining 7.5m is to be maintained as open space.
- Service Street Frontage: Buildings are to be setback a minimum of 7.5m from the street frontages. Within this building setback a 2.5m landscape strip is to be established and the remaining 5m is to be maintained as open space.



1. Industrial Zone: Building setbacks and landscape requirements.

2. On-site car parking areas shall be designed with a regular grid of shade trees, of a suitable species, between parking rows at a ratio of 1 per 6 car-bays.

2. Landscaping within car parking areas.



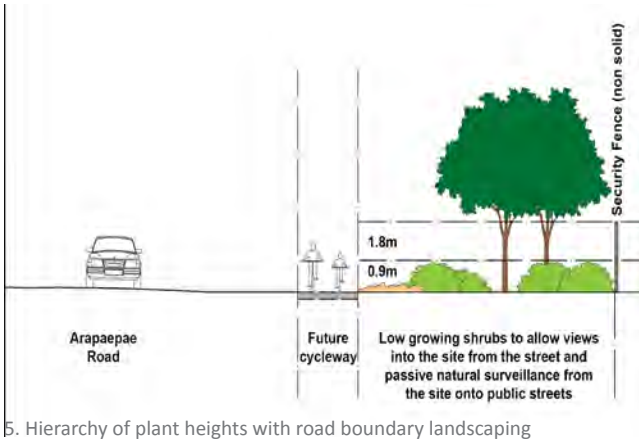
3. Low Impact Area: Building setbacks and landscape requirements.

3. Sites within the Low Impact Area are to provide the following building setbacks:

- Linear Reserve: Buildings are to be setback a minimum of 12m from the boundary of the linear reserve. Within this building setback include a minimum 1m landscape strip immediately adjoining the reserve.
- All Streets: Buildings are to be setback a minimum of 5m from all street frontages. Within this building setback the entire 5m width is to be a landscape strip.
- Properties Boundaries: Buildings are to be setback a minimum of 3m from all property boundaries (side and rear).

4. Shared parking for reserve and visitors to industrial site

4. Incorporate on-site car parking into building setback from the linear reserve and encourage visitors to access the reserve.



5. Hierarchy of plant heights with road boundary landscaping

5. Within any of the landscape strips referred to above, appropriately spaced and positioned trees with high canopies (above 2m in height, where mature trees are pruned clear to a minimum of 1.8m above ground level) and low growing shrubs (less than 0.9m) allow views into the site from the street as well as enabling natural surveillance from the site onto public streets.

The landscape strips within each property are to be established and maintained by the individual owners and not vested in Council. Consequently, it is important that each landscape strip is designed and established with a cost effective maintenance regime in place.

9.4 Fencing

Safety, amenity and accessibility can be improved by avoiding dominant fences on the front boundary of lots and adjoining reserves to create positive spaces between private front yards and public spaces:

1. Avoid solid fences above 1.2m along any road frontage..

2. The use of rail-less chain link or steel mesh fence security fencing can be appropriate where this type of fencing has a height between 1.8m to 2m.

3. For sites within the Low Impact Area:

- Linear Reserve: Any fences along the boundary of the linear reserve are to be designed so that natural surveillance of the reserve can be maintained and the edge of the reserve is attractive and accessible. The use of security fences or solid fences of a height 1.2m or greater are inappropriate and shall be avoided.
- Street frontage: Any fence along the street frontage shall be designed to have a high proportion of transparency, where only 35% of the fence can be determined to have a solid appearance.

1. Definition of public and private space while maintaining and appropriate level of natural surveillance

2. Example of rail-less chain mesh fence

3. Low and open fences enable natural surveillance over adjoining reserve

SCHEDULE 5: Tararua Growth Area Overlay Levin Design Guide

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RURAL SUBDIVISION DESIGN GUIDE

SCHEDULE 6: Rural Subdivision Design Guide

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Horowhenua - Rural Subdivision Design Guide

www.horowhenua.govt.nz

October 2011

HOROWHENUA DISTRICT COUNCIL

How to use this Design Guideline

Document Structure

This Design Guide is organised into the following five sections:

1. Introduction
2. Process
3. Guidelines
4. Outcomes
5. Appendices

The Introduction explains the purpose of the Design Guide including how it should be applied.

The Process section sets out the process steps that anyone considering undertaking a subdivision should follow before lodging a subdivision application.

The Guidelines section provides details on design methods and practical solutions that are intended to assist in achieving the objectives and policies set out within the District Plan.

The Outcomes section contains details of the objectives and policies contained in the Rural Environment section of the Plan that the Guidelines seek to achieve.

The Appendices include the detailed road section requirements, useful references and sources of information to assist in the subdivision design process.

Purpose

This Design Guide is relevant to all rural zoned properties in the Horowhenua District Plan. The Design Guide has been developed to provide guidance for those undertaking subdivision within the rural environment and in doing so promote and encourage well designed developments. The Design Guide provides a set of guidelines to inform landowners, developers, potentially affected people and the wider community about rural subdivision development expectations within the Horowhenua rural environment.

The Design Guide does not seek to impose rules on new development, or to prescribe specific design solutions. Rather, it offers a flexible framework within which developers and surveyors can work.

Based on the existing character of the rural environment, this framework identifies key subdivision design principles to assist the integration of new subdivision development into the surrounding context and to enhance the character of the area. This means that while development proposals are expected to demonstrate a commitment to enhancing the character and quality of the area, this Design Guide provides options for how this may be achieved through the design of the subdivision or development.

The Design Guide serves as a method to implement the objectives and policies of the District Plan. It is intended to assist applicants in designing subdivision and development proposals that are consistent with the objectives and policies.

The illustrations in the guide are intended to further clarify principles and outcomes outlined in the text, and are not intended to represent actual design solutions.

Advisory Note: *It is noted that the Design Guide covers a wide range of issues. Not all issues addressed in this Design Guide will apply to every subdivision, therefore, some of the guidelines will not be applicable. For example, if there are no waterbodies within, adjacent to or near the subject site, the applicant would not be expected to demonstrate that the subdivision design is in accordance with the guidelines relating to waterbodies.*

How it Applies

There are a number of objectives and policies within the District Plan which are relevant to subdivision and development in the Rural zone. The policies most relevant to development in the Rural zone are contained within section 2 (Rural Environment) of the District Pan. These policies articulate what it is that Council seeks in the rural environment.

Objectives and policies contained within other sections of the District Plan including the sections addressing the Coastal Environment, Natural Features and Values, Heritage, and Natural Hazards, can also relevant when considering development in the rural environment. The Rural subdivision rules require that subdivisions are designed in accordance with the Design guide for Limited Discretionary, Discretionary and Non-Complying subdivisions. It will still be relevant and beneficial to Controlled Activity subdivisions, although a Controlled Activity application can not be declined on the basis that it is not in accordance with this Design Guide.

To demonstrate that the subdivision design is in accordance with the Design Guide, applicants need to demonstrate to the Council that the subdivision is in accordance with the following:

1. **The Process of the Design Guide.**
2. **Consistency with the Guidelines of the Design Guide.**

Read through the Design Guide so you are familiar with the format and content of the document and then begin by working through the process steps as set out in Section 2 of this Design Guide.

You will find it useful to refer to Section 3 throughout the Design Options phase of the process steps.

1.0 Introduction

The Design Guide serves as a method to implement the objectives and policies of the Horowhenua District Plan (HDP) in relation to rural subdivision. There are a number of objectives and policies in the HDP (mainly contained in Section 2 of the Plan) that are relevant to rural subdivision. By using the Design Guide in the design of subdivision development, consistency with these objectives and policies can be achieved.

It is important for applicants, developers, and surveyors to consult with the Council at an early stage of the development. Careful planning and consideration of alternative design solutions prior to submitting an application should increase the chances of obtaining subdivision approval and can have the added benefit of reducing uncertainty and the timeframe for processing the subdivision application.

Multiple lot subdivisions require more careful design considerations than single lot subdivisions as they have the greatest potential to generate adverse effects on the environment. Although the size and scale of a subdivision will mean that not all aspects of the Design Guide will always be relevant, the principles of the design approaches and techniques can be applied to the even the most basic of subdivisions.

Design Considerations

Some of the key design considerations highlighted in this guide are:

- ✓ Designing the subdivision appropriately with the existing rural landscape character in mind.
- ✓ Enhancing the natural and rural character of a particular landscape.
- ✓ Designing subdivisions including individual allotments that are sympathetic to the natural landforms of the site.
- ✓ Reducing the effects of urbanization of the rural landscape by avoiding urban patterns of development such as regular shaped, small scale lots laid out in grid patterns.
- ✓ Reducing discordant types of human modifications such as earthworks for roads, access and building sites.
- ✓ Siting buildings/building sites sympathetically and unobtrusively in the rural landscape.
- ✓ Integrating and protecting areas of ecological importance such as native vegetation and waterways as part of the subdivision design.
- ✓ Providing appropriate planting as part of the subdivision.

General Attractions of Rural Subdivision

The general attractions of rural subdivisions include:

- ✓ Space and privacy
- ✓ Convenient location to town or work opportunities
- ✓ Land with character and contour
- ✓ A natural aspect with views to mountains, lakes, rivers, areas of woodland, bush or farmland
- ✓ A rural lifestyle associated with a slower pace of life
- ✓ The ability to develop self sufficiency or farming interests
- ✓ Rural amenity values, uncluttered vistas, absence of urban noise and traffic movements, presence of rural activities.

Making the Most of Existing Features

Sensitive subdivision design through integrating the existing and special features of a site has many advantages.

There are many successful techniques for responding to the special characteristics of a site or area.

These can include:

- ✓ Protecting and enhancing existing waterways
- ✓ Providing walkways or esplanade strips along waterways
- ✓ Linking the subdivision to walkways, cycleways, parks, reserves or other community facilities
- ✓ Protecting any attractive views to and from the site
- ✓ Protecting any rare and threatened animal or plant species on the site
- ✓ Protecting, enhancing and connecting areas of indigenous bush or natural habitats
- ✓ Establishing long term protection of areas with high ecological values
- ✓ Retaining of existing trees for shelter, privacy, or as focal points creating interest or identity
- ✓ Protection of heritage, archaeological or cultural sites.

Which Rural Land Type?

The Horowhenua's rural area is a varied environment with three broad land types: being the distinctive coastal sand country characterised by sand dune formations and natural features; the inland plains and river terraces comprising flat fertile land; and the hill country that forms the backdrop to the District.

Coastal Sand Country

The coastal sand country forms the western edge to the Horowhenua. The key characteristics of the coastal sand country are the dune formations, including the fragile and dynamic foredunes through to the more stable and defined inland dunes, the interdunal flats and wetlands and coastal lakes. These features are highly valued and contribute to the character and identity of the Horowhenua. It is important the nature, intensity and design of any subdivision recognises and is integrated with this character.

Important issues to consider when designing subdivisions in coastal areas include:

- The impact of earthworks and erosion on sensitive dune landforms
- The provision of water, stormwater, greywater and wastewater infrastructure
- The visual integration of structures into the dune formations
- The protection and enhancement of coastal wetlands, lakes and native vegetation

Inland Plains and River Terraces

The inland plains and river terraces are located centrally within the district. The inland plains have a characteristic of flat to gently rolling landform with river terraces. The overall landscape has a "green", vegetated, farmed character reflecting the fertile soils and their productive use. The existing landholding and land use creates a patchwork effect across this landscape. Subdivision is to be carefully managed to protect the productive use of this land resource, while also providing the ability to provide for discrete small scale rural living.

Important issues to consider when designing subdivisions on the inland plains and river terraces include:

- The retention of productive landuses
- The retention of highly versatile soil for existing or future productive landuses
- The impact of earthworks on the distinctive river terraces
- The reduced opportunities to visually integrate development into the landscape (except where there are significant areas of trees or where the land backs onto the hill country)
- The preservation and enhancement of natural values including those of waterways, remnant bush and wetlands
- The potential risk of flooding
- Groundwater levels and ponding which affects building and stormwater, greywater and wastewater sites

Hill Country

The hill country provides a backdrop along the eastern edge of the Horowhenua. This backdrop is characterised by steep hills with a mixed large scale land use pattern, with dry stock grazing, plantation forestry and remnant and regenerating indigenous vegetation predominating. As a backdrop, any subdivision needs to consider the highly visible nature of new access, earthworks and buildings.

Other issues to consider include:

- Erosion and siltation of rivers
- Inappropriate landuses on steep, exposed or highly prominent land
- Enhancing public recreational activities and links to the Conservation estate.

Hill Country

Coastal
Sand Country

Inland Plains and
River Terraces

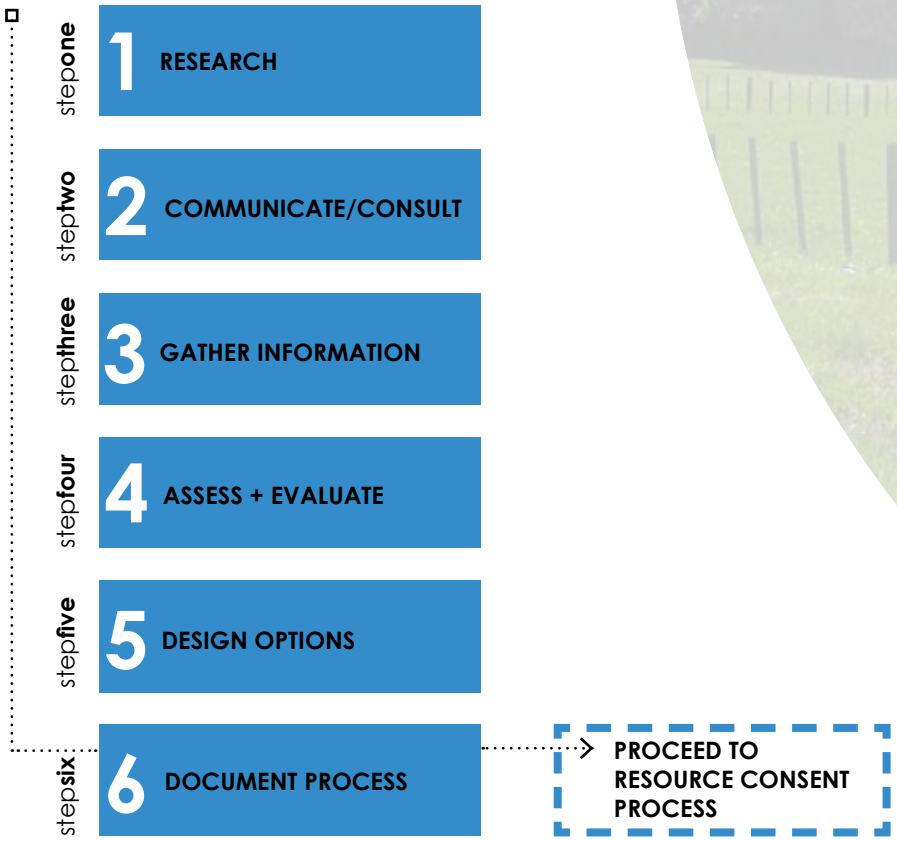
Horowhenua's Landscape Types

2.0 Process

Process Steps

A design process has been developed to guide applicants in preparing and designing subdivisions or developments. Historically subdivision design methods have focused on maximising the number of lots based on the minimum lot size and other standards set out in District Plan. The design process intended for development in the rural environment and set out in this Design Guide differs from the historic approach.

By following the process below, applicants will find it easier and will be more likely to achieve the guidelines in this Design Guide.



1. Research

- Read the Design Guide
- Identify consent requirements, for both subdivision and landuse consents.
- Identify any encumbrances registered on the certificate of title such as covenants or consent notices.
- Visit the site including the surrounding area and become familiar with it in the context of the Design Guide.

2. Communicate and Consult

- Discuss your development ideas with Council officers and other potentially affected parties. It may be necessary to meet with the Council Officers more than once to develop a suitable design that can be lodged as a resource consent application. Council officers encourage pre-application meetings to help identify all necessary considerations.
- Consider your neighbour's interests. Discuss your development with them especially if your application is likely to be notified. You may find they have some really worthwhile local knowledge or ideas that could help your development.

3. Gather Information and Research

- Ensure that the following requirements have been identified, recorded and mapped:
  - Social-cultural attributes, such as existing buildings, current and historic land use, heritage, archaeological and cultural sites, and local or community facilities including parks and reserves.
  - Productive land values of the site, such as soil type, topography, aspect and water.
  - Attributes that are relevant to the on-site disposal of wastewater – such as soil permeability, groundwater depths, slope and topography, aspect and surface water bodies.
  - Attributes which are relevant to the provision of infrastructure services – such as highways, roads, access-ways, stormwater management features, water supply and public amenities.
  - Attributes relevant to the development of the site – such as transmission lines, stop banks, railway lines, natural hazards, neighbouring buildings and land uses.

4. Assess and Evaluate

- Map and describe areas of the site where land development would potentially result in adverse environmental effects because of environmental constraints. This information is termed "constraints" information.
- Map and describe areas of the site where development could occur without adverse environmental effects that are more than minor. This information is termed "opportunities information".
- Overlay the constraints information with the opportunities information from above. Use a map or maps to show areas that may be developed and areas that should remain undeveloped.

5. Design Options for Subdivision and Development

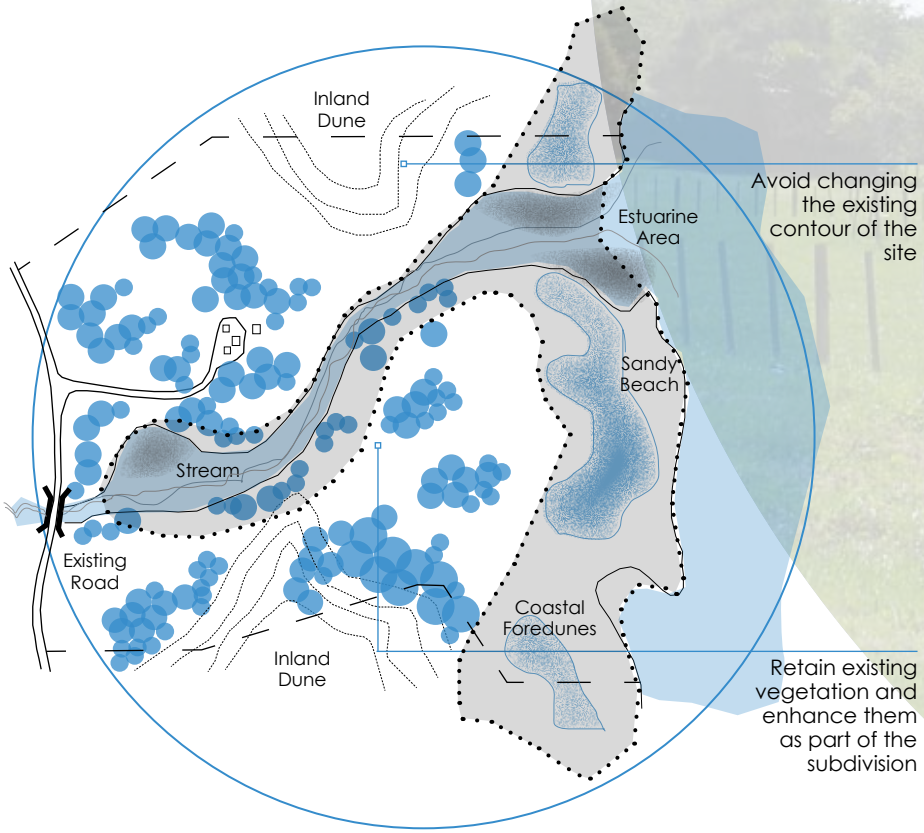
- Determine possible building location areas and allotment boundaries using the areas identified as opportunities for development. Apply the guidelines of the Design Guide when choosing sites and determining boundaries.
- Identify road, access, service infrastructure, stormwater and wastewater management options using the guidelines of the Design Guide.
- Draft possible design options for a subdivision and development proposal.
- Check the preferred design option against the Outcomes in this Guide. The design option should be based on consistency with the objectives and policies contained in the District Plan and adherence to guidelines of the Design Guide.
- Generally the preferred design should avoid any adverse effects on amenity values, visual and environmental qualities, outstanding landscapes, natural features, natural habitats, and landscape character.

6. Document the Process

- Compile all of the documentation used in the process of design, including the information gathered, the assessment and evaluation process, the process of subdivision and development design.
- Explain and provide reasons for the preferred option.
- Submit all the process documentation together with the application to the Council.

Landforms and Contours

1	Consider contouring any necessary earthworks on site to harmonise with the surrounding landforms.
2	Avoid changing the existing natural landforms.
3	Use the existing landforms (such as sand dunes or terraces) and vegetation as a backdrop for new building sites.
4	Consider clustering new building sites within the contours of the land avoiding ridge or dune tops and exposed slopes to ensure that the development does not detract from the surrounding natural landscape character and to maintain the open rural character.
5	Carefully consider the use of gully and catchment areas for new lots as these areas can be ecologically sensitive but can offer opportunities for ecological enhancement as part of a subdivision to add character and value.
6	Look at the existing roading, agricultural, vegetation, development and drainage patterns in the broader landscape and use these to guide the design of the subdivision.
7	On flat sites at the foot of a hill or terrace consider locating new building sites near the base of the hill or terrace. This will provide a backdrop to the buildings and help retain rural open space on the flat land.
8	On Elevated, Hill or Dune Country sites, make the subdivision fit the land. Consider varying and adjusting allotment sizes to fit the landforms and contours.
9	Provide roads and access that curve with the landform and avoid hill or dune tops to ensure a good landscape fit.
10	On rolling or sloping land avoid straight roads that visually disrupt the landform. A uniform subdivision layout can obliterate the existing landform character on these sites.



Landforms, Contours and Landscape Features

Riparian Vegetation
Area with High Natural Character
Existing Woody Vegetation

Landscape Features

1	Natural or physical features such as sand dunes, streams and shelter belts on the site should be enhanced as part of the subdivision.
2	Avoid felling any trees or removing any features until it has been carefully considered how they might be used to enhance the subdivision.
3	Try incorporating existing landscape features into the layout of allotments and roads. Use existing trees as focal points for entrances, roads, cycle ways and paths.
4	Identify and locate protected features within the site such as heritage, archaeological, cultural and ecological sites of importance.
5	Streams and waterways can be attractive features and should be enhanced as part of the open spaces in the subdivision.
6	Locate sites for new buildings so that existing landforms, shelter belts and trees provide shelter from wind and rain.
7	Look for attractive views from your subdivision to the surrounding landscape and try to incorporate these into the subdivision.
8	Consider the provision of a Conservation Lot as part of the subdivision where the site contains an area (greater than 5000m^2)of indigenous vegetation or wetland.

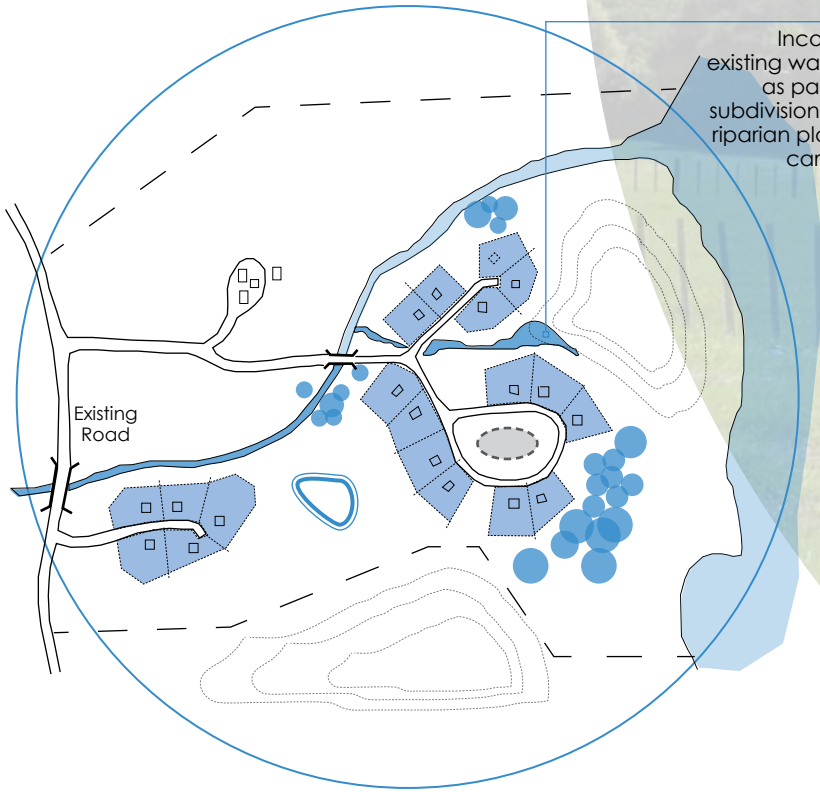
Enhance natural features such as waterways as part of the subdivision

Avoid changing the existing natural landforms

Locate sites for new buildings to gain shelter from existing landforms and vegetation

Water, Drainage and Stormwater

1	Consider creating an esplanade reserve or access strip along a waterway.
2	Ensure that riparian planting is carried out along any river or stream. Generally 10 metres of planting each side is recommended, however the steeper the land adjacent to the stream the faster the runoff so a wider riparian strip will be necessary.
3	Use appropriate species for riparian planting – the Environmental Guidelines for Rural Living (2001) provides guidance for the different environments within the Horowhenua.
4	Minimise the 'hard' stormwater management network (such as pipes and culverts) through the use of swales and rain gardens for collecting, channeling and soakage of stormwater runoff from roads and paths.
5	Ensure that the appropriate ecological input is provided for the size, configuration, edge, slope, plant material, management and maintenance of any wetland to be utilised for stormwater management.
6	Consider enhancing natural systems such as wetlands, waterways and low lying areas for their habitat value and as part of recreational networks.
7	Retain the natural drainage characteristics of the landscape including drainage contours, wetlands and streams and integrate them into the network for stormwater management.
8	Consider the use of on-site stormwater detention in the management of stormwater to enhance ground water replenishment and/or to provide an alternative source of non-potable water for a range of uses including firefighting and irrigation.
9	Use low impact stormwater design solutions.
10	Fence off riparian margins to prevent stock access to waterways.
11	Avoid earthworks in close proximity to surface water bodies.
12	Provide separation distances between the margins of waterways and building development.



Water, Drainage and Stormwater

Riparian Vegetation Adjacent Existing Waterway

Potential Location for On-site Stormwater Storage

Area Suitable For Combined Sewage Treatment

Wastewater

1	Ensure that the disposal field of any wastewater system is located on terrain that is suitable for the disposal of wastewater in terms of soil permeability, drainage, slope, groundwater depth, waterways proximity and aspect.
2	Locate disposal systems so that they do not compromise or become compromised by existing or proposed features including waterways, road and buildings.
3	Encourage effluent disposal fields to be planted and landscaped through thoughtful siting of the disposal fields. The Environmental Guidelines for Rural Living (2001) provides a list of species that are suitable for filtration planting.

Water Supply

1	Encourage water conservation principles such as rainwater storage and stormwater detention in the design and layout of the subdivision.
2	Collect and store rainwater from roofs of buildings and impermeable surfaces.
3	Consider specifically collecting and retaining stormwater for non-potable uses such as irrigation and firefighting.

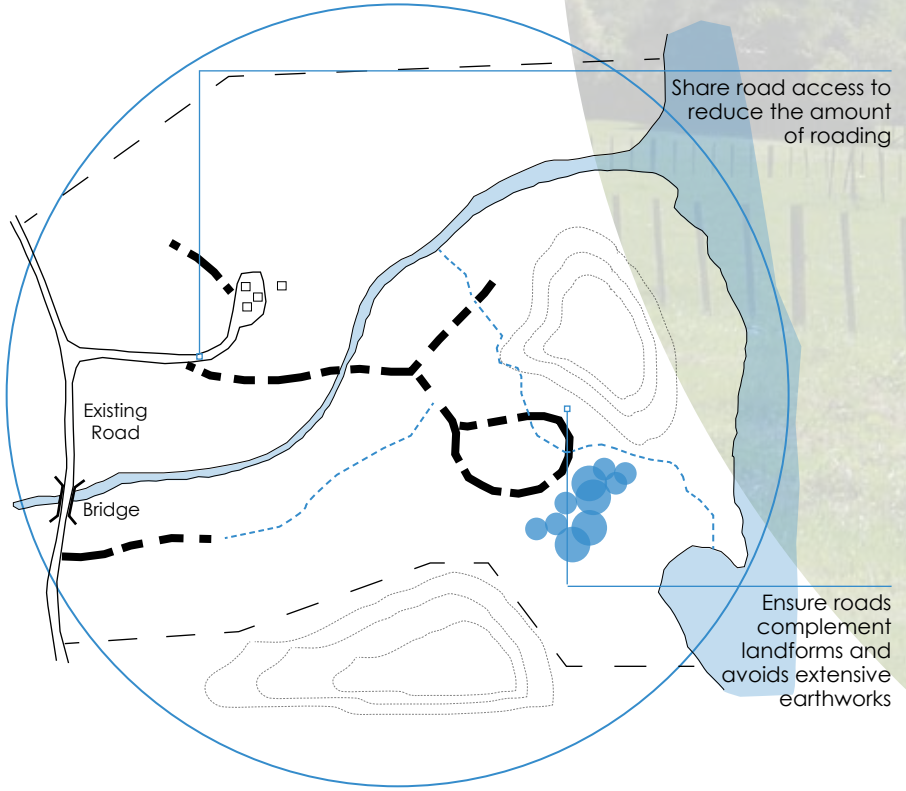
Consider on-site stormwater detention

Ensure riparian planting is located along any river or stream

Minimise 'hard' stormwater solutions

Roads, Transport, Access and Fencing

1	In providing new roads, consider the function of the road network as to whether it is to be an arterial road, a collector road, local road or accessway and reflect this in the design to avoid roads that are over-scaled relative to their purpose and traffic volumes (Refer to the Road Sections in the Appendices and HDC Minimum Engineering Standards).
2	Ensure that road reserve areas are of sufficient width to accommodate the provision of stormwater swales and rain gardens (where ground conditions are suitable), a shared walking/cycle path off the road or planting.
3	Footpaths and cycleways do not need to follow roads. Consider making these meander along waterways or past areas of interest with good views of the broader landscape.
4	Ensure that roads and accesses to buildings complement the landforms, avoiding extensive earthworks or earthworks that cut across natural patterns of land leaving visible scars.
5	Ensure that vehicle access does not accentuate buildings or building sites by leading the eye to them.
6	Consider the location of buildings and building sites together with their access to minimise the length of roading or driveway required.
7	Provide shared access to reduce the amount of roading required and also to reduce the number of entrances onto the roading network.
8	Provide right-of-ways with sufficient legal width to accommodate any future subdivision.



Roads, Transport, Access and Fencing

Possible Road Access

Possible Pedestrian/Cycle Access

9	Take into account the design of the road in terms of traffic safety and desirable traffic speeds (wide, straight roads will encourage faster speeds than a narrow curved road).
10	Provide for the transport needs of rural productive land uses in the design and layout of roads and access.
11	Minimise pole mounted street lighting by restricting its use to intersections of arterial or collector roads.
12	Ensure that fencing is limited to what is functional to retain views and the open rural landscape character, consider planting hedges and trees as alternative means to fencing. Where fencing is provided, encourage permeable fencing.
13	Consider private covenants to control the location, design, colour, materials and height of fences.

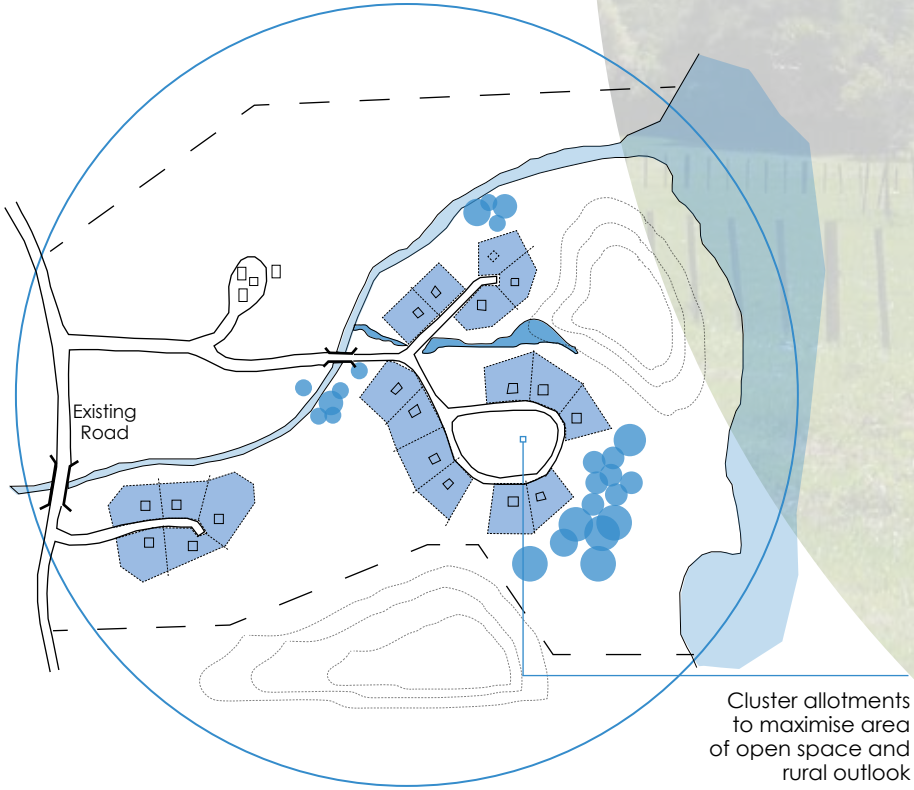
Ensure road reserves areas are of sufficient width to accommodate stormwater swales

Ensure roads complement existing landforms and vegetation

Avoid roads in locations that require large cut and fill areas

Allotment Layout and Boundaries

1	Provide a variety of allotment shapes and sizes, which are in keeping with landscape values, the topography of the site and the landscape character of the surrounding environment.
2	Look to determine allotment boundaries based on natural landscape contours and geographic features.
3	Determine allotment boundaries with a view to minimising the potential for adverse cross-boundary effects between current and future rural productive uses.
4	Ensure that versatile land is not fragmented by allotment boundaries in a manner that would prevent it from being utilised for existing or future productive land uses.
5	Ensure that allotments for primary production on versatile land are of a practical shape suitable for primary production activities.
6	Consider the siting of boundaries to ensure that impermeable fences are not sited in elevated and prominent locations against the backdrop of the skyline.
7	Ensure allotments containing existing buildings can accommodate all existing services.
8	Where large balance lots are provided as part of the subdivision ensure that the layout and design of the balance lot complements the other lots in the subdivision.
9	Where a Conservation Lot is provided as part of the subdivision, consider providing a buffer area between the protected feature and the allotment boundary.



Allotment Layout and Boundaries

Proposed Allotment Locations

Existing Contours/Coastal Sand Dunes

Existing Vegetation

Planting and Vegetation

1	Use planting to not only mitigate the adverse effects of development but also to positively enhance the site or landscape.
2	Ensure that remnant or regenerating areas of native vegetation or larger exotic trees are retained within the subdivision layout.
3	Look to integrate existing trees and new vegetation within the development to provide focal points or provide privacy or shelter for buildings. Existing vegetation can give 'instant' maturity to a subdivision.
4	Consider the provision of planting within the subdivision development that will provide a vegetation 'framework' providing definition to building sites and screening between properties.
5	Ensure that trees and plant types are appropriate for the local conditions – the Environmental Guidelines for Rural Living (2001) provides a list of species that are suitable for the different environments within the Horowhenua. Avoid species which do not reflect the typical vegetation character of the area.
6	Provide a range of plant species to encourage increased biodiversity.
7	Ensure the layout of plants reflect the existing patterns in the landscape. These may be the geometric patterns of paddocks, or curves that follow a river or the contours of ridges and gullies. Provide naturalistic planting patterns on sloping landscapes, whilst geometrical planting patterns are more acceptable on flat landscapes.
8	Look to include native plantings in those areas where the planting can extend existing areas of native bush.
9	Consider extending adjacent nearby clusters of trees into the subject site as part of the subdivision design to help the subdivision appear as part of the existing landscape.
10	Consider the use of covenants to control the protection of existing trees and the plant species that can be used near areas of native vegetation.
11	Consider providing a Conservation Lot as part of the subdivision.

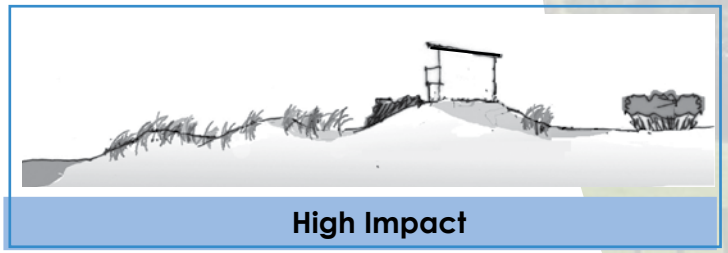
✓ Determine allotment boundaries based on the natural landscape contours and site features

✓ Retain existing trees and vegetation to give instant maturity and identity to a subdivision

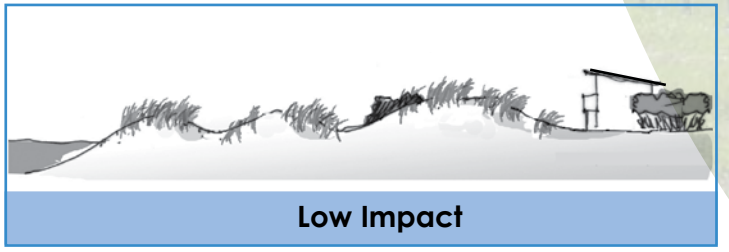
✗ Avoid planting that does not reflect the existing patterns of the landscape

Building Sites, Buildings and Structures

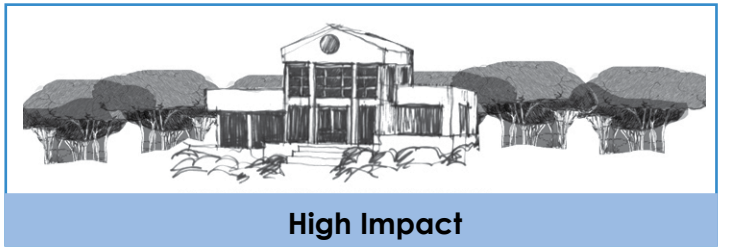
1	Avoid siting buildings or building sites where the sky would be the backdrop, locating buildings against a backdrop (such as sand dunes and terraces) can reduce the visual impact of a building on the rural landscape.
2	On sloping sites buildings should be sited down the hill side with a low profile to minimise the visual effects and avoid buildings being sited against the skylines. The urbanising effect of buildings and structures is more pronounced when they are sited in highly visible or prominent locations.
3	Consider grouping or clustering the building sites together rather than distributing them across the whole site to reduce the amount of roading and to provide open outlooks.
4	Avoid linear clusters that would give the visual appearance of an urban setting.
5	Where planting is a feature of the site or landscape, integrate houses into shelter plantings to help preserve the natural character.
6	Align buildings and building sites with the lie of the land not boundary fences.
7	Ensure that excavation required for building sites is minimised so that any building does not appear to interrupt the natural shape of the land.
8	Provide indirect access to buildings to enhance screening and privacy.
9	Consider the use of private covenants to control: • The location of dwellings; • The style, design and character of building; • The use of recycled building materials; • The use of alternative and renewable forms of energy; • The use of sensitive exterior materials and colour schemes for new buildings.



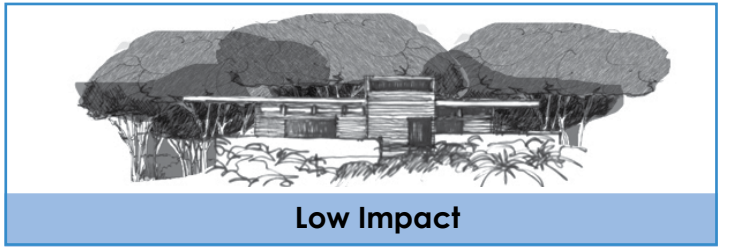
High Impact ✗



Low Impact ✓



High Impact ✗



Low Impact ✓

10	Consider the location of building sites to take advantage of site features such as shelter, privacy, outlook and sunlight.
11	Ensure where there is public access to open space networks that there are building sites with outlooks to that open space to provide passive surveillance.
12	Require that in coastal locations building sites and ancillary structures such as water tanks are not in prominent positions when viewed from the beach foreshore.
13	Consider the potential from deriving some compatible productive uses (such as trees or vineyards) from the land by providing larger, possibly shared public spaces unencumbered by buildings.
14	Ensure that building sites, buildings and structures are not in close proximity to natural hazards, particularly near waterways and areas of land instability.
15	Ensure that building sites are located in positions that would avoid, remedy or mitigate the potential for adverse cross boundary effects (reverse sensitivity) with productive land uses.
16	Avoid siting new buildings in areas where it would compromise the productive potential and lifesupporting capacity of versatile land.

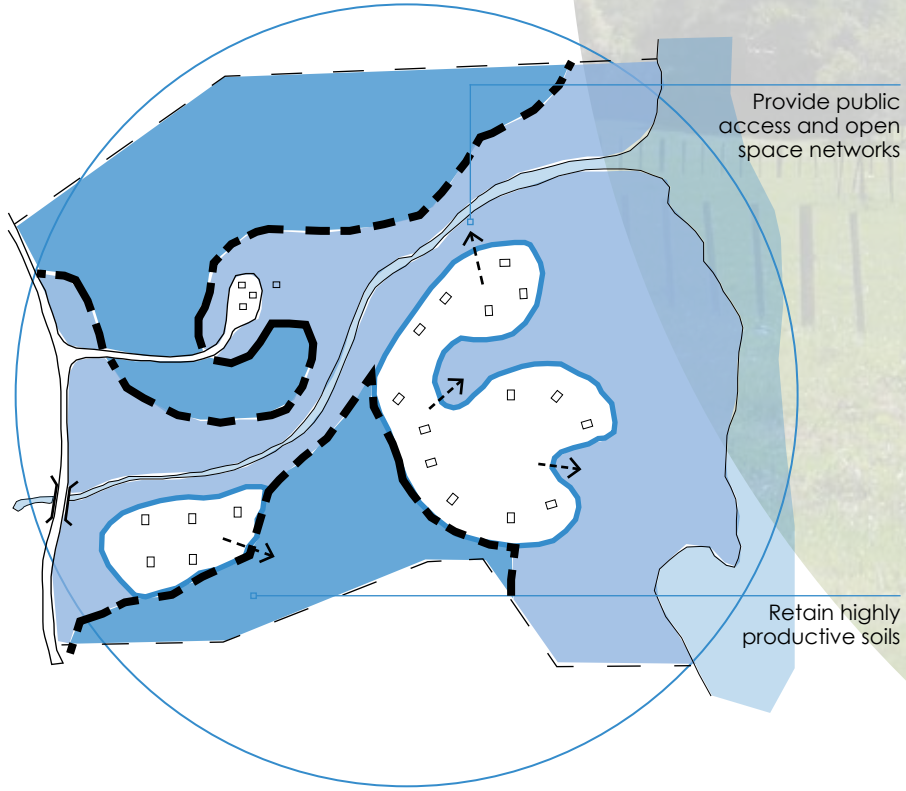
Cluster building sites together, to maximise open space and rural outlook

Site buildings into the existing landforms to gain shelter and privacy

Avoid locating buildings on prominent skylines

Production Values

1. Retain land that has high productive values (highly versatile soil) for present or future productive land uses.
2. Separate and/or buffer existing and future potential rural productive activities from residential land use activities so that residential activities will not result in undue restriction on those rural productive activities.
3. Ensure that productive land including versatile land is retained in unfragmented landholdings, to maximise existing and future opportunities to use the land for rural productive purposes.
4. Ensure that the productive potential of versatile land is not compromised through the siting of new boundaries or buildings.
5. Remove and replace quality topsoil from underneath buildings or areas to be hardsurfaced to places on the site where it may be re-used for rural productive purposes.



Highly Versatile Land, Conservation Land and Public Access

- Highly Productive Farm Land
- Land for Protection or Enhancement
- Land Suitable for Development
- Possible House Locations
- Public Access

Recreation, Conservation, Open Space and Public Access

1	Consider the use of natural features such as wetland areas, waterways, gullies, coastal margins, ridgelines and hilltops, for open space networks and public access.
2	Consider how open space networks and associated improvements may provide ecological benefits such as opportunities for linking between habitat areas.
3	Consider providing large contiguous open spaces in common ownership with low maintenance landscape treatment as part of the subdivision.
4	Seek to provide public open space areas for recreation, conservation and/or amenity to encourage social interaction and healthy livable communities.
5	Ensure the design of open space has taken into account the impact of the sun and wind on the open space and how the space will be used.
6	Provide sight lines from open spaces and public access ways to rural outlooks or to features such as the coastline or Tararua Ranges.
7	Integrate open space areas with other design outcomes, such as effective stormwater management, riparian enhancement and landscape protection.

Long Term Management

1	Clearly define ownership and management responsibilities of shared or public areas within the subdivision.
2	Consider the development of a management plan detailing the long-term maintenance and use of the land where there is shared ownership of an unbuilt area.
3	Clearly define the long term ownership, management, maintenance and funding responsibilities of infrastructural services such as water supply and waste management systems.

Use natural features such as wetland areas for open space networks and public access

Retain land that has high productive values

Clearly define ownership and management of shared and public areas

4.0 Outcomes

Subdivision Development Outcomes

The guidelines contained in this design guide provide extra assistance to applicants seeking to achieve the relevant objectives and policies in respect of rural subdivision and development.

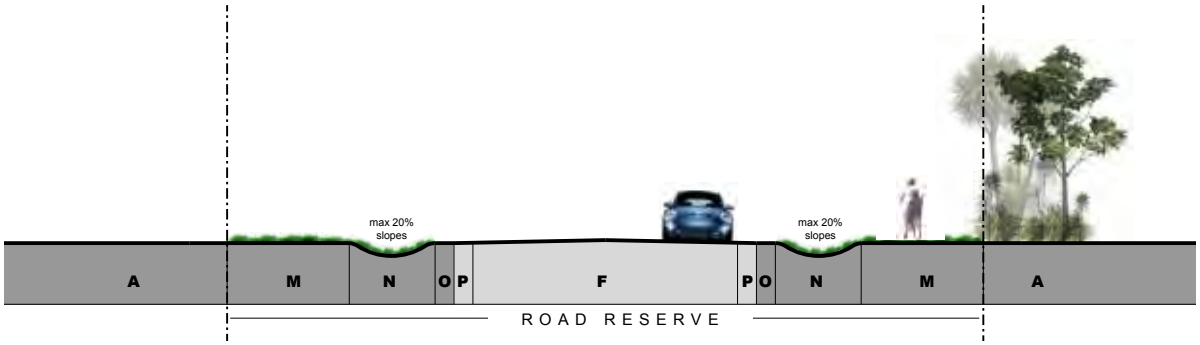
The table below sets out the design considerations with the corresponding guidelines that may be applicable for rural subdivision and development, and includes cross references to the related objectives and district wide policies that are found in the Rural Environment section of the Plan. These objectives and policies set out the outcomes that subdivision through a carefully considered design should achieve.

Objectives and policies contained in other sections of the Plan may also be relevant for subdivision and development in the Rural zone. For example the Heritage section of the Plan contains policies that are relevant for a subdivision involving a heritage feature. Reference should be made to the landscape domain policies, to ensure that the guidelines set out in this guide have been correctly applied in the context of the relevant landscape domain.

Design Considerations	Guidelines	Rural Environment Objectives & Policies
Amenity Values	Landscape Features Allotment Layouts & Boundaries Planting & Vegetation Recreation, Conservation, Open Space & Public Access	Policies 1.6, 3.9, 3.11 Objectives 1, 3
Archaeological, Heritage & Cultural Values	Landscape Features	Policy 1.8
Biodiversity, Natural Features & Habitats, Natural Character, Outstanding Landscapes & Features,	Landforms & Contours Landscape Features Planting & Vegetation Building Sites, Buildings & Structures	Policies 1.8, 1.9, 1.10
Infrastructure and Transportation	Landforms & Contours Roads, Transport, Access & Fencing Long Term Management	Policies 1.15, 1.16, 1.17, 1B.1, 3.12, Objective 1
Landscape Character and Values	Landscape Features Roads, Transport, Access & Fencing Allotment Layouts & Boundaries	Policies 1.2, 1.3, 1.4, 1.6, 1.8 Objective 1
Natural Hazards	Building Sites, Buildings & Structures	Policies 1B.2, 1B.4 Objective 1B
Production Values and Versatile Land	Allotment Layouts & Boundaries Building Sites, Buildings & Structures Production Values	Policies 1.7, 1.18, 1A.2, 1A.4, 1A.5, 1A.6, 1A.7, 1A.8, 1A.9 Objective 1A
Reverse Sensitivity	Allotment Layouts & Boundaries Production Values	Policies 1B.2, 1B.3, 1B.5, 3.10, 3.14
Rural Character, Open Space, & Built Elements	Landforms & Contours Roads, Transport, Access & Fencing Building Sites, Buildings & Structures Recreation, Conservation, Open Space & Public Access Long Term Management	Policies 1.5, 1.6, 1.7, 1.18, 3.4, 3.5, 3.6, 3.13, Objective 1
Sustainable Soil Management	Allotment Layouts & Boundaries Production Values	Policies 1A.1, 1A.2, 2.1, 2.2 Objective 2
Wastewater Management	Wastewater Long Term Management	Policy 1.14
Water Conservation and Supply	Water Supply Long Term Management	Policy 1.13
Waterways, Stream and River Environments	Landscape Features Water, Drainage & Stormwater	Policies 1.8, 1.11, 1.12

Road Section Details

Rural Collector
8m Carriageway



Note:

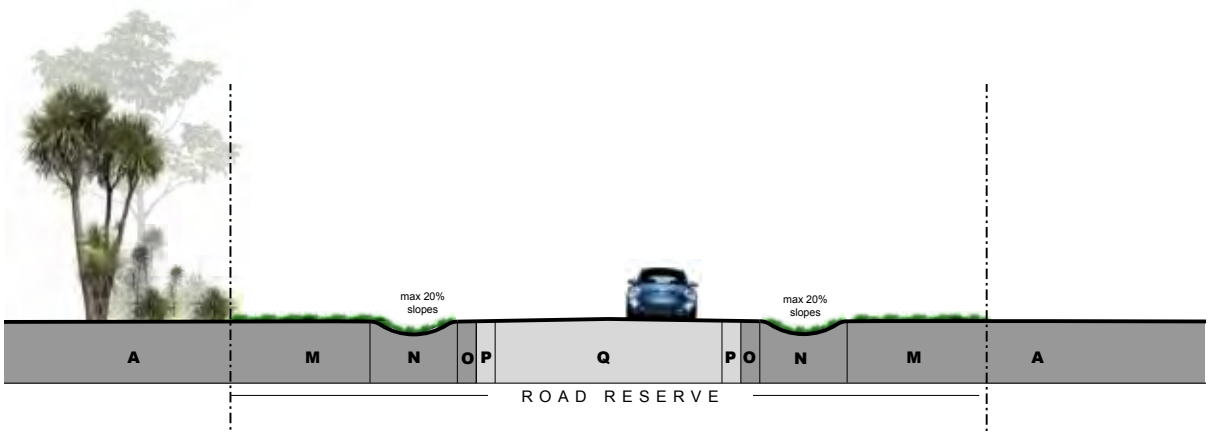
Tree root barriers to be considered in detail design to avoid service / construction conflicts. All trees subject to specific HDC approval or requirement.

Carriageway in accordance with HDC MES

A - parcel
F - 7m carriageway (8m inc. sealed shoulder)
M - landscape berm with 1.8m wide cyclepath to one side of carriageway only - to be min. 1.5m from parcel edge.
N - grassed swale centre to be min. 2m from edge of seal
O - 0.5m shoulder (not sealed)
P - 0.5m shoulder (sealed)

total road reserve dimension - 20m

Rural Local
6m Carriageway



A - parcel
M - landscape berm
N - grassed swale centre to be min. 2m from edge of seal
P - 0.5m shoulder (sealed)
O - 0.5m shoulder (not sealed)
Q - 5m carriageway (6m inc. sealed shoulder)

total road reserve dimension - 20m

Scale 1:200 @ A4

Reference Documents

Environmental Guidelines for Rural Living – Kapiti & Horowhenua (2001)

Landscape Assessment of the Rural Environment of the Horowhenua District (October 2008)

The Impact of rural subdivision and development on landscape values (July 2000) MFE

For More Information

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SCHEDULE 7: Greenbelt Residential Subdivision Design Guide

GREENBELT RESIDENTIAL SUBDIVISION DESIGN GUIDE

SCHEDULE 7: Greenbelt Residential Subdivision Design Guide

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Horowhenua - Greenbelt Residential Subdivision Design Guide

www.horowhenua.govt.nz

January 2009

HOROWHENUA DISTRICT COUNCIL

How to Use this Design Guide

Document Structure

This Design Guide is organised into the following five sections:

1. **Introduction**
2. **Process**
3. **Outcomes**
4. **Guidelines**
5. **Appendices**

The Introduction section provides background information and explains terms used in this document.

The Process section sets out the process steps that anyone considering undertaking a subdivision should follow before lodging a subdivision application.

The Outcomes section sets out the end goals that applicants should be aiming for when designing a subdivision development.

The Guidelines section provides details on design methods and practical solutions that would assist in achieving the end goals set out in the Outcomes section.

The Appendices include the detailed road section requirements, useful references and sources of information to assist in the subdivision design process.

The Purpose

This Design Guide is relevant to all Greenbelt Residential zoned properties in the Horowhenua District Plan. The Greenbelt Residential zone is specifically intended to provide a residential living environment between the rural and urban areas of the district. They have been purposefully located in places that will enable easy connection to the urban areas to which they are bordering in order that people seeking a more open environment with some land will not need to travel long distances to access day to day amenities and facilities located in those urban areas (like schools, shops, work places).

The Greenbelt Residential zone responds to the demand for properties with an area of land that is able to accommodate small scale rural activities, a large garden and a house with an open outlook. There are also opportunities from the locations of these zones to create walkways and cycleways around the urban edge that would be beneficial to the public. The placement of larger lot residential development to specific areas is also intended to limit the adhoc development of 'lifestyle' blocks which fracture rural land areas in the wider district and make these rural areas less viable for productive land uses.

The Design Guide has been developed to provide guidance for those undertaking subdivision within this Greenbelt environment. The Design Guide provides a set of outcomes and guidelines to inform landowners, developers, potentially affected people and the wider community about subdivision development expectations within the Horowhenua Greenbelt Residential zone.

The Design Guide does not seek to impose rules on new development, or to prescribe specific design solutions. Rather, it offers a flexible framework within which developers and surveyors can work. Based on the existing character of the environment, this framework identifies key subdivision design principles to assist the integration of new subdivision development into the surrounding context and to enhance the character of the area. This means that while development proposals are expected to demonstrate a commitment to enhancing the character and quality of the area, there is flexibility in terms of detailed design.

The illustrations in the guide are intended to further clarify principles and outcomes outlined in the text, and are not intended to represent actual design solutions.
Consistency with the Design Guide is a requirement of the Greenbelt Residential subdivision rules for all Limited Discretionary, Discretionary and Non-Complying subdivisions. It will still be relevant and beneficial to Controlled Activity subdivisions, although a Controlled Activity application can not be declined on the basis that it is not consistent with this Design Guide.

Advisory Note: *It is noted that the Design Guide covers a wide range of issues. Not all issues addressed in this Design Guide will apply to every subdivision, therefore, some of the guidelines will not be applicable. For example, if there are no waterbodies within, adjacent to or near the subject site, the applicant would not be expected to demonstrate that the subdivision design is in accordance with the guidelines relating to waterbodies.*

How it Applies

The Greenbelt Residential subdivision rules require that subdivisions are designed in accordance with the Design guide for Limited Discretionary, Discretionary and Non-Complying subdivisions. It will still be relevant and beneficial to Controlled Activity subdivisions, although a Controlled Activity application can not be declined on the basis that it is not in accordance with this Design Guide.

To demonstrate that the subdivision design is in accordance with the Design Guide, applicants need to demonstrate to the Council that the subdivision is in accordance with the following:

1. **The Process of the Design Guide.**
2. **The Outcomes of the Design Guide.**
3. **The Guidelines of the Design Guide.**

Read through the Design Guide so you are familiar with the format and content of the document and then begin by working through the process steps as set out in Section 2.

You will find it useful to refer to Section 4 throughout the Design Options phase of the process steps.

1.0 Introduction

The Design Guide serves as a method to implement the objectives and policies of the Horowhenua District Plan (HDP) in relation to Greenbelt Residential subdivision. There are a number of objectives and policies in the HDP (mainly contained in Section 2 of the Plan) that are relevant to Greenbelt Residential subdivision. By using the Design Guide in the design of subdivision development, consistency with these objectives and policies can be achieved.

It is important for applicants, developers, and surveyors to consult with the Council at an early stage of the development. Careful planning and consideration of alternative design solutions prior to submitting an application should increase the chances of obtaining subdivision approval and can have the added benefit of reducing uncertainty and the timeframe for processing the subdivision application.

Multiple lot subdivisions require more careful design considerations than single lot subdivisions as they have the greatest potential to generate adverse effects on the environment. Although the size and scale of a subdivision will mean that not all aspects of the Design Guide will always be relevant, the principles of the design approaches and techniques can be applied to the even the most basic of subdivisions.

2.0 Process

By following the process, applicants will find it easier and will be more likely to achieve the design outcomes in this Guide.

1. Research

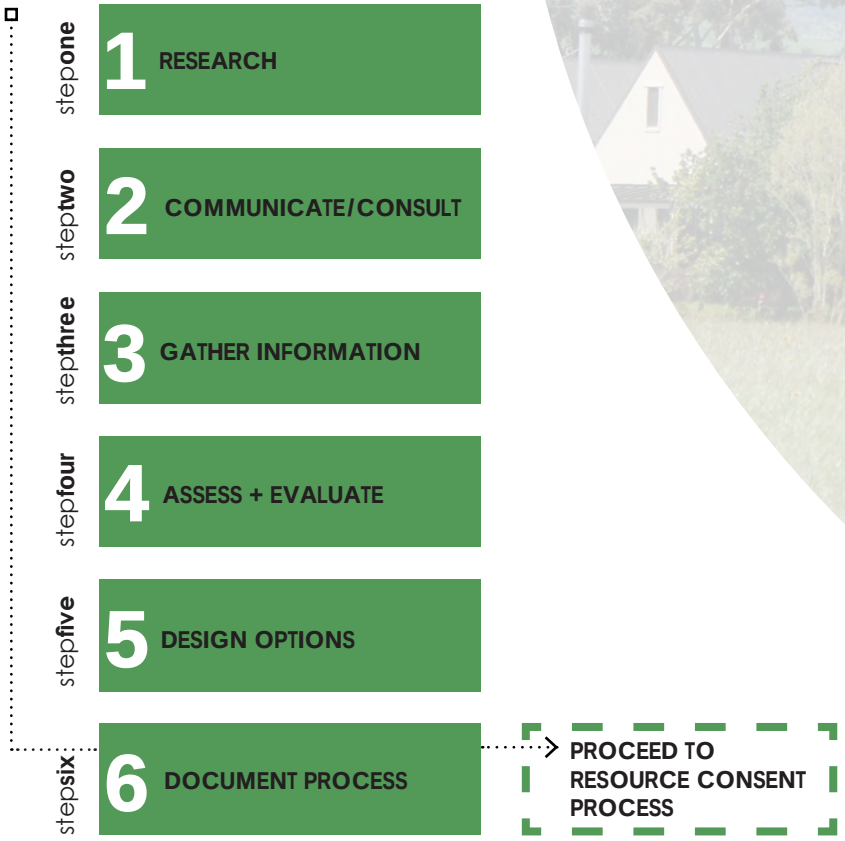
- Read the Design Guide, including all outcomes, guidelines and landscape advisory notes.
- Identify consent requirements, for both subdivision and landuse consents.
- Identify Structure Plan requirements (refer to schedule 8 of District Plan).
- Identify any encumbrances registered on the certificate of title such as covenants or consent notices.
- Visit the site including the surrounding area and become familiar with it in the context of the Design Guide.

2. Communicate and Consult

- Discuss your development ideas with Council staff and other potentially affected parties. It may be necessary to meet with the Council Officers more than once to develop a suitable design that can be lodged as a resource consent application.
- Consider your neighbour's interests. Discuss your development with them especially if your application is likely to be notified. You may find they have some really worthwhile local knowledge or ideas that could help your development.

3. Gather Information and Research

- Use the outcomes of this design guide as a checklist for collecting the right kind of information, and to determine which topics may require further research and investigation. In particular, ensure that the following requirements have been identified, recorded and mapped:
  - Landscape character and amenity attributes of the site and the surrounding landscape such as topographic features, coastal features, rural amenity values, vegetation patterns, landscape character attributes (including the land use, land cover and land form of the site) or other aesthetic qualities. Drainage features of the site and surrounding landscape, including surface water bodies, flood risk areas, ponding areas, topographical drainage patterns and coastal margins.
  - Social-cultural attributes, such as existing buildings, current and historic land use, heritage, archaeological and cultural sites, and local or community facilities including parks and reserves.
  - Productive land values of the site, such as soil type, topography, aspect and water.
  - Attributes that are relevant to the on-site disposal of wastewater – such as soil permeability, groundwater depths, slope and topography, aspect and surface water bodies.
  - Attributes relevant to the development of the site – such as transmission lines, stop banks, railway lines, natural hazards, neighbouring buildings and land uses.



4. Assess and Evaluate

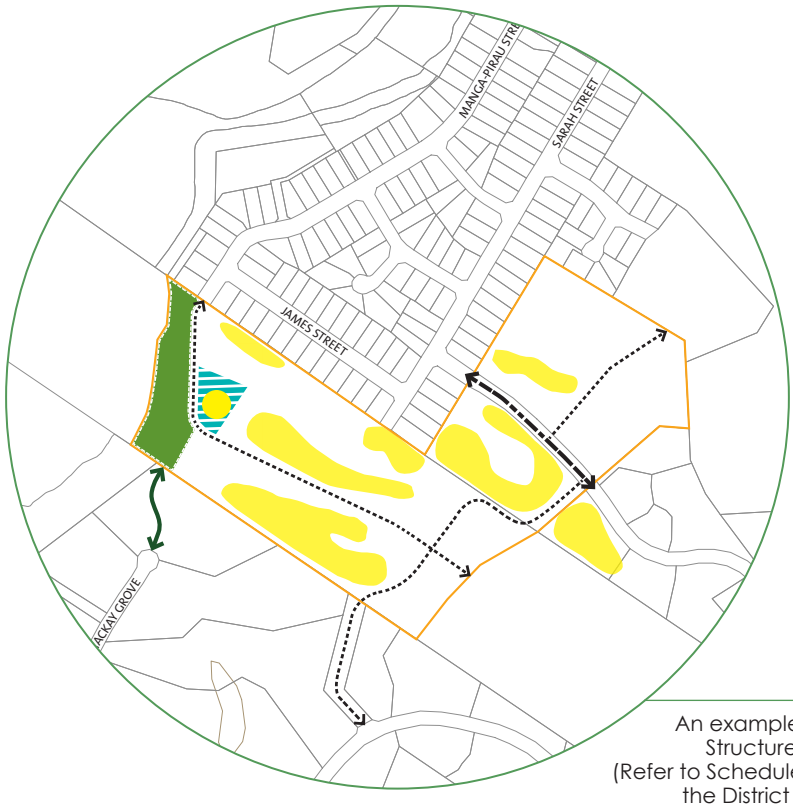
- Assess the information collected using the development outcomes in this Design Guide.
- Map and describe areas of the site where land development would potentially result in adverse environmental effects because of environmental constraints. This information is termed "constraints" information.
- Map and describe areas of the site where development could occur without adverse environmental effects that are more than minor. This information is termed "opportunities information".
- Overlay the constraints information with the opportunities information from above. Use a map or maps to show areas that may be developed and areas that should remain undeveloped in terms of the outcomes of the Design Guide.

5. Design Options for Subdivision and Development

- Determine possible building location areas and allotment boundaries using the areas identified as opportunities for development. Apply the guidelines of the Design Guide when choosing sites and determining boundaries.
- Identify road, access, service infrastructure, stormwater and wastewater management options using the guidelines of the Design Guide.
- Draft possible design options for a subdivision and development proposal.
- Compare each design option against the design outcomes of the Design Guide.
- Select a preferred design option based on consistency with the outcomes and adherence to guidelines of the Design Guide.
- Generally the preferred design should avoid any adverse effects on amenity values, visual and environmental qualities, outstanding landscapes, natural features, natural habitats, and landscape character.

6. Document the Process

- Compile all of the documentation used in the process of design, including the information gathered, the assessment and evaluation process, the process of subdivision and development design.
- Explain and provide reasons for the preferred option.
- Submit all the process documentation together with the application to the Council.



An example of a Structure Plan (Refer to Schedule 8 of the District Plan)

3.0 Outcomes

The outcomes sought by the Design Guide are set out below. These are that the subdivision and subsequent development will:

- Recognise and provide for the different landscape characteristics of the coast, plains or hills.
- Avoid adverse visual amenity effects.
- Avoid potential cross boundary conflict between productive and residential land uses by providing separation and buffer areas.
- Recognise and provide for natural drainage characteristics of the site to be retained or enhanced.
- Protect and enhance riparian margins of rivers and significant waterways.
- Avoid adverse effects on the ecological values of the Ohau River and Waikawa Stream environments.
- Include water conservation measures including rainwater storage, stormwater retention and wastewater recycling.
- Include wastewater management to ensure that there will be no adverse effects on soil, groundwater or other natural resources that are more than minor.
- Demonstrate a layout of building site areas, and access that cluster buildings in groups to maximise open space and outlook.
- Include vegetation and planting to maintain or enhance the visual amenity and character of the landscape.
- Protect and enhance wetland areas, natural habitats and remnant areas.
- Demonstrate a rural residential character that avoids urban forms and patterns of development.
- Avoid earthworks which significantly change the landscape or potentially create land instability.
- Avoid areas where there is a significant risk from natural hazards.
- Create open spaces as networks, including tree planting that links between natural features, public spaces or streets to provide recreation, amenity and a vegetation framework.
- Provide for road connections to existing road networks to facilitate good accessibility to existing urban areas.
- Protect and preserve any archaeological, heritage, or cultural values within the subdivision site.
- Demonstrate that the subdivision will result in the sustainable management and efficient use of land.

Building Location

1	Ensure that building sites are grouped rather than distributed across the whole site to enable efficient access and servicing and to provide for open outlooks.
2	Consider the location of buildings to take advantage of sun, shelter, privacy and outlook.
3	Ensure that where there is publicly accessible open space that there are dwelling buildings with an outlook to that open space to provide passive surveillance.
4	Ensure that at coastal locations buildings and ancillary structures such as water tanks are not in prominent positions when viewed from public spaces such as roads and the beach foreshore.
5	Consider the potential for deriving some compatible productive uses (such as trees) from the land by providing larger, possibly shared public spaces unencumbered by buildings.
6	Consider the potential for cross boundary effects from any adjacent rural land by placing building sites away from boundaries and utilising buffer separation distances between.
7	Ensure that buildings or structures are not in close proximity to the coastline or waterways to avoid risks of erosion or flooding.

Vegetation

1. Use new plantings to not only mitigate the adverse effects of development but also to positively enhance privacy, habitat values and outlook.
2. Ensure that remnant or regenerating areas of native vegetation or larger exotic trees are retained within the subdivision layout to provide some immediate structure shelter and identity to the new development.
3. Look to integrate existing trees and new vegetation within the development to provide focal points or provide privacy or shelter for buildings. Existing vegetation can give 'instant' maturity to a subdivision.
4. Consider the provision of groups, corridors and/or networks of planting within subdivision and development that will provide a vegetation 'framework' and within which recreational connections and pathways maybe located.
5. Ensure that trees and plant types are appropriate for the local conditions – the Environment Guidelines for Rural Living (2001) provides a list of species that are suitable for the different environments within the Horowhenua. Avoid species which do not reflect the typical character of the area.

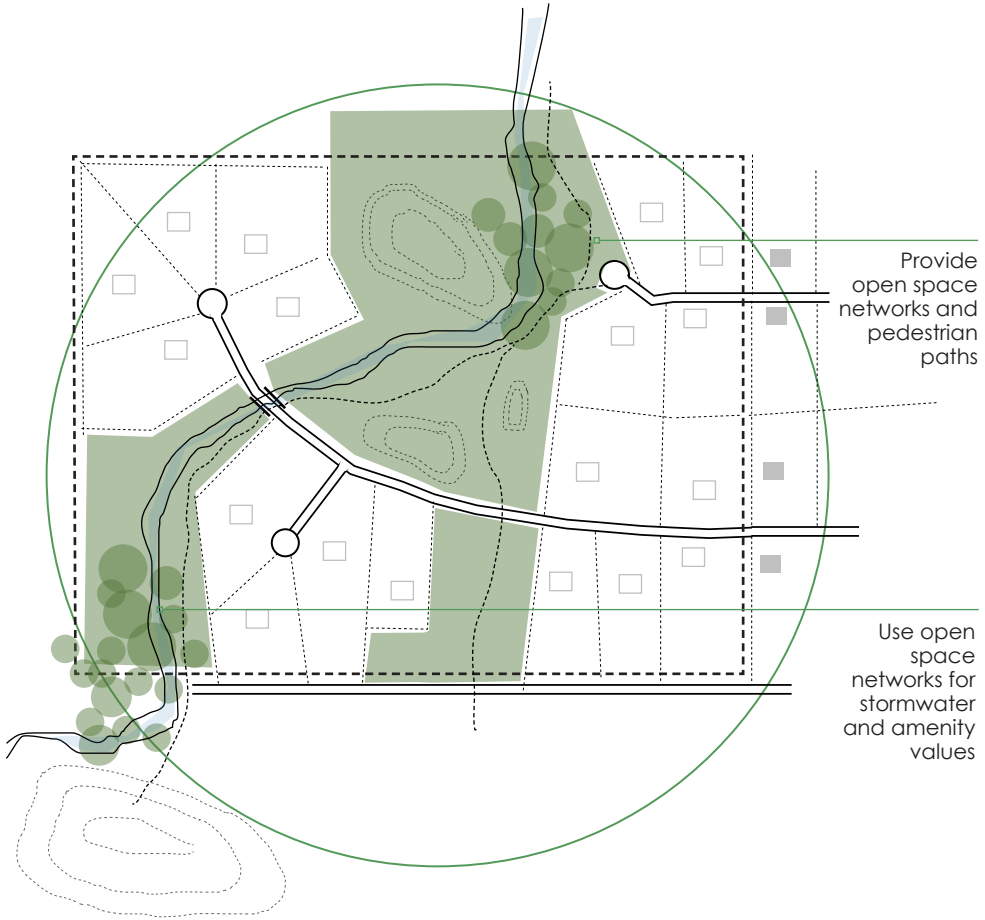
✓ Retain existing trees to provide immediate structure and identity

✓ Consider the provision of groups and networks of planting to provide a vegetation framework

✗ Locate buildings to avoid risks of flooding or erosion

Recreational Open Space and Public Access Networks

1	Ensure that public access is provided for through the provision of networks of open space and associated informal pathways.
2	Consider the location of any public access or pathway relative to the opportunity for surveillance from either a road or nearby dwelling building.
3	Consider the use of natural features such as wetland areas, waterways, gullies, coastal margins, ridgelines and hilltops, for open space networks and public access.
4	Ensure that public walkways are not visually cut off from adjacent properties through visually impermeable fences.
5	Consider sight lines from open spaces and public access ways to provide rural outlooks or to features such as the hills or coastline.
6	Consider how open space networks and associated improvements may provide ecological benefits such as linking between habitat areas.
7	Consider retaining large contiguous open spaces in common ownership and their development with low maintenance landscape treatment such as trees.



Recreational Open Space, Public Access Networks and Services

- Greenbelt Residential Zone
- Existing Landforms
- Existing Waterways
- Existing Vegetation
- Proposed Open Space
- Pedestrian Pathways
- House Sites

Services

1	Consider the management of building roof rainwater and its potential for collection and use for garden watering and other external uses with surplus discharge to ground soakage.
2	Minimise the hard stand areas external to buildings to reduce the need for stormwater management and consider the use of permeable materials for parking areas, driveways and paths to increase natural soakage capacity.
3	Minimise the 'hard' stormwater management network (such as pipes and culverts) through the use of swales and rain gardens for collecting, channelling and soakage of stormwater runoff from roads and paths, where ground conditions permit.
4	Ensure that natural systems such as wetlands, waterways and low lying areas are retained and integrated into the network for stormwater management.
5	Ensure that the appropriate ecological input is provided for the size, configuration, edge slope, plant material, management and maintenance of any wetland to be utilised for stormwater management.
6	Consider the opportunities to enhance the natural systems such as wetland, waterways and low lying areas for their ecological value and as parts of recreational networks.

✓ Consider opportunities to enhance waterways for their ecological value

✓ Ensure waterways are integrated to the network for stormwater management

✗ Minimise the area of 'hard' stormwater management solutions

Subdivision Layout

1	Ensure that the layout of roads and lots recognises and provides for natural contours, (such as dunes or gullies or hills) to minimise the earthworks required to create roads and building sites.
2	Ensure that the layout of residential lots provides for a building site that requires a minimal level of earthworks to form.
3	Ensure that there is a pattern of connected roads and walkways that facilitate movement within the zone and to adjacent urban areas.
4	Consider the use of 'dead-end' roads only where the topography is steep, where there is a small number of buildings to be served by them, or there is no adjacent zoned residential land that a connection to could enhance ease of movement in the future.
5	Ensure that residential lot boundaries are located relative to natural features to avoid fence lines becoming prominent.
6	Ensure that existing natural features as well as degraded natural features (such as wetlands or remnant or regenerating native vegetation for example) are recognised and provided for.
7	Consider the retention of large areas of contiguous open space that is held either in common ownership or is part of the residential lot but with covenants that prevent buildings.

Subdivision Layout, Roads and Access

- Greenbelt Residential Zone
- Existing Landforms
- Existing Waterways
- Existing Vegetation
- Proposed Open Space
- House Sites

Roads and Access

1	Consider the function of the road network as to whether it is to be an arterial road, a collector road, local road or accessway and reflect this in the design to avoid roads that are over-scaled relative to their purpose and traffic volumes (Refer to the Road Sections in the Appendices and HDC Minimum Engineering Standards).
2	Ensure that road reserve areas are of sufficient width to accommodate the provision of stormwater swales and rain gardens (where the ground conditions are suitable), a shared walking and cycle path off the road, and street planting.
3	Ensure that street lighting is at low levels (bollard type). Minimise pole mounted street lighting by restricting its use to only at intersections of arterial or collector roads.
4	Ensure that roads and accesses to buildings complement the land forms and avoid large cut and fill areas.

✓ Design roads to a scale which suits their purpose

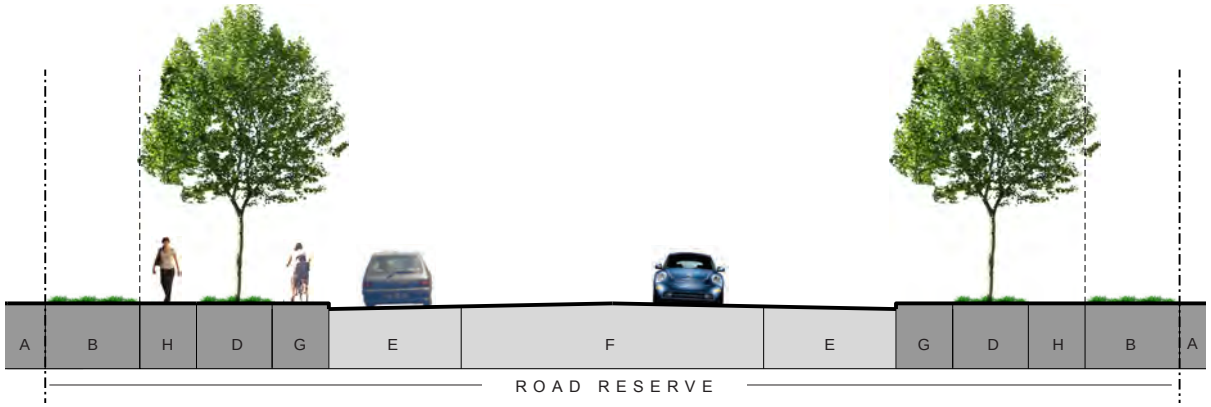
✓ Ensure road reserves are of sufficient width to accommodate stormwater swales

✗ Avoid boundary lines and fences becoming prominent

Road Section Details

Urban Arterial Road - Option 1

15m Sealed Carriageway, inc. parking to both sides



Note:

Tree root barriers to be considered in detail design to avoid service / construction conflicts. All trees subject to specific HDC approval or requirement.

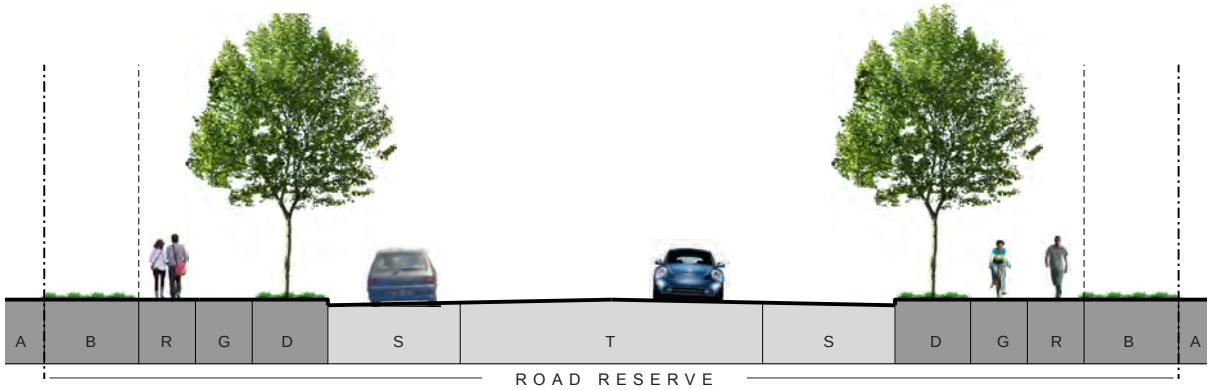
Carriageway in accordance with HDC MES

A - parcel
B - landscape berm
D - 2m berm with clear stem street trees @ 15m centres
E - 3.5m parking lane / services zone
F - 8m carriageway (15m inc. parking lanes)
G - 1.5m cycle lane
H - 1.5m pedestrian footway

total road reserve dimension 25 - 30m

Urban Arterial Road - Option 2

15m Sealed Carriageway, inc. parking to both sides



A - parcel
B - landscape berm
D - 2m berm with clear stem street trees @ 15m centres
G - 1.5m cycle lane
R - 1.5m pedestrian footway
S - 3.5m parking lane / service zone
T - 8m carriageway (15m inc. parking lanes)

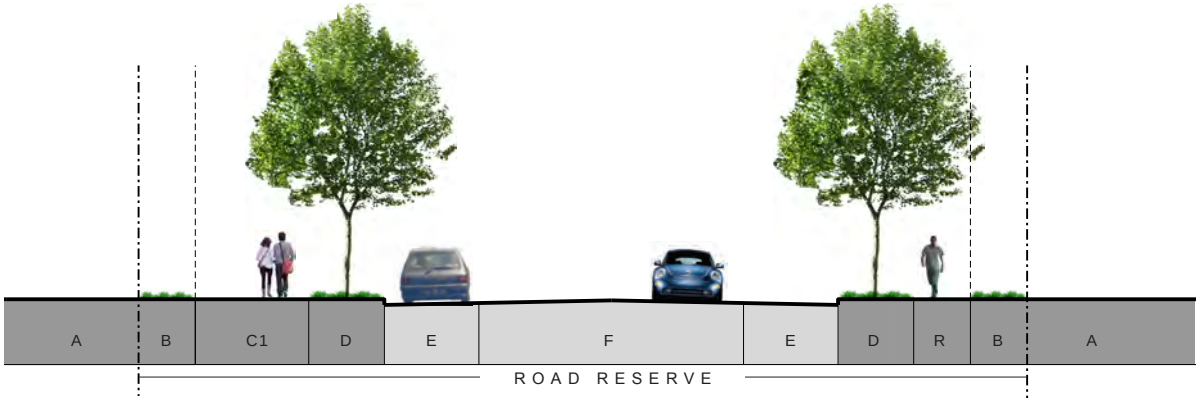
total road reserve dimension 25 - 30m

Scale 1:200 @ A4

Road Section Details

Urban Collector - Option 1

12m Sealed Carriageway, inc. parking to both sides



Note:

Tree root barriers to be considered in detail design to avoid service / construction conflicts. All trees subject to specific HDC approval or requirement.

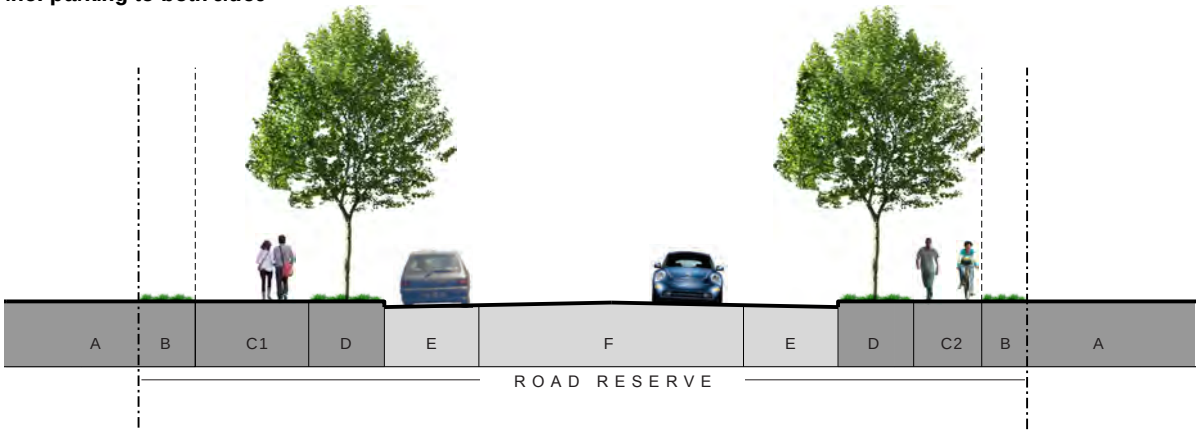
Carriageway in accordance with HDC MES

A - parcel
B - landscape berm
C1 - 3m shared pedestrian footway and cycle lane
D - 2m berm with clear stem street trees @ 15m centres
E - 2.5m parking lane / services zone
F - 7m carriageway (12m inc. parking lanes)
R - 1.5m pedestrian footway

total road reserve dimension 21 - 23m

Urban Collector - Option 2

12m Sealed Carriageway, inc. parking to both sides



A - parcel
B - landscape berm
C1 - 3m shared pedestrian footway and cycle lane
C2 - 1.8m shared pedestrian footway and cycle lane
D - 2m berm with clear stem street trees @ 15m centres
E - 2.5m parking lane / services zone
F - 7m carriageway (12m inc. parking lanes)

total road reserve dimension 21 - 23m

Scale 1:200 @ A4

Road Section Details

Urban Local - Option 1
(for low volume parking areas)
9.5m Carriageway, inc. parking to one side

Note:

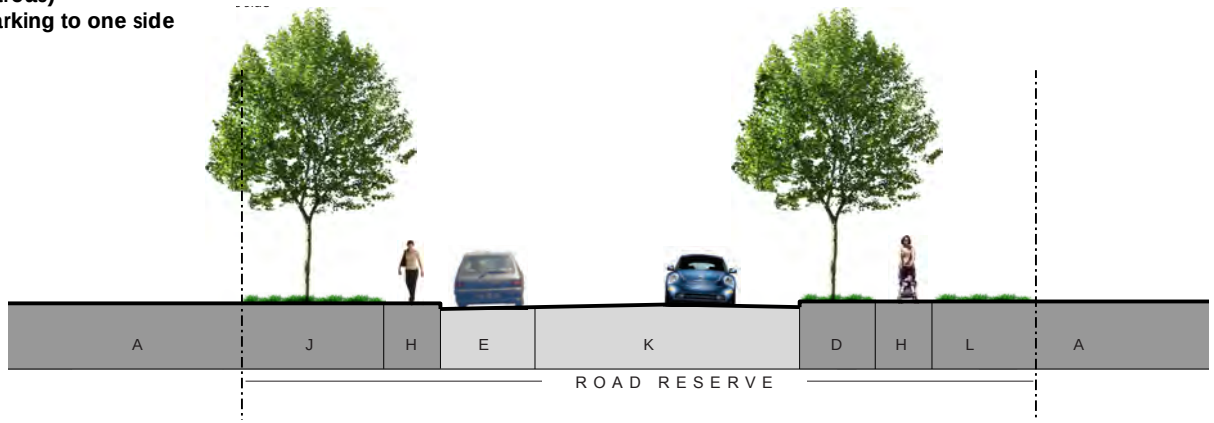
Tree root barriers to be considered in detail design to avoid service / construction conflicts. All trees subject to specific HDC approval or requirement.

Carriageway in accordance with HDC MES

A - parcel
E - 2.5m parking lane / services zone
H - 1.5m pedestrian footway
J - landscape berm with clear stem street trees @ 10m centres
K - 7m carriageway (9.5m inc. parking lane)

total road reserve dimension - 20m

Urban Local - Option 2
(for high volume parking areas)
9.5m Carriageway, inc. parking to one side



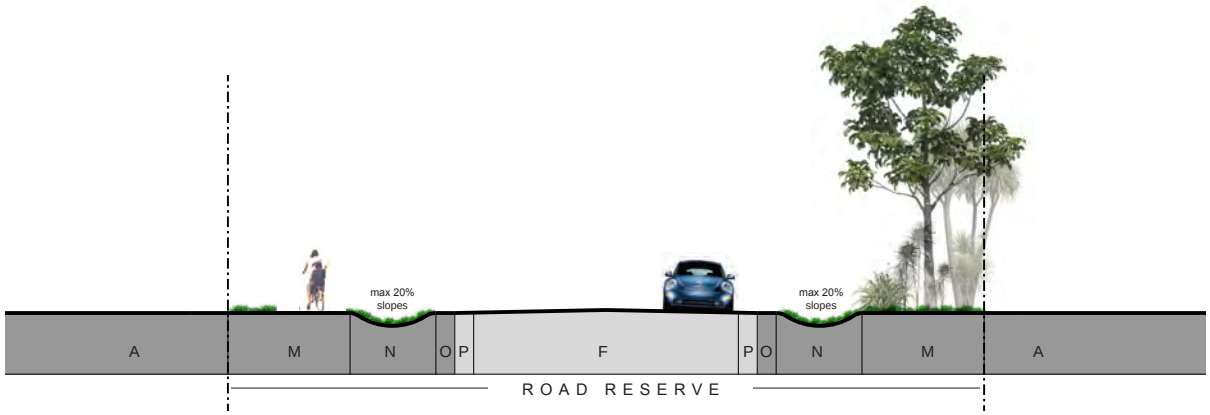
A - parcel
D - min. 2m berm with clear stem street trees @ 10m centres
E - 2.5m parking lane / services zone
H - 1.5m pedestrian footway located within berm area
J - landscape berm with clear stem street trees @ 10m centres
K - 7m carriageway (9.5m inc. parking lane)
L - landscape berm

total road reserve dimension - 20m

Scale 1:200 @ A4

Road Section Details

Greenbelt Residential Collector
8m Carriageway



Note:

Tree root barriers to be considered in detail design to avoid service / construction conflicts. All trees subject to specific HDC approval or requirement.

Carriageway in accordance with HDC MES

A - parcel
F - 7m carriageway
(8m inc. sealed shoulder)
M - landscape berm with layered native vegetation clustered to vegetation linkages, water courses and slopes, plants to be frangible to carriageway edge. 1.8m wide cyclepath to one side of carriageway only - to be min. 1.5m from parcel edge.
N - grassed swale centre to be min. 2m from edge of seal
O - 0.5m shoulder (not sealed)
P - 0.5m shoulder (sealed)

total road reserve dimension - 20m

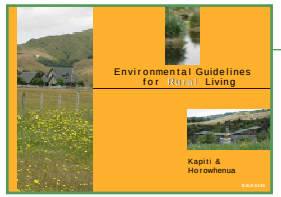
Greenbelt Residential Local
6m Carriageway

A - parcel
M - landscape berm with layered native vegetation clustered to vegetation linkages, water courses and slopes, plants to be frangible to carriageway edge. 1.8m wide cyclepath to one side of carriageway only - to be min. 1.5m from parcel edge.
N - grassed swale centre to be min. 2m from edge of seal
O - 0.5m shoulder (not sealed)
P - 0.5m shoulder (sealed)
Q - 5m carriageway
(6m inc. sealed shoulder)

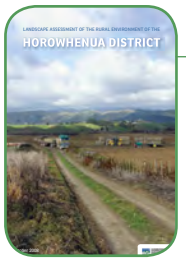
total road reserve dimension - 20m

Scale 1:200 @ A4

Reference Documents



Environmental Guidelines for Rural Living – Kapiti & Horowhenua (2001)



Landscape Assessment of the Rural Environment of the Horowhenua District (October 2008)

The Impact of rural subdivision and development on landscape values (July 2000) MFE

For More Information

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STRUCTURE PLANS

SCHEDULE 8: Structure Plans

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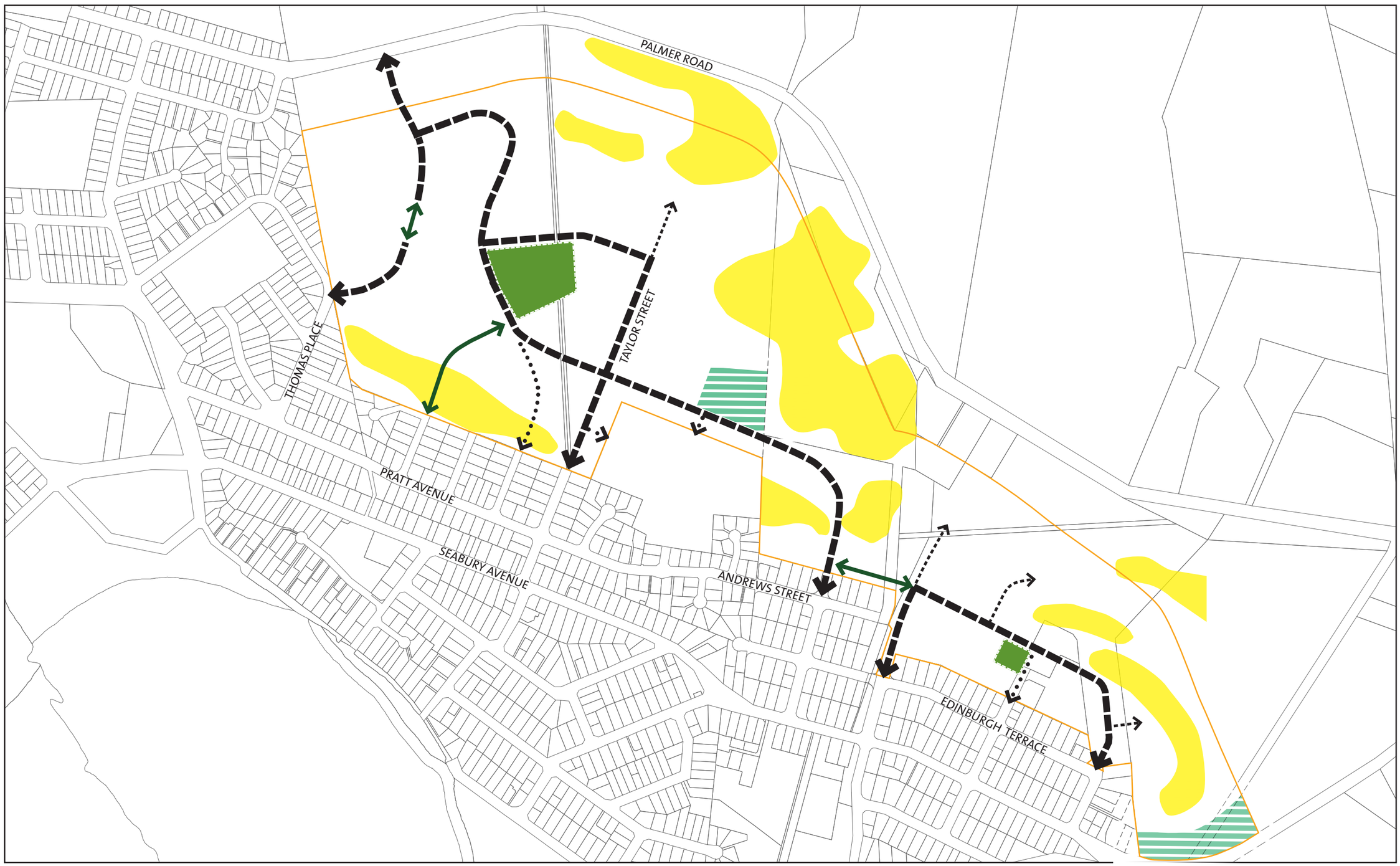
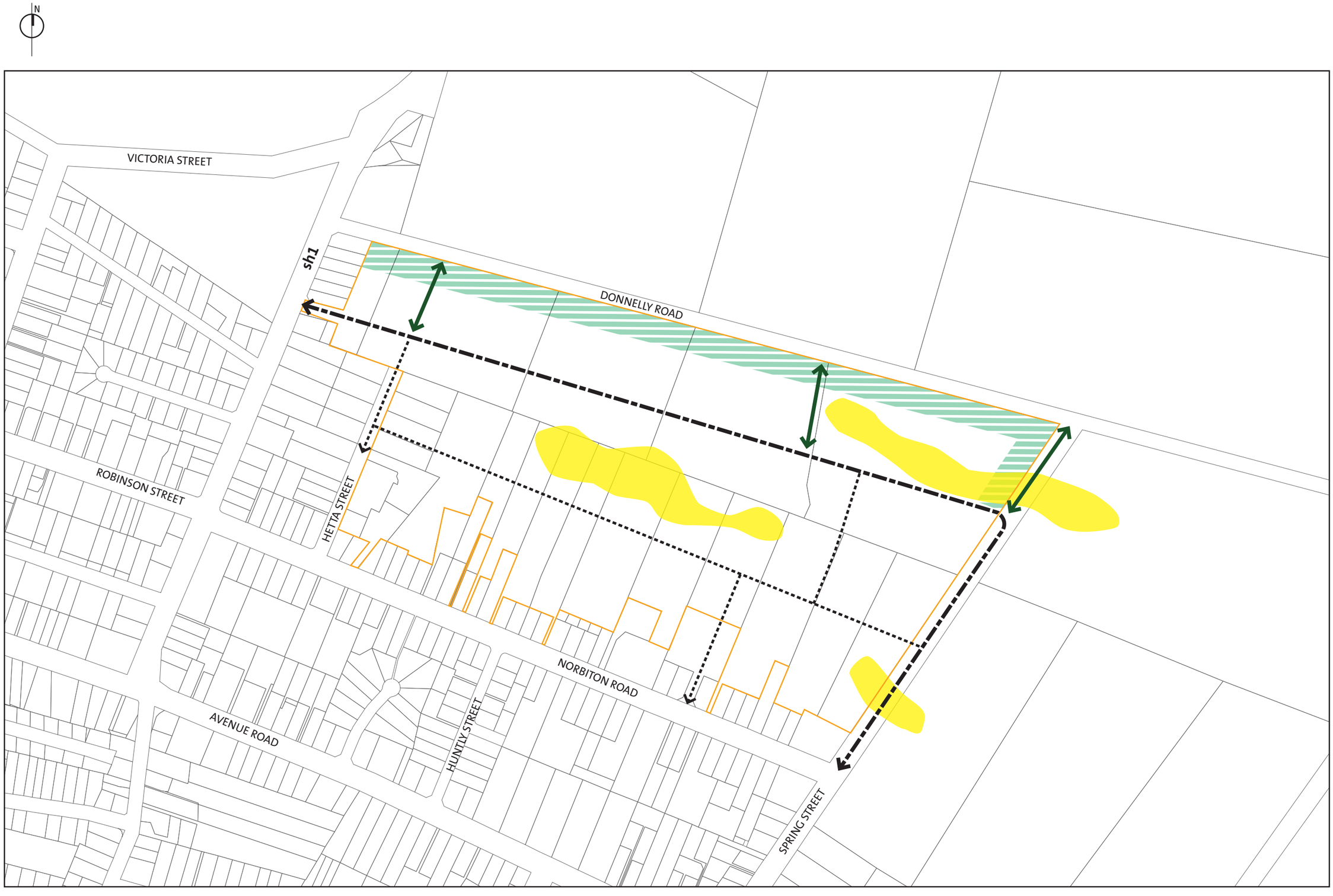


Horowhenua District Plan

Structure Plan 01

Foxton Beach - Palmer Road, Edinburgh Terrace and Taylor Street

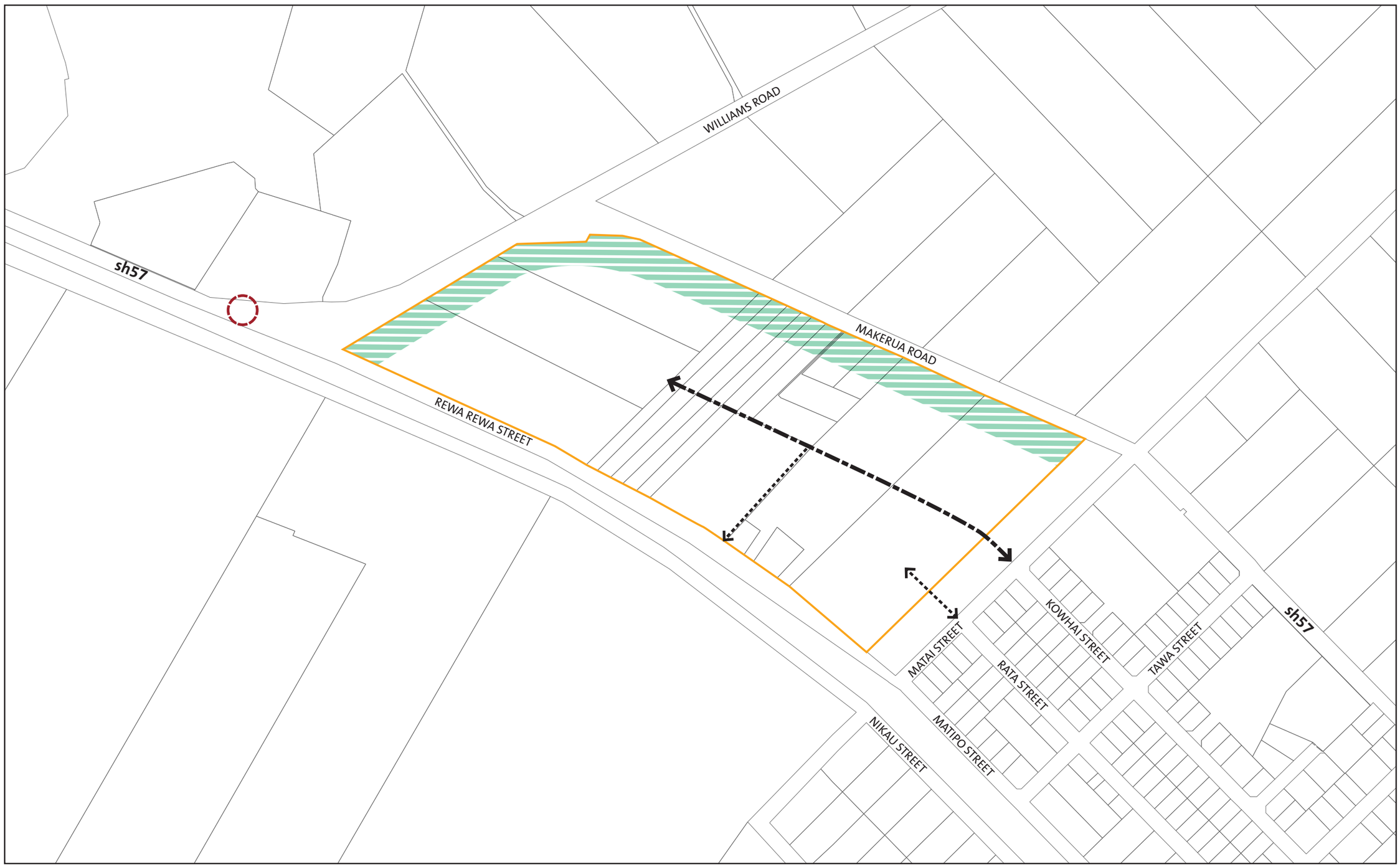
Scale: 1:7500 @ A3



Horowhenua District Plan

Structure Plan 02

Foxton - Donnelly Road, Hetta Street and Norbiton Road Scale: 1:5000 @ A3



Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 03

Tokomaru - Makerua Street and Matipo Street

Scale: 1:5000 @ A3

N

sh57

STAFFORD STREET

GREY STREET

VOGEL STREET

GRAND STREET

HENNESEY ROAD

EAST ROAD

CLAPHAM STREET

BOVIS STREET

MANGAHOA ROAD

Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 04

Shannon - Stafford Street/East

Scale: 1:5000 @ A3

N

SH1

ROSLYN ROAD

OKARITO AVENUE

KENNEDY DRIVE

FAIRFIELD ROAD

Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

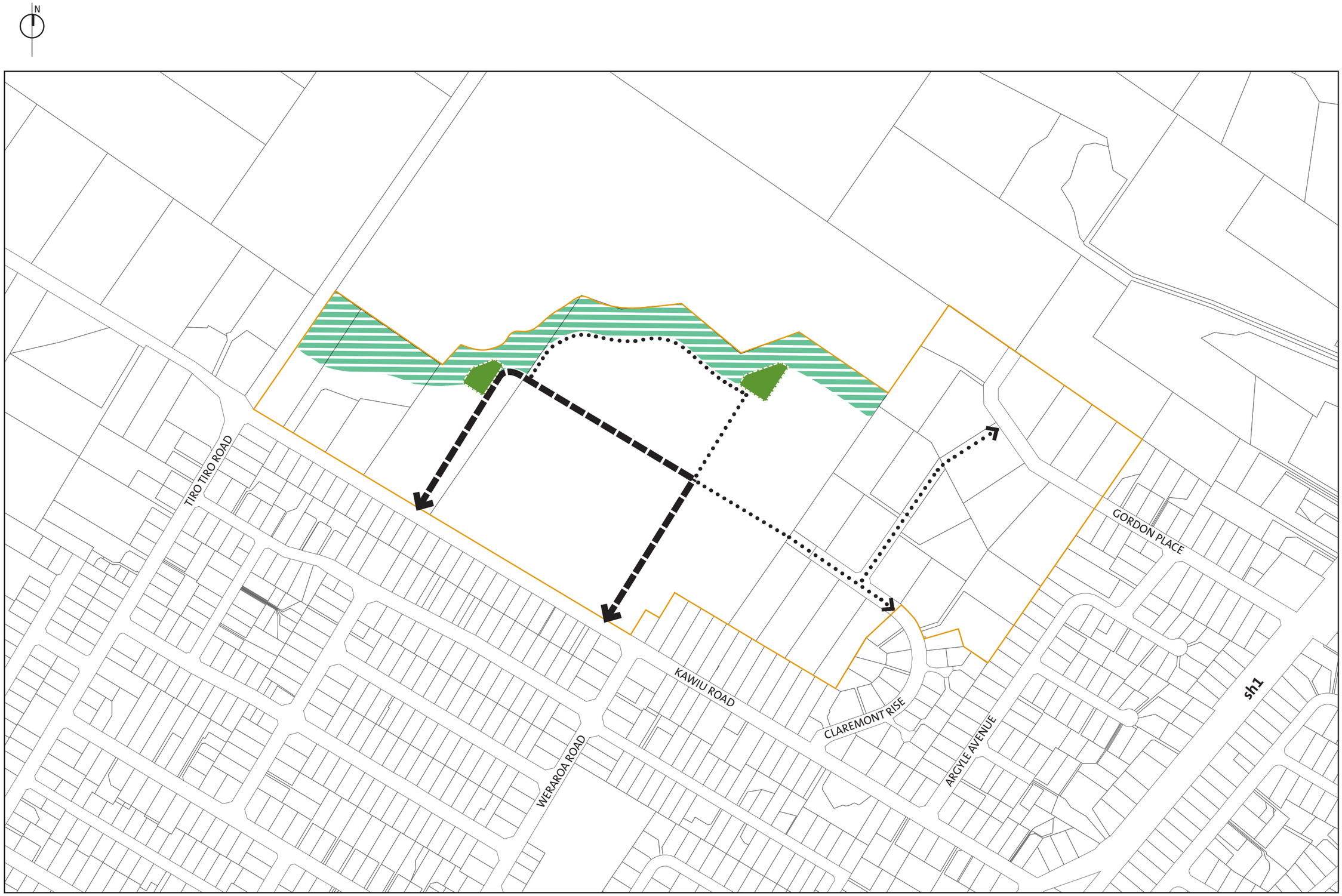
Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 05

Levin - Fairfield Road and Roslyn Road

Scale: 1:7500 @ A3



Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

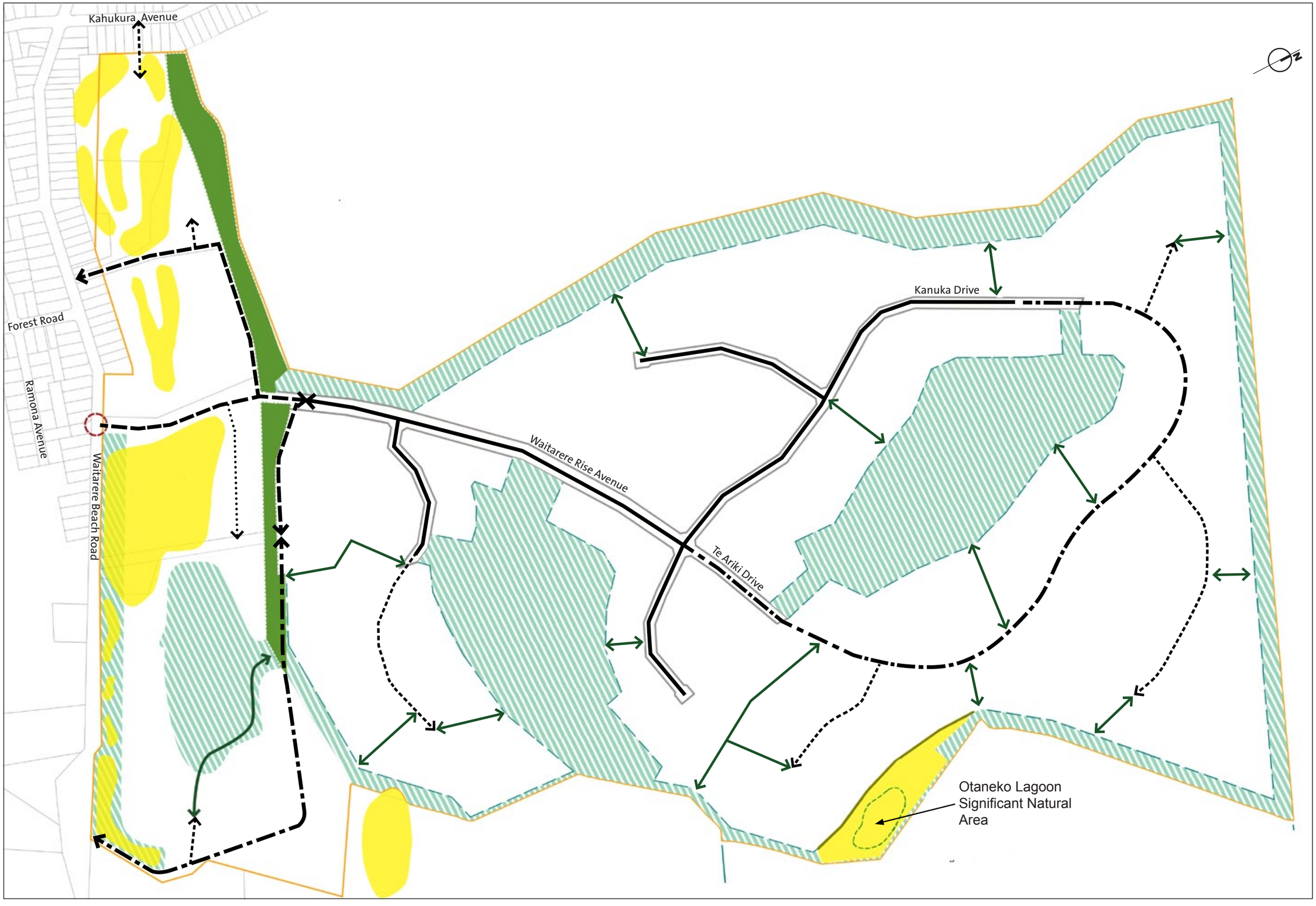
Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 06

Levin - Kawiu Road, Claremont Rise, Gordon Place

Scale: 1:5000 @ A3



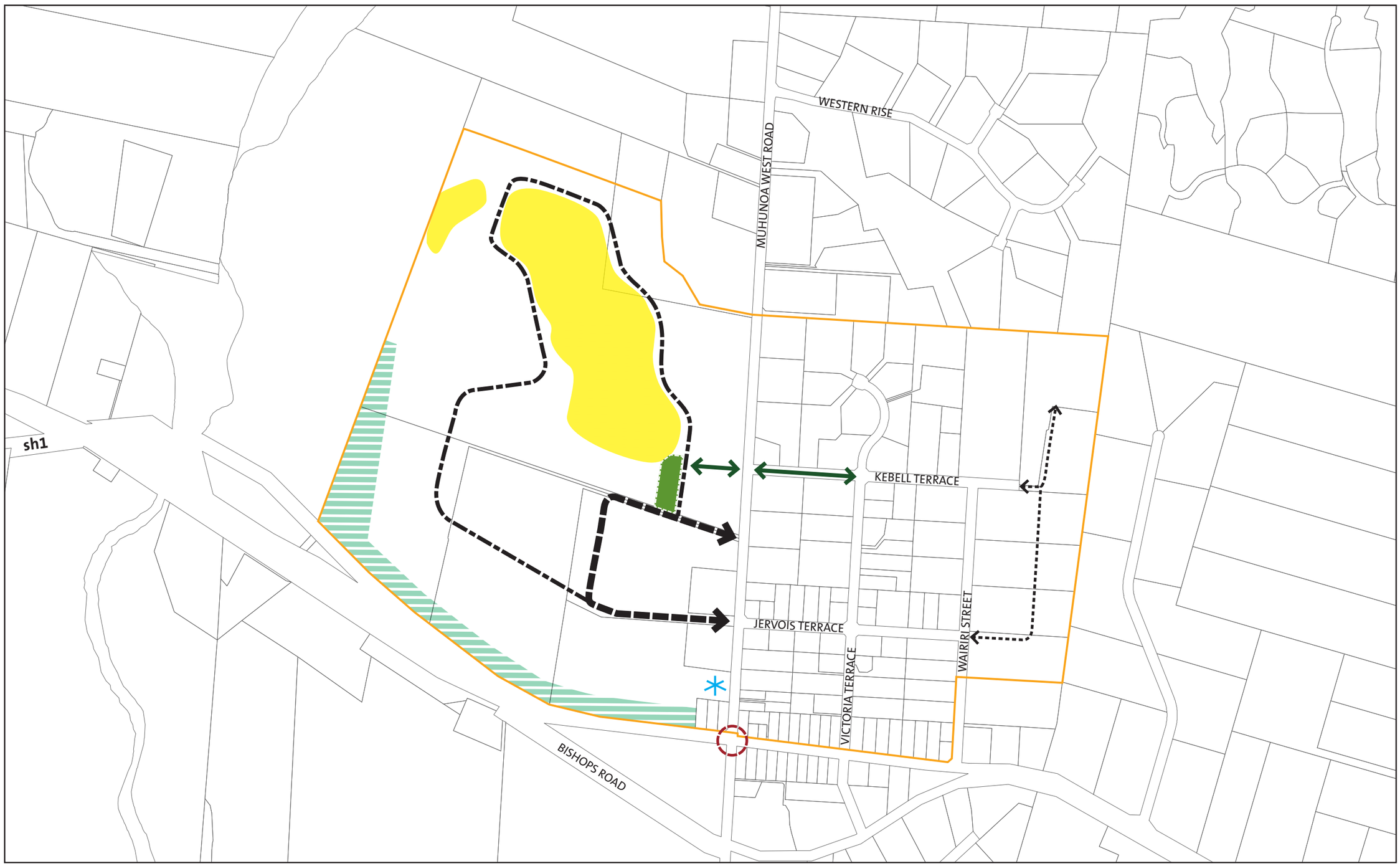
Existing Roads
Urban Collector Road
Urban Local Road
Greenbelt Collector Road
Greenbelt Local Road
Reserve
Open Space
Suburban Commercial
Indicative Landscape Feature
Indicative Landscape / Pedestrian Connection
Existing Trees Retained
Heritage Tree
Intersection Modification
Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 07

Waitarere Beach - Waitarere Beach Road (north side) and Kahukura Avenue Scale: 1:7500 @ A3



Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 08

Ohau - Muhunoa West Road Scale: 1:7500 @ A3

Existing Roads
Urban Collector Road
Urban Local Road
Greenbelt Collector Road
Greenbelt Local Road
Reserve
Open Space
Suburban Commercial
Indicative Landscape Feature
Indicative Landscape / Pedestrian Connection
Existing Trees Retained
Heritage Tree
Intersection Modification
Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 09

Ohau - Muhunoa East Road Scale: 1:7500 @ A3

N

DRAKE STREET

ARTHUR STREET

WAIKAWA BEACH ROAD

MANGA-PIRAU STREET

SARAH STREET

Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

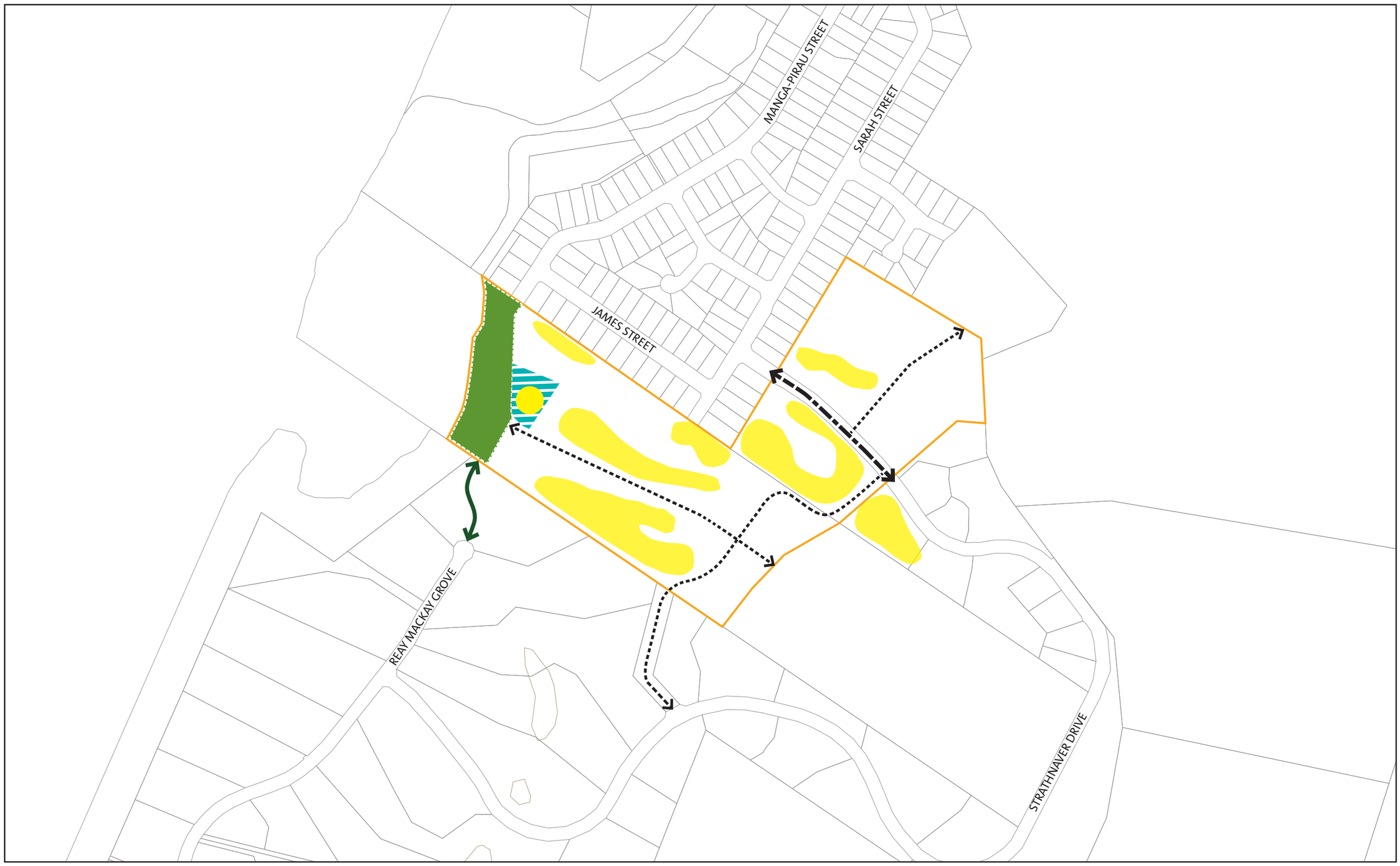
Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 10

Waikawa Beach - Drake Street and Arthur Street Scale: 1:5000 @ A3



Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 11

Waikawa Beach - Sarah Street and Strathnaver Drive

Scale: 1:5000 @ A3

N

HONI TAIPUA STREET

WI PERE STREET

WI TAKO STREET

IHAKA HAKUENE STREET

TAME PORATI STREET

GLEESON ROAD

sh1

Existing Roads

Urban Collector Road

Urban Local Road

Greenbelt Collector Road

Greenbelt Local Road

Reserve

Open Space

Suburban Commercial

Indicative Landscape Feature

Indicative Landscape / Pedestrian Connection

Existing Trees Retained

Heritage Tree

Intersection Modification

Structure Plan Area Boundary

Structure Plan to be read in conjunction with District Plan Maps

Horowhenua District Plan

Structure Plan 12

Manakau - Honi Taipui Street Scale: 1:5000 @ A3

FOXTON AND SHANNON TOWN CENTRE DESIGN GUIDE

SCHEDULE 9: Foxton and Shannon Town Centre Design Guide

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HOROWHENUA DISTRICT PLAN

Foxton and Shannon Town Centre

DESIGN GUIDE

Horowhenua DISTRICT COUNCIL

Horowhenua
DISTRICT COUNCIL

DATE: 27 AUGUST 2012

VERSION: 6

Contents

1. Introduction

Foxton and Shannon's town centres are valued for their historic character and contribution that the buildings make to the streetscape and urban environment. The two town centres developed over a relatively small period of time due to their role as major transport links for developing areas and servicing the surrounding rural areas. The buildings contain a number of similar and distinctive characteristics which contribute to the overall amenity and character of the town centres. Through the District Plan and this Design Guide, new development is to be managed to ensure it is keeping with this amenity and character.

2. Purpose

The purpose of the Foxton and Shannon Town Centre Design Guide is to outline the design principles and guidelines for the design of new buildings and additions/alterations to existing buildings in the Foxton and Shannon Town Centres. The intention is to maintain and enhance the character and amenity values of the area through ensuring any new work complements and relates with the existing character.

2.1 Aims of the Guide

The aims of the Design Guide are:

i. To encourage increased community awareness of the town centre's heritage, visual and environmental qualities and to promote community involvement.

ii. To protect and conserve buildings, structures and sites of heritage and/or visual appeal and to retain the prominence of major historical elements in the District.

iii. To promote the town as an economic destination for locals and visitors;

iv. To recognise tourism as an important economic factor and to promote the District as a destination of historic interest and aesthetic appeal.

v. To retain as appropriate the historic character of the town centre.

vi. To encourage the development of the town centre as a focus for community activity and a place of public use.

vii. To ensure that new development within the town centre is compatible with the scale, built character, visual aesthetic and functional attributes of existing development and buildings.

viii. To achieve a balance in encouraging innovative and creative design solutions that are affordable and achieve the above.

ix. To recognise there is a balance with earthquake prone buildings between life and safety considerations against economic and heritage considerations.

2.2 Application and Implementation

This Design Guide applies to the Foxton and Shannon Town Centre Heritage/Character Overlay Areas identified on the Planning Maps. This Heritage/Character Overlay Area generally relates in Foxton to properties with frontage to the northern end of Main Street, as well as a few properties in Avenue Road, Clyde Street, Whyte Street and Wharf Street. In Shannon, this Overlay Area applies along Plimmer Terrace and Ballance Street.

The Design Guide also include a specific section for the Foxton Tourism Overlay Area identified on the Planning Maps. This Tourism Overlay Area is the southern part of the Foxton town centre south of Wharf Street and properties with frontage to Main Street and Harbour Street.

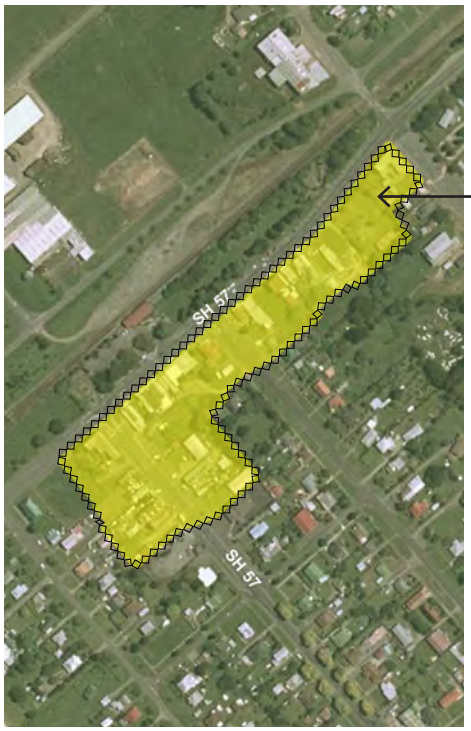


Figure 1: Aerial Map of Shannon Town Centre

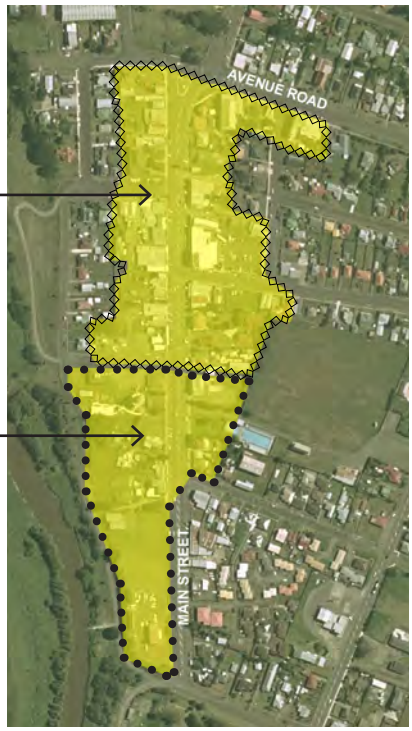


Figure 2: Aerial Map of Foxton Town Centre

Under the District Plan rules, all new buildings and additions/alterations to existing buildings within these Overlay Areas require resource consent as a restricted discretionary activity, where they will be assessed against the Guidelines in this document. In addition, any proposed buildings which, do not comply with the permitted activity standards would also be assessed against the Guidelines.

The Design Guide is to be applied in conjunction with the other rules and standards in the District Plan. These rules and standards relate to such matters as transportation, historic heritage, signage and network utilities.

The Design Guide is to be used to:

A **Property owners, developers, builders, designers and planners preparing development proposals; and**

B **Horowhenua District Council to evaluate development proposals as part of the resource consent process.**

Within the Character/Heritage Overlay Areas, the Guidelines do not require replication of historic buildings and past architectural styles, but encourage the use of design elements, scale and proportion to enhance the character of the town centre and emphasise its historic qualities.

The design of new buildings in the town centre should be in harmony with the existing buildings and forms. Consideration must be given to roof type and pitch, the verandah and the rhythm of its supports and the proportions of windows and other openings. Where decoration and architectural features are used, they should follow the characteristic forms and details of these existing buildings.

Alterations and additions to existing buildings should not detract from the character of the building. They should complement the original building and be sympathetic to the style and character of that building. The siting of an addition should reflect the style and character of the older building. The scale and massing of new works must recognise the scale and massing of the original. When altering or adding to an existing building, the opportunity should be taken where possible to modify existing additions which are not sympathetic to the heritage character of both the building and the surrounding area.

For works undertaken for earthquake strengthening purposes, Council recognises a balance is required between ensuring works achieve their purpose in providing the health and safety of building occupants and the economic, heritage and streetscape values of the town centres

The Design Guide offers some flexibility to allow innovation and good design solutions that meet the objectives of this document. Development proposals that are not consistent with the Guidelines can be a basis for the Council to decline resource consent approval.

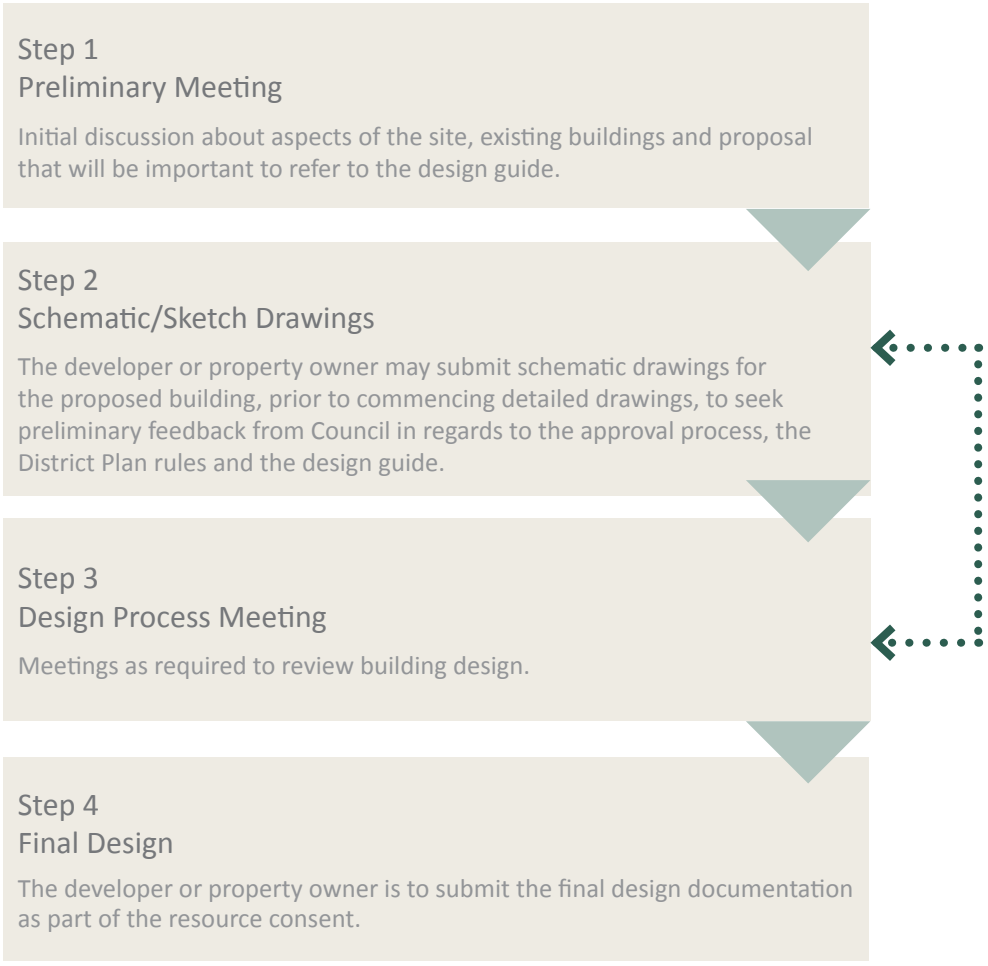
The images in the Design Guide are indicative only and intended to further explain the design outcome sought as outlined in the text. They should not be seen as actual design solutions. Innovative and creative design solutions that meet the intended future character of the area are encouraged.

2.3 Pre-Application Process

The Horowhenua District Council encourages landowners, developers and their architects, engineers and other advisers to work collaboratively throughout the development planning process and to seek early discussions with Council prior to undertaking detailed design for any development.

This process will enable concepts to be discussed prior to commencing detailed design to enable early feedback from Council and the most appropriate outcome for all parties to be reached.

A diagram of the desired process is described below. The need for all these steps will depend on the development scale. This process is optional but is intended to assist in providing for an efficient design and consenting process.



3. History and Character

3.1 Foxton

3.1.1 History of Foxton Town Centre

The site of the town – originally Te Awahou (new stream) - has had a long history of use by Maori (Ngati Raukawa tangata whenua) and then European people from early in New Zealand's colonisation. Foxton is situated close to the banks of the Manawatu River (now referred to as the Foxton River Loop). Foxton was named after Sir William Fox, a premier of New Zealand in the 1860's.

As a port town on the Manawatu River the place developed much of the town centre infrastructure that remains today (streets and buildings) which give it a strong built heritage character. Many of the old structures such as wharfs and associated buildings have long since been removed although a few vestiges remain. For Maori the place continues to hold many of the values of events and associations with use and occupation over time.

Figure 3: Foxton Main Street circa 1920s
Source: Foxton Historical Society

Along with the development of the river port came the flax industry that at one time supported multiple mills. The making of flax based products such as rope and carpets followed. The (now closed) Feltex carpet making industry has been a long term enterprise and employer within the town.

The majority of the Foxton town centre is focused along Main Street at the northern end and to a limited extent along connecting side streets (e.g. Wharf Street and Whyte Street).

3.1.2 Existing Character

The northern end of Foxton's town centre contains a variety of building styles and facades, some of which date from the turn of the century. They exhibit a distinctive style which, because of the width of the Main Street, tends to present two separated and relatively continuous facades, one either side of the street. There is therefore little visual connection between the two sides of the street, as there would be in a narrower street.

Buildings are sited on the front road boundary and face the street. Building heights are either 1 - 2 storey, except for the tall windmill which acts as a local landmark. Buildings generally have a small and regular (rectangular) shape and narrow street frontage, with a few larger buildings on larger sites.

Figure 4: Shops on Main Street, Foxton

The eastern side of the street also has to accommodate the late afternoon sun, and many shops have erected or incorporated into their verandahs quite deep verandah facades or shades. In some cases, while these shades are used for advertising and decorative purposes, they also can detract from the overall appearance of the building, by obscuring the more delicate traditional verandah frontage.

Parapets are a particular feature of Foxton's commercial buildings and a variety of styles are represented. Display windows on some premises retain their original character and have been modified little over the years. Circular corner glazing bars were common and sills either repeat this or were embellished. Panels under sills were also often fitted with heavy mouldings. Doorways were generally recessed square or within 45° angles of the show windows, centrally placed or to one side.

Figure 5: Building on corner of Main Street and Clyde Street, Foxton

Verandah posts, many of which in the older style remain, were mostly round cast iron and highly decorated while the verandahs themselves were evenly pitched or bull-nosed. Wrought iron or wooden frets were also used.

The building frontages and activities along the Main Street create a pedestrian focused environment, with very few vehicle entrances, on-site parking or loading areas fronting Main Street. If on-site parking or loading is provided, these areas are accessed via side streets or service lanes. There is an abundance of on-street parking with the wide roads, as well as on-street loading areas to service the businesses.

3.2 Shannon

3.2.1 History of Shannon Town Centre

Known as Te Maire, the town planned on the site by the New Zealand Company in the 1840s was never built. The first settlers to Shannon, named after a director of the Wellington and Manawatū Railway Company, arrived after land sales in 1887.

Figure 6: Plimmer Terrace, Shannon circa 1920s
Source: Horowhenua Historical Society Inc

Figure 7: WH Gunning & Co General Store, Plimmer Terrace, Shannon, 1920
Source: Horowhenua Historical Society Inc

Shannon originally adjoined extensive swamps and was a headquarters for flax milling. The land on which the township stands was part of an endowment of 215,000 acres acquired about 1881 by the Wellington and Manawatu Railway Company. At first the company had intended to extend its railway from Levin to Foxton, but afterwards it proceeded to develop and open up the endowment area. Accordingly, the line was laid along the present route via Shannon. Flax milling, the development of farmland, and dam building at Mangahao kept the town buoyant until the 1920s.

A significant number of buildings were constructed in the town centre between 1900 and 1920. The businesses occupying these buildings provided goods and services to the flax milling, farming and electricity industries, and the community. An imposing brick building for the Bank of New Zealand was erected in 1915 which still remains, as well as the brick Post Office.

The town centre developed along the main axis parallel with the railway (Plimmer Terrace). The original town plan also included a perpendicular main street linking with the Shannon Domain (Ballance Street). These two streets form the basic structure of the town centre.

3.2.2 Existing Character

Shannon's town centre contains a variety of building styles and facades associated with the period of time over which the town centre developed. There was a significant amount of buildings constructed between 1900 and 1920, with many existing buildings from this period making a significant contribution to the character of the town centre. Buildings from this period exhibit a distinctive scale, form and style, which are a mix of 1 - 2 storeyed buildings, with small frontage retail and commercial activities at road level, and residential flats or offices above.

Buildings are sited on the front road boundary and face the street. Buildings generally have a small and regular (rectangular) shape and narrow street frontage, with a few larger buildings on larger sites, such as the two pubs which 'bookmark' each end of the town centre on Plimmer Terrace. The Albion Hotel at the northern end was fire damaged in 2012 and at the time of preparing this Design Guide its future was unknown.

Figure 8: Typical Shannon street, with verandahs a predominant feature

A feature of the existing town centre is the general absence of buildings and structures on the western side of Plimmer Terrace (Te Maire Park), except for the Railway Station building and War Memorial. Therefore, on Plimmer Terrace all buildings are located on the eastern side and face west.

Figure 9: Typical Shannon street showing the prominent mix of heritage buildings

Verandahs are a key feature of Shannon, both in terms of their aesthetic and visual influence, as well as their functional use in providing weather protection. Many of the existing verandahs are original, and retain distinctive features such as support posts and exposed under sides.

The maintenance of a continuous verandah along Plimmer Terrace and Ballance Street in the town centre is important, as well as the form, design and detailing of the verandahs. In addition, some prominent heritage buildings (e.g. Post Office and former Bank of New Zealand building) do not have verandahs, as this is not in keeping with the architecture and heritage values of these buildings.

A large number of buildings have parapets, some of which include decorative elements which present an imposing impression from the road. Display windows on some premises retain their original character and have been modified little over the years. Circular corner glazing bars were common and sills either repeat this or were embellished. Panels under sills were also often fitted with heavy mouldings. Doorways were generally recessed square or within 45° angles of the show windows, centrally placed or to one side.

The building frontages and activities along Plimmer Terrace and Ballance Street create a pedestrian focused environment, with very few vehicle entrances, on-site parking or loading areas fronting the streets. If on-site parking or loading is provided, these areas are accessed via side streets. There is an abundance of on-street parking with the wide roads, as well as on-street loading areas to service the businesses.

4. Guidelines

The following Guidelines in Sections 3.1 – 3.5 only apply to the Foxton Town Centre Character/Heritage Overlay Area and the Shannon Town Centre Character/Heritage Overlay Area, but not the Foxton Tourism Overlay Area (refer Section 3.6).

4.1 Building Location and Form

Plimmer Terrace, Shannon

Former Whytes Hotel, Main Street, Foxton

1. Buildings should be located on the street frontage and form a continuity of frontages alongside the footpath. There should be no vehicle crossings to/from sites along the frontage of Main Street, Foxton or Plimmer Terrace and Ballance Street, Shannon.

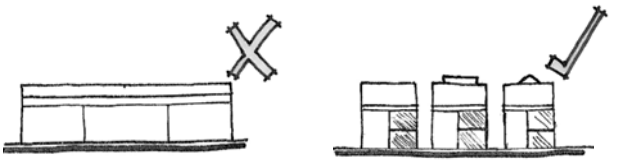
2. For additions/alterations to existing buildings setback from the street, the additions/alterations should reflect the style, function and purpose of the original setback, and the addition should be sited to minimise the visual impact of the change when viewed from the street.

3. On corner sites, buildings are typically taller and should be two storey in height. Corner buildings should turn and define the corner with an appropriately designed angled face to the corner. Preferably, a principal entrance to the premises should be located on this angle. It is desirable for corner buildings to incorporate architectural features that enhance the corner (e.g. turrets, flagpoles, pediments). Also, corner sites provide the opportunity to create landmarks or prominent buildings which should be considered.

4. Buildings should retain and/or promote the continuation of the current building form characteristics, especially in terms of shape, scale and proportion to neighbouring buildings. Buildings should be either one or two storeys in height. Buildings should have relatively narrow frontages (no more than 8 metres wide). For larger and wider buildings, frontages are to be broken up into narrower sections through a high level of articulation in the facade through the use of architectural features, decoration and roof design.

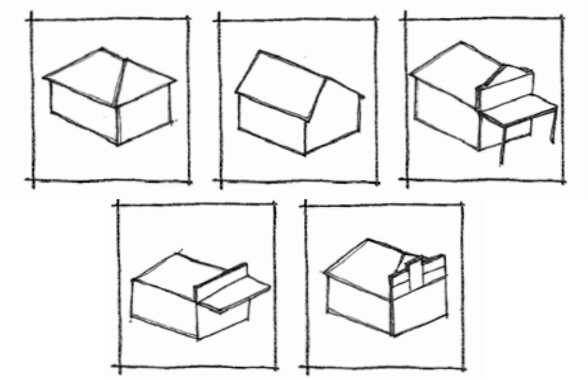
5. Roof types should reflect historical forms and design, having a high pitch and either a gable or hip form. Early buildings of the area use these simple roof types. More complex roof types are typically combinations of these basic forms.

6. Parking, loading and service access should be provided at the rear of buildings where available from side streets or service lanes.



Frontage width of buildings

Buildings on Plimmer Terrace, Shannon



Building roof types

Parking, loading & service area at rear of buildings, Foxton

4.2 Facades

Facade composition

One and two storey buildings on Ballance Street, Shannon

Entrance and show windows on Plimmer Terrace, Shannon

7. On the street frontage, parapets should be provided on both single and two storey buildings and reflect existing styles and forms. Parapets disguise the gable end of a building and provide for decoration and interesting forms to be created. Parapet walls are typically stepped and symmetrical. Common features include finial, cornice moulding, and decorated barge board.

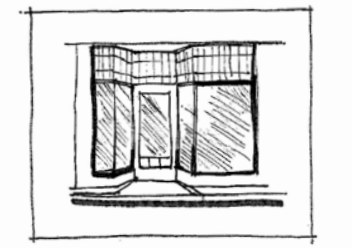
8. Facade composition should reflect existing size, proportions, styles and forms relating to window and door size; shape and type; proportion of window areas to walls; alignments of doors, windows, heads and sills.

9. All buildings on Main Street, Plimmer Terrace and Ballance Street should provide a main entrance from these respective streets. Entranceways should be generally recessed square or within 45° angles of the show windows, centrally placed or to one side.

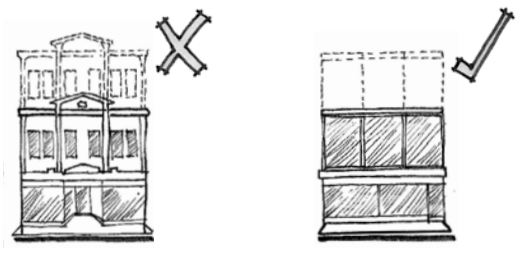
10. Glazing sizes and their extent should follow traditional forms, which generally do not include full height windows. Typically, such forms include a sill and lintel supporting a window that is not less than 60% of the total ground floor frontage area. Circular corner glazing bars are common and sills either repeat this or were embellished. Panels under sills were also often fitted with heavy mouldings

11. Security grills, roller doors, sliding doors where required should be retractable or removable and not an obtrusive feature of the facade.

Glazing on Ballance Street, Shannon

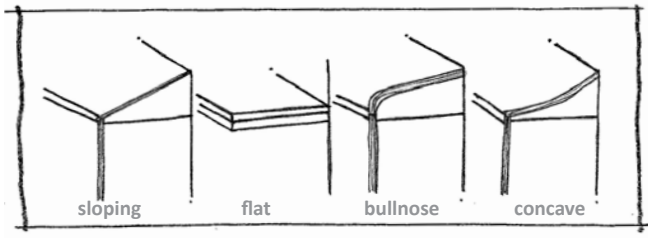


Recessed entrance ways with traditional glazing



Future development

4.3 Verandahs



Verandah forms

Verandah posts on Plimmer Terrace, Shannon

Verandah posts on Main Street, Foxton

12. Verandahs are an important feature of the street, enhancing the historic character of the town. They enclose the footpath, provide shelter and protect building entrances. The design of the verandah should follow traditional forms (angled, sloping, concave, bullnose).

13. In Shannon, verandahs must include appropriate posts set close to the street edge. The spacing of posts must be designed to complement existing spacing and rhythm.

14. In Foxton, verandahs may include posts set close to the street edge. If posts are provided, they must reflect the older style and materials, with most round cast iron and highly decorated. Wrought iron or wooden frets are also a common feature of verandahs.

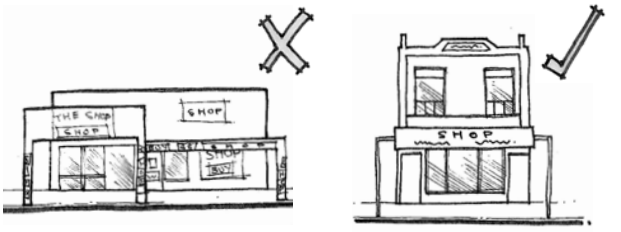
15. Under verandah lighting should be sympathetic to traditional scale and design, and wiring should be located discreetly.

4.4 Signage

16. Signs may be erected on buildings as they are recognised as essential to identifying a business and advertising. However, signage must not be used indiscriminately or with the effect of obscuring or destroying a building's character.

17. The size, shape and extent of signs should be of a form that is recognisably traditional. Signage should be located on and within parapets and verandahs only. Signage should not dominate facades, conceal windows or conceal architectural features. Signage may be located above verandahs but within parapet height, and may also be suspended within verandahs.

18. All signs must be sympathetic in size, scale and design with amenities and historical qualities of the area. They should be made or constructed in a neat and durable manner, using appropriate materials. Support brackets should be integral to the signage design.



Signage examples

Signage on corner of Ballance Street / Plimmer Terrace, Shannon

Signage on corner of Ballance Street / Plimmer Terrace, Shannon

4.5 Materials and Details

Retention of Whytes Hotel facade and new supermarket, Main Street, Foxton

19. Materials used in new construction should match as closely as possible to those used in existing buildings, particularly for additions/alterations to existing buildings. Elements to consider include size, style and type of finish.

20. The re-use of early materials, decorative features, door and windows in new works is encouraged.

21. Traditional construction materials in recognisable traditional forms is encouraged (i.e. timber, glass and cast iron). Use of other materials should be in a manner that does not detract from the visual qualities and amenity values of the town centre. Where decoration and architectural features are used, they should follow the characteristic forms and details of the existing buildings.

4.6 Foxton Tourism Overlay Area

The following Guidelines in Section 3.6 only apply to the Foxton Tourism Overlay Area and no other areas.

22. The majority of parking would be provided on-street with no or limited on-site parking provided. Where parking is provided on-site, the parking area(s) should be located behind or beside buildings and not dominate the street frontage.

23. Where practicable the existing heritage buildings within this Overlay Area should be protected and retained.

24. New vehicular and pedestrian through street block connections should be created between Main Street and Harbour Street. These connections should be at regular intervals and provide for increased movement and accessibility.

25. The maximum size of individual buildings should not exceed 500m^2 in gross floor area to avoid large buildings dominating the area. The building forms should be broken up and have sufficient separation distances between buildings to provide a level of spaciousness.

26. All buildings are to be orientated to face the street frontage (Main Street, Wharf Street and Harbour Street). Building frontages should include a minimum level of glazing (windows and doors) of at least 60% of the total ground floor frontage area. No buildings are to include blank walls facing the street.

View from Harbour Street through driveway to Main Street

De Molen Windmill, Main Street, Foxton

27. The De Molen Windmill is a local landmark. Development in the Foxton Tourism Overlay Area in close proximity to the windmill should carefully respect their relationship by maintaining direct visual aspect (views) and public access to the windmill.

28. All development should maintain and create a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) techniques.

SCHEDULE 9: Foxton and Shannon Town Centre Design Guide

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MEDIUM DENSITY RESIDENTIAL DEVELOPMENT DESIGN GUIDE

SCHEDULE 10: Medium Density Residential Development Design Guide

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HOROWHENUA DISTRICT PLAN

Medium Density Residential Development

DESIGN GUIDE

DATE: 27 AUGUST 2012

VERSION: 11

Contents

1. Introduction

Within Horowhenua's urban areas there is pressure for smaller residential units on smaller residential lots. This pressure is due to two primary factors: an aging population and second homes (particularly within the beach settlements). Traditionally in the Horowhenua, detached houses on relatively large sections have made up the bulk of the residential stock. However, this model of housing alone no longer provides the range of housing choice required to meet the needs of our community.

Provision has been made in the District Plan, for more intensive types of housing to meet the needs of the community. Higher than normal densities need careful management and the approach of the Council is to provide this through the District Plan and this Guide.

2. Purpose

The purpose of the Horowhenua Medium Density Residential Design Guide is to facilitate new residential development that is of a high quality and well functioning that responds to its neighbours and local environment, as well as meeting the needs of people who live in and around them.

The Guide explains the characteristics of medium density residential development that will be acceptable to the Council and the Horowhenua community. It is an aid to interpreting the provisions (objectives, policies, rules and assessment matters) of the Horowhenua District Plan. Many of the principles outlined in the guide form the basis for new assessment criteria and the guidance provided describes ways these criteria can be met. By setting out principles and guidance for achieving better design, the guide defines the level of quality of the built environment expected by all and an improved decision-making process.

2.1 Aims of the Guide

The aims of the Design Guide are:

i. To ensure dwellings and open space are designed and located on the site as an integrated and comprehensive whole.

ii. To ensure that medium density development complements the existing character of development in the neighbourhood.

iii. To ensure new development contributes to amenity and safety within the site, for neighbouring properties and the surrounding area (including the street).

iv. To ensure visual and acoustic privacy for the residents and neighbours is provided through well considered siting and design of buildings and outdoor space.

v. To maintain reasonable standards of privacy and daylight for residents and neighbours.

vi. To provide safe, convenient and attractive pedestrian and vehicle access to the houses.

vii. To encourage the design of new housing to respond to known and typical user needs.

viii. To encourage good-quality, cost-effective design.

2.2 Application and Implementation

This Design Guide applies to the Medium Density Overlay Areas in Levin, Foxton Beach and Waitarere Beach identified on the Planning Maps. The Medium Density Overlay Areas are located in the heart of each settlement close to the town centre and key commercial and recreational areas and facilities.

Under the District Plan rules, all medium density developments within these Overlay Areas require resource consent, where they will be assessed against the guidelines contained within this document. The Design Guide is to be applied in conjunction with the rules and standards in the District Plan.

The Design Guide is to be used to:

A **Assist property developers, designers, architects, planners and builders to plan, design and build high quality medium density residential developments; and**

B **Assist Horowhenua District Council staff to evaluate new development proposals for medium density residential development as part of the resource consent process.**

The Guide offers a step-by-step approach to providing a higher standard of amenity from context and site layout through to design and appearance of buildings and overall visual character. The Guide offers some flexibility to allow innovation and good design solutions that meet the objectives of this document. Development proposals that are not consistent with the Design Guide can be a basis for the Council to decline resource consent approval.

2.3 Design Guide Structure

Each section of the design guide is generally structured into 4 parts (for example):

Lot Design and Site Layout

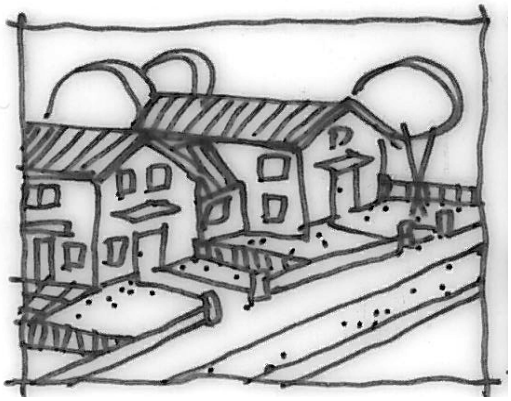
Guideline Heading

The integrated and comprehensive planning of buildings, access and open spaces together is fundamental to achieving high quality residential development. Placement of building forms in relation to other buildings creates open spaces and establishes conditions of sunlight, daylight and privacy as well as a relationship to neighbourhood character.

Context and explanation for why this guideline is important

1. Relate to established patterns and precedents to ensure new development complements the neighbourhood character (e.g. building height and width, spacing between buildings). It may not be possible to replicate the exact form or placement of buildings with the established character along the street. In these instances, the design should find methods to soften the change.

Assessment Guidelines



Respect existing neighbourhood character

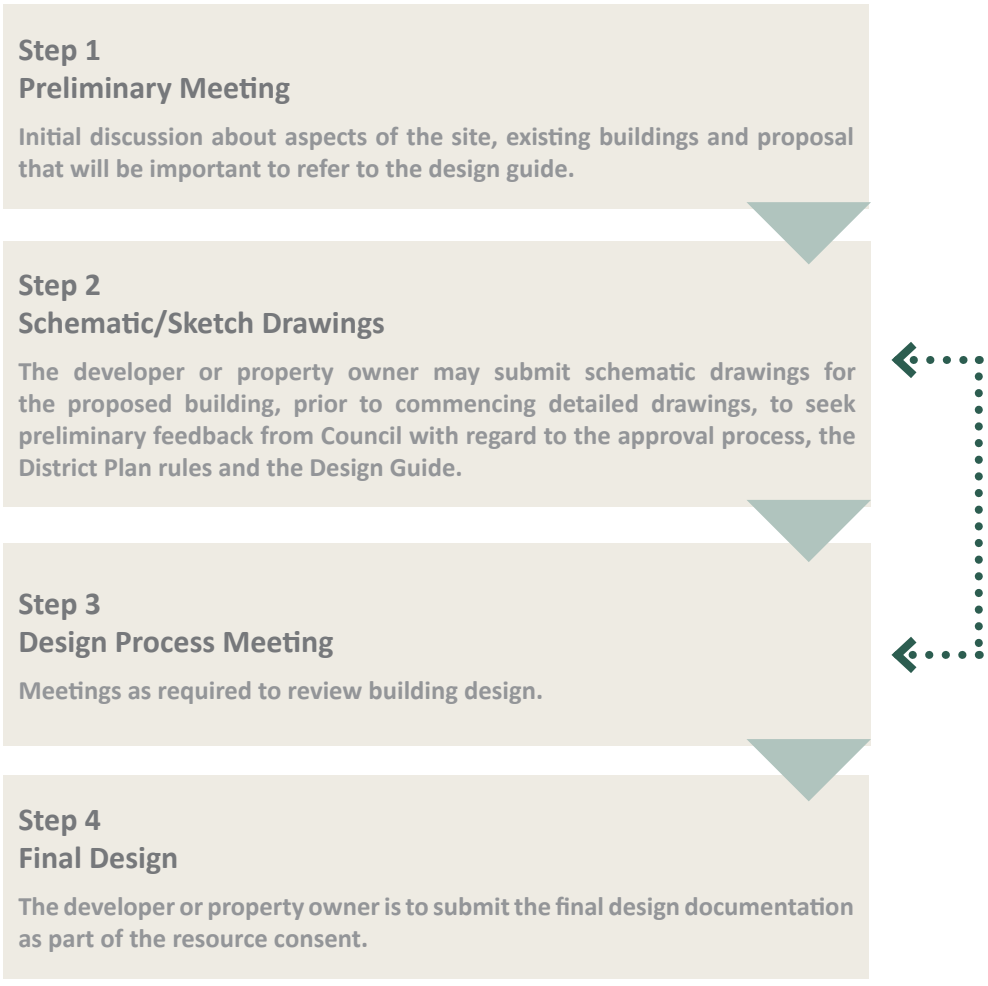
Illustration and caption relating to Assessment Guidelines

2.4 Pre-Application Process

The Horowhenua District Council encourages landowners, developers and their architects, engineers and other advisers to work collaboratively throughout the development planning process and to seek early discussions with Council prior to undertaking detailed design for any development.

This process will enable concepts to be discussed prior to commencing detailed design to enable early feedback from Council and the most appropriate outcome for all parties to be reached.

A diagram of the desired process is described below. The need for all these steps will depend on the development scale. This process is optional but is intended to assist in providing for an efficient design and consenting process.



3. Housing Types and Local Character

3.1 Types of Medium Density Development and Housing

More intensive forms of housing may be achieved in two ways – either through medium density residential developments or conventional infill subdivisions.

Medium Density Residential Development

The District Plan provides for medium density residential development in specific areas within Levin, Foxton Beach and Waitarere Beach. Medium density development is where three or more residential dwelling units (semi-detached or stand-alone) are designed to achieve a maximum density of 225m² per residential unit, in a way that results in quality on-site amenity and respects the character of the local area and streetscape.

To achieve an integrated design for medium density developments, the District Plan requires application of both land use consent and subdivision consent at the same time. This allows the site layout and the subdivision mechanisms to be assessed together, so there is an understanding of how each unit will operate, particularly in terms of access, rights of way and the provision and maintenance of any common areas.

To provide for medium density developments, the District Plan uses rules and standards, as well as the Medium Density Guidelines to shape and assess proposed developments. The Residential Zone provides medium density development as a Restricted Discretionary Activity, subject to compliance with standards such as density, building bulk and location provisions, private outdoor space, utility space, carparking and access. These standards represent the basic form for medium density development. Good design is not achieved by solely complying with the standards. The Guidelines set out the necessary elements to be considered in the design of medium density development, so that the overall site layout results in an optimal development.

An optimal development is one that achieves a high level of on-site amenity for future and subsequent occupants. An optimal development must also ensure that adverse effects on the character of the street and locality, on privacy and visual amenity of neighbouring properties are minimised through the good design and appropriate use of mitigation measures.

Conventional Infill Subdivision

The District Plan allows for more intensive subdivision in Levin, Foxton, Foxton Beach and Shannon through the residential infill subdivision rules to a minimum lot size of 330m². Development on small lots is managed by traditional "bulk and location" rules, along with some additional requirements to make sure that the increased density of housing does not result in poor outcomes. These rules and standards ensure that adverse effects such as shading, overlooking and street appearance are managed appropriately. Where an infill subdivision complies with the standards, an Applicant may apply for a Controlled Activity subdivision. Where an infill subdivision design does not comply with all of the relevant standards, the consent 'activity status' changes to a Restricted Discretionary Activity.

For a Restricted Discretionary infill subdivision, an Applicant must demonstrate consideration of the Medium Density Design Guide, and apply the principles and guidelines to the subdivision design.

It is essential, when designing a subdivision layout, to have an awareness of the District Plan rules and the way in which houses can be accommodated on small lots so that a high quality living environment is achieved. These Guidelines provide guidance on working within the rules and lot configuration and layout.

Housing Typologies

The following housing typologies are considered appropriate in the context of the Horowhenua's Medium Density Overlay Areas:

- Detached (stand-alone)
- Semi-detached (or duplex)

Detached coastal dwelling on compact site

Semi-detached two-storey dwellings attached by garages

Row of terraced houses joined on both sides

A single detached dwelling is a stand-alone house sited on an individual lot with yards on all four sides. The building can be from 1 - 2 storeys high and can incorporate garages within the building footprint or separated from the main dwelling. In the medium density context, detached dwellings are smaller than in your typical suburban context.

Semi-detached dwellings (or 'duplexes') are two housing units sharing a common wall. The houses can be from 1 - 2 storeys high, with or without enclosed garages, and with space on three sides of the dwelling. Sometimes the single-storey garages are the only part of the dwellings attached, with the habitable parts of the dwellings and any upper floors setback from side boundaries to allow light and privacy into upper floor rooms and living areas. The houses often are mirror images of the other house in the pair.

Terraced housing is often designed as a row, groups or clusters of 2 – 3 storey residential units. This intensive form of housing would represent a distinctive change to the character and amenity of the coastal settlements of Foxton Beach and Waitarere Beach. Therefore, this larger form of medium density is not considered appropriate for these areas. The Medium Density Areas within Levin have a greater level of urban intensity compared to the coastal settlements where terraced housing could be accommodated provided it is carefully designed to integrate into this established urban area. To achieve a complementary and integrated development in Levin, a greater area of land (typically achieved by amalgamating existing titles of land) is required so that the density and form of buildings can transition, within the site where the level of development would be compatible and generally in keeping with its surroundings.

3.2 Local Character

This section identifies the important characteristics of residential development within the Medium Density Overlay Areas in each settlement. These characteristics should be complemented in the design of medium density residential developments.

3.2.1 Levin

The Medium Density Overlay Area in Levin is located in two discrete areas around the periphery of the town centre, providing easy access for residents to local services and facilities. Local reserves and open space is also readily accessible, with the Levin Domain, Village Green and Aquatic Centre on the western side, and the Levin Public Gardens on the eastern side. The topography is flat. There are views towards the Tararua Ranges along the east-west aligned streets. The overall character is suburban, with relatively wide sealed streets with kerb and channel, concrete footpaths on both sides of the road, small street trees and narrow mown grass verges. Properties are connected to reticulated water and wastewater services, with on-site stormwater disposal.

There is a mix of lot sizes/densities in the area ranging from 300m^2 up to 1,200m^2, with an average of approximately 700m^2. Lot shapes are predominantly rectangular mirroring the street pattern, with relatively uniform lot width and street frontage widths. The predominant housing typology is single detached dwellings, with a number of semi-detached (townhouses) recently establishing. There is a range of age in housing, from a few early 1900s dwellings (villas), through to new typically 'brick and tile' infill houses.

Medium Density Overlay Areas, Levin

The predominant housing typology is single detached dwelling represented in a range of styles (early 1900s through to recent brick and tile)

Uniform street frontage with a consistent setback along the street and low front fences

On-site vehicles parking, access and internal garaging attached to the dwelling

Fences and screens used to provide privacy between properties

The street frontages are relatively uniform, with a strong pattern of consistent building setbacks (4-5 metres) along all streets. Low fences along the front boundary are a common feature, with private well maintained front gardens a frequent element adding significantly to the visual quality of the streetscape. Tall trees and other large vegetation are limited and typically located on the larger and older properties.

Single storey dwellings dominate, with only a few two storey dwellings. There is fairly regular separation distance (3-4 metres) between dwellings on adjoining properties, with a few semi-dettached dwellings (typically garages attached). The proportion of building coverage is mixed, with older and larger properties having a relatively low building coverage, compared to more recent infill development with higher building coverage (around 35%). The majority of properties have on-site vehicle access and parking, with more recent development incorporating garaging attached to the dwelling.

Most properties have private outdoor living and utility areas, which vary in their size, quality and appearance. Fencing and screens are commonly used to provide privacy between private outdoor living areas.

3.2.2 Foxton Beach

The Medium Density Overlay Area in Foxton Beach is located at the western end of the settlement in the vicinity of Holben Reserve and within close proximity to the beach. The location of the Medium Density Overlay Area supports the new commercial area in Signal Street. The topography is relatively flat, but there is more elevated land in parts of the Overlay Area. There are views towards Holben Reserve and the southern edge of the Manawatu River Estuary. The overall character is coastal suburban, with relatively wide road reserves with narrow sealed streets with no kerb and channel, no concrete footpaths, and wide mown grass verges. Properties are connected to reticulated water and wastewater services, with on-site stormwater disposal.

There is a mix of lot sizes/densities in the area ranging from 400m^2 up to 1,200m^2, with an average of approximately 700m^2. Lot shapes are predominantly rectangular, with relatively uniform lot width and street frontage widths. However, some properties have angular boundary alignments creating irregular shaped lots. The predominant housing typology is single detached dwellings which range in age, from the 1930s-1960s, with a few more recent houses. The older dwellings have a 'bach' coastal character, while more recent dwellings are a mix of 'brick and tile' and more contemporary designs.

Medium Density Overlay Areas, Foxton Beach

Aerial view of Holben Reserve and surrounding streets , Foxton Beach

Bond Street, Foxton Beach

Signal Street, Foxton Beach

Typical bach character, Marine Parade, Foxton Beach

Single and two-storey houses in Nelson Street, Foxton Beach

The street frontages are mixed, with some dwellings and standalone accessory buildings (garages) located close to the front boundary (4-5 metres), while on other properties buildings are well setback from the street with large open front yards. There is also a mix of front boundary treatments, ranging from no structure or planting, low formal/informal fences, through to low and tall hedges. There is a variety of vegetation, including areas of shrubs and taller trees, all of a hardy coastal nature.

A mix of single storey split-level and two storey dwellings are prevalent in Foxton Beach. There is fairly regular separation distance (3-4 metres) between dwellings on adjoining properties. The proportion of building coverage is mixed, with older and larger properties having a relatively low building coverage, compared to more recent dwellings that have a higher building coverage (around 35%). The majority of properties have on-site vehicle access and parking, with more recent development incorporating garaging attached to the dwelling.

Most properties have private outdoor living and servicing areas, which vary in their size, quality and appearance. Fencing and screens are commonly used to provide privacy between private outdoor living areas.

3.2.3 Waitarere Beach

The Medium Density Overlay Area in Waitarere Beach is located in the centre of the settlement in street blocks on either side of Waitarere Beach Road. This location is in close proximity to the beach and commercial area in Waitarere Beach Road. The Medium Density Overlay Area does not apply to the western side of Rua Avenue to avoid more intensive development immediately adjacent to the coastal edge due to natural character, natural hazard and access reasons. The topography is relatively flat, with some more elevated land and low spots in parts of the Overlay Area. The overall character is coastal suburban, with relatively wide road reserves with narrow sealed streets with some streets having no kerb and channel, no concrete footpaths, and wide mown grass verges, while other streets include some kerb and channel and concrete footpaths. Properties are connected to reticulated wastewater system, with on-site water collection/supply and on-site stormwater disposal.

There is a uniform lot size/density in the area of 800m^2, with lot shapes predominantly rectangular reflecting the street pattern. Given the uniform lot size and width, street frontage widths are also uniform. The predominant housing typology is single detached dwellings which range in age, from the 1950s-1960s, with a few more recent houses. The older dwellings have a 'bach' coastal character, while more recent dwellings are a mix of 'brick and tile' and more contemporary designs.

Medium Density Overlay Areas, Waiterere Beach

Aerial view showing uniform street pattern of Waiterere Beach

Park Ave, Waiterere Beach

Park Ave, Waiterere Beach

Rua Street, Waiterere Beach

The street frontages are mixed, with some dwellings and stand-alone accessory buildings (garages) located close to the front boundary (4-5 metres), while on other properties buildings are well setback from the street with large open front yards. There is also a mix of front boundary treatments, ranging from no structure or planting, low formal/informal fences, through to low and tall hedges. There is a variety of vegetation, including areas of shrubs and taller trees, all of a hardy coastal nature.

Single storey dwellings dominate, with only a few two storey dwellings. There is fairly regular separation distance (3-4 metres) between dwellings on adjoining properties. The proportion of building coverage is mixed, with older and larger properties having a relatively low building coverage, compared to more recent dwellings that have a higher building coverage (around 35%). The majority of properties have on-site vehicle access and parking, with more recent development incorporating garaging attached to the dwelling.

Most properties have private outdoor living and servicing areas, which vary in their size, quality and appearance. Fencing and screens are commonly used to provide privacy between private outdoor living areas.

4. Guidelines

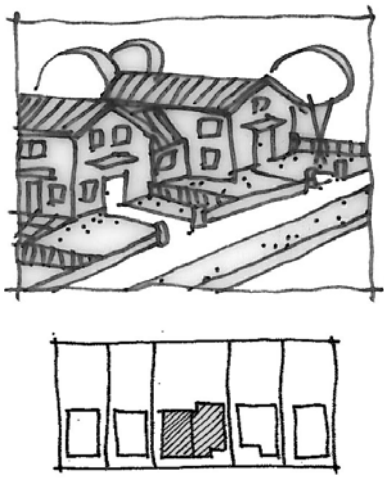
4.1 Lot Design and Site Layout

The integrated planning of buildings, access and open spaces together is fundamental to achieving high quality residential outcomes. Placement of building forms in relation to other buildings creates open spaces and establishes conditions of sunlight, daylight and privacy as well as a relationship to neighbourhood character. Good site planning recognises a concern for occupation, considering how a place is used by its occupants as well as its relationship to neighbouring houses, the character of street and the wider urban area.

1. Relate to established patterns and precedents to ensure new development complements the neighbourhood character (e.g. building height and width, spacing between buildings). It may not be possible to replicate the exact form or placement of buildings with the established character along the street. In these instances, the design should find methods to soften the change. See Section 4.4 for more guidance.

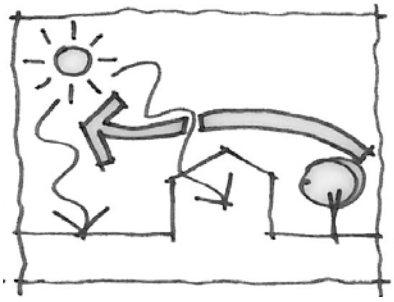
2. Retain significant existing trees, vegetation and other historic features where practicable and where these can be usefully integrated into the residential development, particularly where they are recognised by the local community as having significance beyond the site.

3. Respond to predominant environmental conditions such as sunlight and winds to provide sunlight to main living areas and both sunlight and shelter to private open space. See Section 4.2 for more guidance.

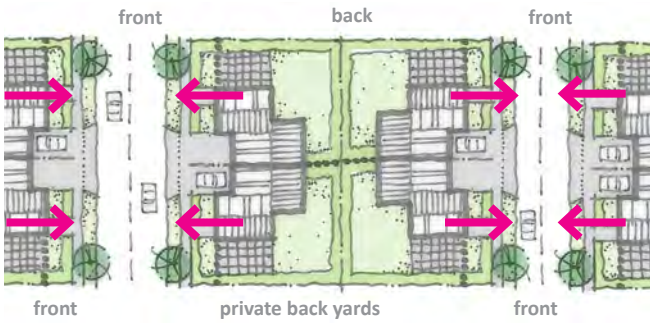


Respect existing neighbourhood character

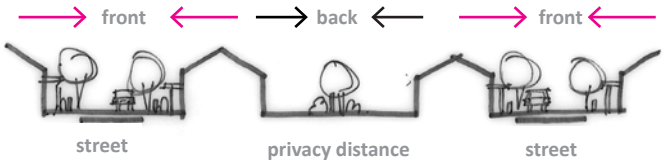
Retain significant existing features

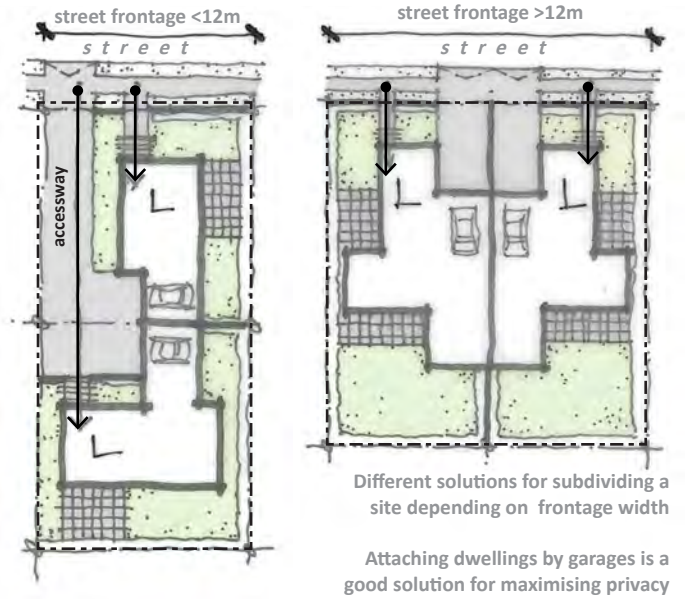


Respond to environmental conditions



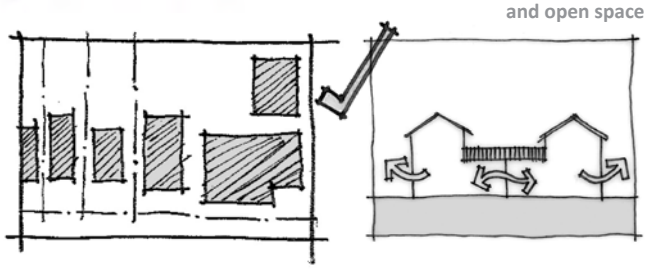
Above and below: Clear fronts and backs support strong street frontages and retains private open space for dwellings





Different solutions for subdividing a site depending on frontage width

Attaching dwellings by garages is a good solution for maximising privacy and open space



Transitional forms and placement to assist with integration

Common walls reduce heat loss

4. Configure dwelling units so that the front of dwellings is oriented to the street where possible, and backs of buildings face backs of adjoining and neighbouring buildings. Dwellings should also face onto all public spaces (i.e. streets, reserves and walkways).

5. Where the parent lot has a street frontage of greater than 12m width, this lot may be divided into two narrower lots of 6m each or greater to retain a strong street frontage, with two dwelling units side-by-side in duplex form. Attaching dwellings conserves heat and provides more usable private open space for each unit.

6. Where the parent lot has a street frontage of less than 12m width, but a long depth, then a small accessway may be appropriate along one side. In this situation, the front dwelling should front the street, but it is acceptable for rear dwellings to face the side boundaries.

7. Dwellings can be attached together by their garages— detached, or they can be attached in pairs— semi-detached. There should be no more than semi-detached dwellings (i.e. rows of attached dwellings are to be avoided).

8. Terrace housing has the potential to be developed in the Levin medium density area. However this larger type of medium density housing requires a greater area of land to enable a transition of building size within the site, and to reflect the established residential character and amenity of the surrounding area.

9. Integrate the location and design of buildings and open spaces, with dwellings sited and massed to both provide good quality interior space and with direct access to private open space. Private open space can include ground level gardens and paved courtyards as well as upper level balconies accessed from principal living areas.

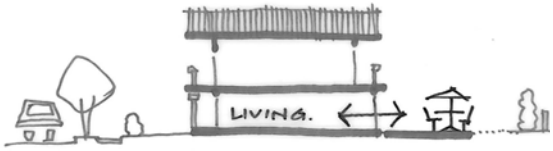
10. Position all dwellings to receive midwinter sun in at least one main living room for at least 4 hours at mid-winter (e.g. living areas will generally be located on the north side of dwellings).

11. Locate and model building form to avoid unnecessary or unreasonable shading or loss of privacy of private outdoor living spaces or windows to main rooms in adjacent dwellings within the development and to residential buildings on adjacent sites.

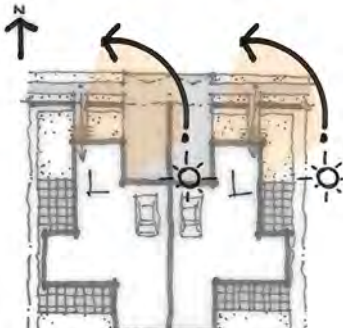
12. Design elevations on or near common boundaries so that amenity is maintained even if future development on neighbouring sites is maximised at the shared boundary.

13. Design the interior of the units (approximately 100m²) so that they are economical and creative with space. A reduced size suburban-style dwelling may not necessarily translate into a residential dwelling suitable for more intensive living.

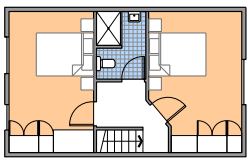
First floor living access to outdoor space (deck)



Ground floor living access to outdoor space

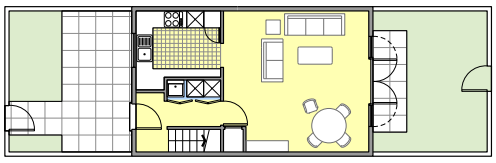


Minimum 4 sunshine hours per day per dwelling
Model built form to avoid shading or loss of privacy



Upper floor

Example of an interior layout for a medium density dwelling that is creative with space and liveable



Ground floor

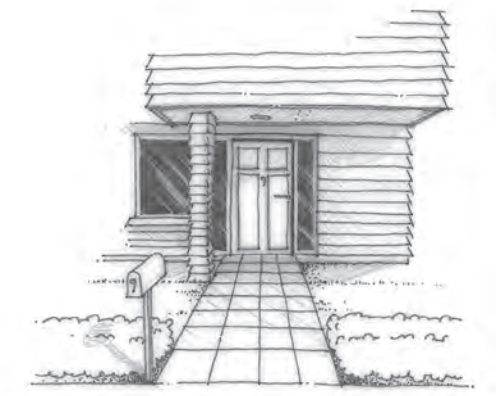
4.2 On-Site Amenity

Because medium density housing means a smaller site area, high standards of on-site amenity, visual and acoustic privacy and functionality is especially important for quality of life for residents.

On-site amenity, particularly in higher density settings, can be enhanced by creating and protecting privacy of residents and the quality of outlook from dwellings. Visual privacy (such as overlooking) needs to be considered at the site layout stage, to ensure each dwelling and respective outdoor space is protected. At the building design stage, that visual privacy needs to be considered in the location of rooms and uses, the size and placement of windows, doors and balconies in relation to the site itself, the street and neighbouring properties. Acoustic privacy is also important along any common walls, whether elevations or roofs, and noise insulation techniques need to be considered in both layout and choice of materials.

High quality open space increases the range of activities that people can enjoy in and around their home, allows an important expression of personal identity and gives connection with the outdoors. Further, dedicated areas for rubbish collection, washing lines and other utility areas are important, but are often forgotten when designing for smaller units on compact sites. Lockable storage areas for items such as gardening tools, camping gear and sportsgear are also important and do not have to be large to be of benefit to future occupants.

Separate entry for each dwelling and clearly arranged layout



Front doors clearly visible from street
Public, semi-public and private space clearly defined
side windows kept to a minimum for privacy

14. Provide a separate entry for each dwelling that is visible from the street (particularly front dwelling units) or accessible from shared areas within the development. The entry should be provided with a sheltered threshold to the dwelling, which is well lit and highly visible as the entrance to the dwelling. The entry should be able to provide for individuality and personalisation by the occupant.

15. Public, semi-public and private spaces should be clearly defined by arrangement of buildings, screening or landscaping.

16. Position windows so that the short-range view from one dwelling is not directly into the main internal living areas of any neighbouring dwellings both within the development, or on adjacent sites. To achieve optimal privacy, recessions and projections can be created along building elevations and between individual buildings. Further, building design elements such as screen panels and solid or semi-solid balustrades, can be incorporated into the design and function of outdoor space.

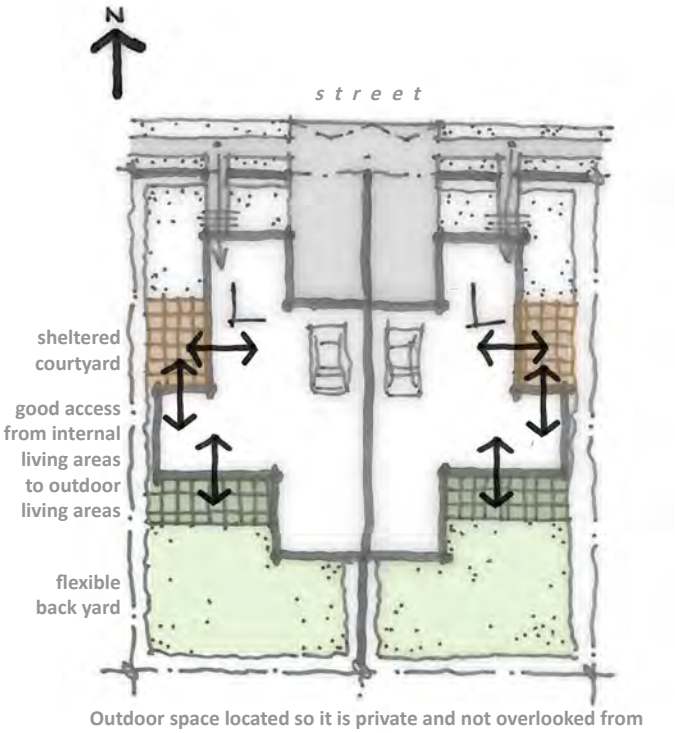
17. Provide private outdoor spaces with good access between indoor and outdoor living space, that are sheltered and private, and receive sunlight for most of the day and throughout the year. The shape of the outdoor space is important to enable future occupants to maximise the use and their enjoyment of the dedicated space. For example, long narrow strips of open space located between the unit and front, side or rear boundary cannot be optimally used.

18. Protect the private open spaces of dwellings from being directly overlooked by careful positioning and planning, distance, screening devices or landscaping. For example, the outdoor space for two units may back onto each other, but are divided by a well designed and maintained fenced/ planted screen along the common boundary.

19. Provide adequate utility areas and storage facilities which are located so that they are accessible to each dwelling, avoid carpark and manoeuvring areas, and are not visually obtrusive from the street.

20. Where communal open space is provided, dwellings should overlook the space, which in turn should provide outlook for residents. The communal open space should be easily accessible for residents.

21. Position windows adjacent to public or communal areas to minimise loss of privacy from passers-by looking in, while still allowing people inside to look out.



Outdoor space located so it is private and not overlooked from neighboring properties

Utility areas separate from parking & screened from street

4.3 External Amenity

The liveability of the dwelling as well as its relationship to the street and wider neighbourhood is determined by its design. The introduction of higher densities to an existing residential street which is characterised by low density stand-alone dwellings requires consideration of how best to avoid, remedy or mitigate potential visual effects and changes in privacy for adjoining neighbours.

Careful placement of interior spaces along with consideration of the location, orientation and type of openings will allow new development to function well and sit well with its neighbours, maintaining privacy and complementing neighbourhood character.

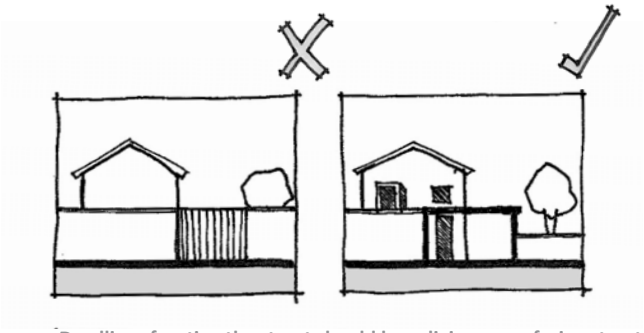
The Medium Density Overlay provides for 1 - 2 storey dwellings (detached or semi-detached). Upper storeys have the potential to create overlooking and a greater loss of privacy onto adjoining properties. Factoring in setbacks and daylight recession planes into the site layout and building design, in order to avoid adverse privacy (external amenity) effects on neighbouring properties is important. Additional building and landscape design may be necessary to minimise the impact and change experienced by neighbours.

22. Dwellings facing the street edge should be oriented to front the street, with windows of living areas facing the street providing good visual contact between the residents and the street.

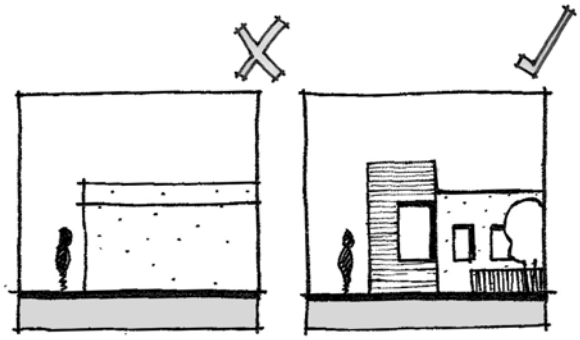
23. Solid, blank walls should be avoided on external boundaries. This element is to ensure the visual impact of a new development does not adversely affect the outlook of those who adjoin the site. There are many ways in which walls can be made interesting, which has good outcomes for both the occupants and their neighbours, such as architectural detailing, a creative use of materials, and landscape treatments.

24. Optimise the visual privacy of existing adjacent sites in designing the new development by ensuring adequate building separation and setbacks.

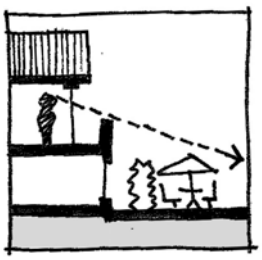
25. Where front yard outdoor spaces are required (especially to take advantage of sunny aspect) use devices such as landscaped boundary, solid balustrades to obstruct sightlines from the street and to ensure private outdoor living without impeding sightlines onto the street.



Dwellings fronting the street should have living areas facing street



Avoid blank walls at the street edge



Screen with balcony balustrade

Favour low fences and hedging for external boundaries, whilst maintaining privacy for inhabitants

4.4 Design and Appearance

A key consideration for any new development within the Medium Density Overlay Area is how it can best fit with the established street character, particularly in the coastal suburban areas of Foxton Beach and Waitarere Beach.

Design and appearance are determined by the combination of proportion, modulation and articulation of building form and façade. The building facade is the external face of the building and has an important role to play as part of the interface between private and public domains. The modulation and articulation of building elements and the interplay of materials, textures and colours can contribute to the definition and character of the public realm. The architectural design of the facade should contribute to the quality of public spaces whilst reflecting the use, internal design and structure of the building.

Horowhenua settlements have a dominant built character based around the detached, weatherboard or brick cladding, and iron-roofed dwellings. In Foxton Beach and Waitarere Beach, simple materials, a strong relationship with the water and 'bach' character is common.

The choice of materials used will affect the appearance of the development and how well it performs and endures over time. Robust materials that are easy to maintain will help to ensure communal spaces and areas prone to wear retain their appearance for many years.

Building design should respond to the character of the locality and incorporate materials and details that reflect local identity image courtesy of Parsonson Architects

26. New development should respond to the character of the locality including location of buildings relative to the street, building era and style, building scale and bulk, rooflines, materials and colours and planting.

27. Building design and typologies should be varied to reflect the diverse character of the locality.

28. Incorporate features and materials that reflect the domestic scale and construction of the surrounding neighbourhood and reflect local identity.

4.5 Access, Carparking, Manoeuvring and Infrastructure

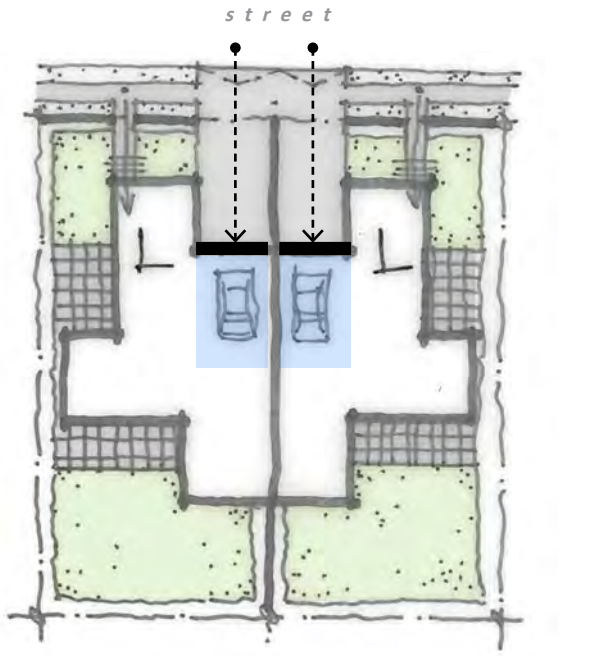
Parking requirements and vehicle access can have significant impacts on site layout, building design, landscaping and stormwater management, as well as the quality of the residential environments generally. Therefore, these aspects need to be considered early on in the design process.

Access should be designed as an integral part of the site layout, building façade and streetscape. Vehicle entries should be consolidated to retain a sense of enclosure from the street and minimise interruption to pedestrian movement along the footpath. Garages should be located and designed to minimise visual dominance of the street, and to reinforce pedestrian entries and movement. Visitor and hard surface parking should be minimised to reduce visual dominance (and amount of impermeable surfaces), where possible using public streets for overflow parking. Good surveillance from surrounding units increases security for surface parking, but needs to be mitigated with landscape and paving treatments to improve the outlook from dwellings.

Infill and redevelopment of existing areas can place greater pressure on services that are already stretched to capacity. When designing an on-site stormwater collection and disposal scheme, a high level of impervious surfaces would be assumed based on the type and intensity of development. However, new development can also provide the opportunity to generate on-site stormwater management solutions, and on-site water collection and storage.

29. Accessways and vehicle manoeuvring spaces should be designed to ensure cars enter and leave the site slowly, are attractive and landscaped as an integral part of the development. The amount of sealed surfaces should be minimised and permeable paving used where possible.

30. The layout of buildings on the site should ensure that garages and hard surface carparking are not in a line on the street frontage and within the development so there is not a dominance of vehicles and garage doors along the street edge or adjacent to shared spaces. Carports and garages that are recessed from the main frontage of the dwelling are deemed more acceptable.



Garages recessed back from street

Accessways and garages designed as part of the development and consistent with the dwelling

Permeable paving used where possible and stormwater managed on site

Rain water tank example for on-site collection

31. Driveways and vehicle crossings should be designed so that they are safe, durable, and match the formation standard of the road it extends from. Refer to the applicable Horowhenua District Council engineering standards.

32. The design and materials of external carports and garages should be consistent with that of the dwellings.

33. All stormwater is to be managed and disposed of on-site. Areas of impermeable surfaces should be minimised.

34. In Waitarere Beach, all water collection, storage and supply is to be managed on-site.

35. Consider recycling greywater for use in toilet flushing and site irrigation.

SCHEDULE 10: Medium Density Residential Development Design Guide

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SCHEDULE 11: Statutory Acknowledgements

Statutory Acknowledgements

Attachment to the Horowhenua District Plan in Accordance with Section 32 of the Ngāti Apa (North Island) Claims Settlement Act 2010

Section 28 Purposes of statutory acknowledgement

(1) The only purposes of the statutory acknowledgement are to—

(a) require relevant consent authorities, the Environment Court, and the Historic Places Trust to have regard to the statutory acknowledgement, as provided for in sections 30 and 31; and

(b) require relevant consent authorities to forward summaries of resource consent applications to the trustees, as provided for in section 33; and

(c) enable the trustees and any member of Ngāti Apa (North Island) to cite the statutory acknowledgement as evidence of the association of Ngāti Apa (North Island) with the relevant statutory areas, as provided for in section 34.

(2) This section does not limit sections 38 to 40.

Section 29 Relevant consent authorities to have regard to statutory acknowledgement

(1) On and from the effective date, a relevant consent authority must have regard to the statutory acknowledgement relating to a statutory area in deciding, under section 95E of the Resource Management Act 1991, whether the trustees are affected persons in relation to an activity within, adjacent to, or directly affecting the statutory area for which an application for a resource consent has been made.

(2) Subsection (1) does not limit the obligations of a relevant consent authority under the Resource Management Act 1991.

Section 30 Environment Court to have regard to statutory acknowledgement

(1) On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to a statutory area in deciding, under section 274 of the Resource Management Act 1991, whether the trustees are persons who have an interest in proceedings that is greater than the interest that the general public has in respect of an application for a resource consent for activities within, adjacent to, or directly affecting the statutory area.

(2) Subsection (1) does not limit the obligations of the Environment Court under the Resource Management Act 1991.

Section 31 Historic Places Trust and Environment Court to have regard to statutory acknowledgement

(1) This section applies if, on or after the effective date, an application is made under section 11 or 12 of the Historic Places Act 1993 for an authority to destroy, damage, or modify an archaeological site within a statutory area.

(2) The Historic Places Trust must have regard to the statutory acknowledgement relating to a statutory area in exercising its powers under section 14 of the Historic Places Act 1993 in relation to the application, including in determining whether the relevant trustees are directly affected by an extension of time.

(3) The Environment Court must have regard to the statutory acknowledgement relating to a statutory area in determining under section 20 of the Historic Places Act 1993 an appeal against a decision of the Historic Places Trust in relation to the application, including in determining whether the trustees are directly affected by the decision.

(4) In this section, archaeological site has the meaning given to it in section 2 of the Historic Places Act 1993.

Section 32 Recording Statutory Acknowledgement on Statutory Plans

(1) On and from the effective date, each relevant consent authority must attach information recording the statutory acknowledgement to all statutory plans that wholly or partly cover a statutory area.

(2) The information attached to a statutory plan must include—

(a) the relevant provisions of sections 28 to 31 in full; and

(b) the descriptions of the statutory areas wholly or partly covered by the plan; and

(c) any statements of association for the statutory areas.

(3) The attachment of information to a statutory plan under this section is for the purpose of public information only, and the information is not—

(a) part of the statutory plan, unless adopted by the relevant consent authority; or

(b) subject to the provisions of Schedule 1 of the Resource Management Act 1991, unless adopted as part of the statutory plan.

Section 33 Resource Consent Applications Must be Provided to Trustees

(1) Each relevant consent authority must, for a period of 20 years starting on the effective date, provide the following to the trustees for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area:

(a) if the application is received by the consent authority, a summary of the application; or

(b) if notice of the application is served on the consent authority under section 145(10) of the Resource Management Act 1991, a copy of the notice.

(2) The information provided in a summary of an application must be the same as would be given to an affected person by limited notification under section 95B of the Resource Management Act 1991, or as may be agreed between the trustees and the relevant consent authority.

(3) A summary of an application must be provided under subsection (1)(a)—

(a) as soon as is reasonably practicable after the consent authority receives the application; and

(b) before the consent authority decides under section 95 of the Resource Management Act 1991 whether to notify the application.

(4) A copy of a notice of an application must be provided under subsection (1)(b) no later than 10 business days after the day on which the consent authority receives the notice.

(5) This section does not affect a relevant consent authority's obligation,—

(a) under section 95 of the Resource Management Act 1991, to decide whether to notify an application, and to notify the application if it decides to do so; or

(b) under section 95E of that Act, to decide if the trustees are affected persons in relation to an activity.

Section 34 Use of Statutory Acknowledgement

(1) The trustees and any member of Ngāti Apa (North Island) may, as evidence of the association of Ngāti Apa (North Island) with a statutory area, cite the statutory acknowledgement that relates to that area in submissions to, and in proceedings before, a relevant consent authority, the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991, the Environment Court, or the Historic Places Trust concerning activities within, adjacent to, or directly affecting the statutory area.

(2) The content of a statement of association is not, by virtue of the statutory acknowledgement, binding as fact on—

(a) relevant consent authorities:

(b) the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991:

(c) the Environment Court:

(d) the Historic Places Trust:

(e) parties to proceedings before those bodies:

(f) any other person who is entitled to participate in those proceedings.

(3) However, the bodies and persons specified in subsection (2) may take the statutory acknowledgement into account.

(4) To avoid doubt,—

(a) neither the trustees nor members of Ngāti Apa (North Island) are precluded from stating that Ngāti Apa (North Island) has an association with a statutory area that is not described in the statutory acknowledgement; and

(b) the content and existence of the statutory acknowledgement do not limit any statement made.

Section 35 Trustees may waive rights

(1) The trustees may waive the right to be forwarded summaries of resource consent applications under section 33 in relation to a statutory area.

(2) Rights may be waived by written notice to the relevant consent authority, the Environment Court, or the Historic Places Trust, stating—

(a) the scope of the waiver; and

(b) the period for which it applies.

(3) An obligation under this subpart does not apply to the extent that the corresponding right has been waived under this section.

Section 36 Application of Statutory acknowledgement to River or Stream

If any part of the statutory acknowledgement applies to a river or stream, that part of the acknowledgement—

(a) applies only to—

(i) the continuously or intermittently flowing body of fresh water, including a modified watercourse, that comprises the river or stream; and

(ii) the bed of the river or stream; but

(b) does not apply to—

(i) a part of the bed of the river or stream that is not owned by the Crown; or

(ii) land that the waters of the river or stream do not cover at its fullest flow without flowing over its banks; or

(iii) an artificial watercourse; or

(iv) a tributary flowing into the river or stream.

Schedule 1 - Statutory Areas in Horowhenua District

- Omarupapako/Round Bush Scenic Reserve as shown on SO 402246
- Ngāti Apa (North Island) Coastal Marine Area as shown on SO 402250

Statements of Association for the Statutory Areas

Statement of Association for the Round Bush Scenic Reserve (Omarupapako)

The Round Bush Scenic Reserve (the Reserve), known traditionally by Ngāti Apa (North lsland) as Omarupapako, is of historical, cultural, spiritual and traditional significance to the Iwi. Omarupapako marks the southern extent of the Ngāti Apa (North lsland) area of interest and is located approximately halfway between the Manawatu and Rangitikei Rivers, and slightly inland from the coast.

Customarily, Omarupapako was an area rich with mahinga kai. lt was a place where Ngāti Apa (North lsland) hapu, namely Ngāti Tauira and Ngāti Tai, could fish for kokopu and eels, as well as gather the kiekie plant. The hapu also cultivated the lands surrounding Omarupapako, and from Omarupapako the hapu, along with their whanaunga (relations) from Ngāti Kauae and Ngāti Rangiwaho, accessed the surrounding dune lakes such as Koputara, Kaikokopu and Pukepuke, and their resources.

The 1820s and 1830s were a period of inter-tribal conflict, which led to Omarupapako being utilised by the hapu on a more seasonal basis. ln order to maintain peaceful relationships and meet the demand for lands, Ngāti Apa (North lsland) leadership brokered relationships with other iwi by way of entering into joint leases with settler farmers over lands at Omarupapako. These arrangements were short-lived and came to an end with the 1866 Rangitikei Manawatu purchase. From this point onwards, the traditional usage of Omarupapako became less frequent and eventually stopped. Omarupapako became

significant as the southern boundary marker when Ngāti Apa (North Island) land interests to the south were threatened.

Today, due to the marginalisation of Ngāti Apa (North Island) interests to the south of the Rangitikei, Ngāti Apa (North Island) view Omarupapako as more than a boundary marker - the Reserve represents a part of Ngāti Apa (North Island) identity, history and traditions that are passed down from generation to generation.

The Reserve is a remnant of the significant lands of Ngāti Tauira and Ngāti Tai and has retained some of its original natural features. The Reserve today contains significant wetland flora and fauna, where virtually all natural areas in the surrounding lands have been drained, cleared and developed for pastoral farming. In fact, the Reserve is the largest remaining example of indigenous coastal forest in the rohe. The remaining vegetation includes kahikatea, pukatea, titoki, ti kouka, tawa, significant areas of kiekie and broad leaf species. Kokopu and mudfish are also known to be present in the wetlands significant to Ngāti Apa (North Island), including Omarupapako.

Ngāti Apa (North Island) supports current (and future) initiatives to replant native species in areas within the Reserve where pine plantation has been harvested. Ngāti Apa (North Island) also supports initiatives to address the other pest problems such as possums, sambar deer, gorse and pampas grass infiltration into the reserve. In the future, Ngāti Apa wish to play an increasing role in any initiative that preserves and enhances this taonga (treasure) for all future generations.

Statement of Association for the Ngāti Apa Coastal Region

The coastline within the Ngāti Apa (North Island) area of interest is of historical, cultural, spiritual, and traditional significance to Ngāti Apa (North Island). The Ngāti Apa (North Island) coastline extends some 52 kilometres along the western edge of the Ngāti Apa (North Island) area of interest from Motu Karaka in the north to Omarupapako in the south.

The coastline was traditionally used as a highway for Ngāti Apa (North Island) hapu to travel to other areas within the rohe. Other Iwi also used the coastline to pass through the Ngāti Apa rohe to other areas of the country. As recorded in the *Oriori mo Wharaurangi* composed by Te Rangitakorou of Ngāti Apa, Haunui a Nanaia journeyed along the coast naming the three major rivers of significance as he crossed them while in pursuit of his wife, Wairaka.

A major part of traditional life in Ngāti Apa (North Island) involved utilising the resources located within the coastal area. Sea fishing was a major activity, particularly in the summer months. When hapu would gather near the mouths of three of the major rivers within Ngāti Apa (North Island) area of interest, namely the Whangaehu River, Turakina River and the Rangitikei River. Reupena Ngataieparino, a Chief of Ngāti Apa (North Island), quoted an old saying that when the weather was fine, 'oh the Ngāti Tamawaina (a Ngāti Apa (North Island) hapu based near the mouth of the Turakina River) will be at the sea shore fishing.'

Sites of significance located along the coastline and at the mouths of three of the major rivers include:

- Whangaehu River - the Tauranga waka named Harakeke where sea fishing waka landed and were launched and two fishing stations or camps named Maraeaute and Whitiau;
- Turakina River - fishing stations where seafaring waka were launched, namely at Te Ope o Te Wai, Takurangi, Taurangamana, and Te Papa. A sand bank near Te Papa

was named Te Rangitukaka as it extended across the Turakina River and so this had to be navigated when coming in from sea; and

- Rangitikei River - the fishing station and tauranga waka of Tawhirihoe and the Rangitikei Heads. The latter area was noted as the place that Rangipowhatu, an early ancestor of the Ngāti Tauira hapu of Ngāti Apa (North lsland), first settled. From there, his descendants moved into the Rangitikei Valley and populated the area.

Other sea fishing sites of significance included Motu Karaka, a fishing boundary marker located to the north of the Whangaehu River mouth, Urutaukawe, a permanent sand hill used as a bearing point at sea, which was located at the Turakina River mouth, and Omarungehe, an inland marker for catching hapuka.

Two traditional sites of significance located on the coast include:

- Herewahine, which is a sand dune on the beach at the boundary between the Rakautaua and Waipu land blocks. Herewahine was named after a Ngāti Apa (North lsland) ancestor who sighted beached sperm whales (paraoa) in the vicinity; and
- Pakauhau, a shag-breeding ground located near the Turakina River where shags were sometimes harvested by hapu.

Shellfish were also prevalent, and therefore gathered, along the coastline. While the coastline was not as abundant in shellfish as other areas of Aotearoa, there are some areas, particularly the beach near the Waipatiki Stream and Waikakahi Stream, where pipi, toheroa, and scallops can be found.

As a result of the early land transactions between the Crown and Ngāti Apa (North lsland), access to many of the resources along the coastal area became very difficult and limited. Reserves were established around coastal lakes such as Kaikokopu, Pukepuke and the beach area between the Turakina River and the Whangaehu River, but no legal access was provided for these land areas. These barriers led to the traditional usage of the coastal area being marginalised. ln the 1970's and early-1980's, the coastal waters were fished extensively by foreign fishing boats which were allowed to commercially fish in the area, which resulted in the depletion of the Ngāti Apa (North lsland) fishery.

Summer fishing in the coastal lakes was also a traditional activity carried out by hapu such as Ngāti Tauira and Ngāti Kauae, who were located at the lower Rangitikei River. Many coastal lakes south of the Rangitikei River, including Puketotara, Rehurehu, Rotokokopu, Pukepuke, Whakarua, Wharekupenga, Oakura, Otahanga, Kaikokopu, Te Kariri, and Koputara, were accessed mainly for tuna, and also for kokopu, mudfish, inanga and kakahi. lt is noted that Koputara was allocated to hapu of Ngāti Raukawa in the Rangitikei Manawatu transaction. These lake systems connect with the ocean through the Kaikokopu Stream and the stream connected to Pukepuke Lagoon crossing the coastal margin. The care and protection of these coastal margins was integral to the health of the fisheries at the coastal margin itself and further inland.

Between the Turakina River and the Rangitikei River there are many streams which were utilised for fishing. These include the Waipatiki, Waikakahi, Waimahora, and Koitiata Streams. The fisheries at the coastal margin were a significant part of the overall traditional usage of these streams due to migratory species being harvested in that section.

ln recent times, the Manawatu-Wanganui Regional Council has cited the importance of the lower reaches of the Whangaehu, Turakina, and the Rangitikei Rivers native fish spawning. They also note the Koitiata Stream, Waimahora Stream, Waipatiki Stream, Kaikokopu

Stream as well as the stream that connects to the Pukepuke Lagoon. They also note aquatic sites of significance for the brown mudfish at Omarupapako, banded kokopu in the Waimahora Stream and an unnamed stream in the Santoft Forest which presumably would be the Waikakahi Stream and also Redfin Bullies in the Kaikokopu Stream. Due to the migratory nature of these species, the protection of the coastal margins of these water systems is important in retaining and further enhancing what remnant native fishery there is.

With the advent of pastoral farming the nutrient levels in these vulnerable waterways has increased markedly. Many of them are treated as drains with the focus on keeping the drain clear and not developing them as natural areas. The consequences of these actions also affect these water systems in the coastal margin.

As Ngāti Apa (North lsland) develops its capacity it looks forward to a time when hapu are fully engaged in upholding the principle of kaitiakitanga in regard to the Crown lands within the Ngāti Apa (North lsland) coastline within the Ngāti Apa (North lsland) area of interest.

SCHEDULE 11: Statutory Acknowledgements

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PRIORITY WATER BODIES

The following water bodies are identified as the Horowhenua District's priority lakes, rivers and other water bodies.

Group 1

Map	Site Name	Description (values)
1, 4, 7,10, 12, 17, 19, 23, 36, 39, 40, 41	Tasman Sea (entire length)	Natural/Ecological, Natural Hazards, Recreational/Access, Cultural
1, 2, 3, 4, 5, 13, 14, 15, 15A	Manawatu River (entire length)	Natural/ Ecological, Natural Hazards, Recreational/Access, Cultural
7, 8, 11	Ohau River (between Tasman Sea and Tararua Forest Park)	Natural/ Ecological, Natural Hazards, Recreational/Access, Cultural
5, 6, 8, 9	Tokomaru River (between North Island Main Trunk Railway and Tararua Forest Park)	Natural/ Ecological, Natural Hazards, Recreational/Access, Cultural
7, 24, 26, 40, 41	Lake Horowhenua	Natural/ Ecological, Recreational/Access, Cultural
7	Lake Papaitonga	Natural/ Ecological, Recreational/Access, Cultural

Group 2

Map	Site Name	Description (values)
5, 8, 22	Mangaore Stream (between Manawatu River and Tararua Forest Park)	Natural/ Ecological, Natural Hazards, Recreational/Access, Cultural
7, 23	Hokio Stream (between Tasman Sea and Lake Horowhenua)	Natural/ Ecological, Recreational/Access, Cultural
17, 18, 19, 20, 21	Waiwarara Stream (between Tasman Sea and 2km upstream)	Natural/ Ecological, Recreational/Access
7	Waiwiri Stream (between Tasman Sea and Lake Papaitonga)	Natural/ Ecological, Recreational/Access, Cultural
7, 10	Waikawa Stream (between Tasman Sea and 2km upstream)	Natural/ Ecological, Recreational/Access

SCHEDULE 12: Priority Waterbodies

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HEAVY INDUSTRIES

The following industries are identified as Heavy Industries.

Abattoirs and slaughterhouses	Glass manufacture
Acetylene-gas manufacture	Gelatine manufacture
Acids manufacture	Glue manufacture
Aerosol packers and manufacture	Gunpowder manufacture
Aluminium alloy manufacture	Gypsum manufacture
Alkali-waste works	Hydrochloric acid manufacture
Ammonia manufacture	Incinerator works
Ammunition manufacture	Industrial chemicals manufacture
Animal by-products manufacture	Iron works and foundry
Asbestos manufacture	Lacquer manufacture
Asphalt manufacture	Lead works
Battery manufacture and recycling	Leather tanning
Bearing manufacture	Lime manufacture
Briquette manufacture	Linoleum manufacture
Bisuphide of carbon works	Lucerne dehydration
Boiler makers	Manure (artificial) manufacture
Boiler manufacture	Meatworks – killing, freezing and packing
Boiling down works	Oil distillation and refining
Bone crushing	Oxygen – gas manufacture
Bulk storage of asphalt, tallow, industrial chemicals and scrap metal	Paint, varnish, lacquer etc. manufacture
Candle manufacture	Petroleum based products manufacture Plastics manufacture
Celluloid works	Pulp and paper manufacture
Cement – packing bag, cleaning works	Pyridine works
Cement manufacture	Railway workshops
Chemicals manufacture	Rubber goods manufacture
Chlorine works	Smelting metals (all types)
Coke manufacture	Soap manufacture
Concrete batching	Steel works
Detergent manufacture	Sale Stock yards (commercial)
Distillation of coal, wood and bones	Stone and mineral crushing
Explosive manufacture and storage	Sulphur-chloride manufacture
Fat rendering	Sulphur-dioxide manufacture
Fellmongering	Tallow- melting and refining
Fertiliser works	Tanning and curing of hides and skins
Fibreglass manufacture	Tar manufacture, refining, mixing
Fibrous plaster manufacture	Timber treatment
Fireworks manufacture and storage	Turpentine manufacture
Fire clay products manufacture	Varnish manufacture
Fish curing and preserving	White lead manufacture
Fluorine works	Wool scouring
Foundry	Zinc chloride manufacture
Fuel oil refining	Zinc works
Fur curing and tanning	

Or any other industry, warehouse, or bulk storage that is, or under any conditions may become noxious or dangerous in relation to adjacent areas.

SCHEDULE 13: Heavy Industries

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SCHEDULE 14: Greenbelt Residential (Foxton Beach North Overlay) Zone

Greenbelt Residential (Foxton Beach North Overlay) (Deferred) Zone Certification Form (refer Rule 18.10(b)

For the purposes of Rule 18.10(b) of the District Plan:

"Sold" means a Lot has been transferred on an "arms length" basis to a person or entity which is not Associated with the Owner of land in the Greenbelt Residential Foxton Beach North Overlay (Deferred) Zone.

"Associated" has the same meaning as in the Income Tax Act 2007 s.YB1 - YB16.

Prior to the deferred zoning having effect, the Owner of land in the deferred zone shall provide evidence, satisfactory to the Council, that the prerequisites for uplifting the deferred zoning status have been met by providing to the Council a certificate in the following form verified by statutory declaration by the Owner or in the case of company a director of the Owner. The Council may request such further evidence as is reasonable in the circumstance.

[ ] being [a director of] the Owner or Owner of the land in the Greenbelt Residential Foxton Beach North Overlay (Deferred) Zone certify and solemnly and sincerely declare that:

(a) all land within the Greenbelt Residential (Foxton Beach North Overlay) Zone has been the subject of a subdivision consent/s granted under Rule 18.3(b) or 18.4(d) of the Plan (references XXXXX); and certificates of title have been issued as follows:

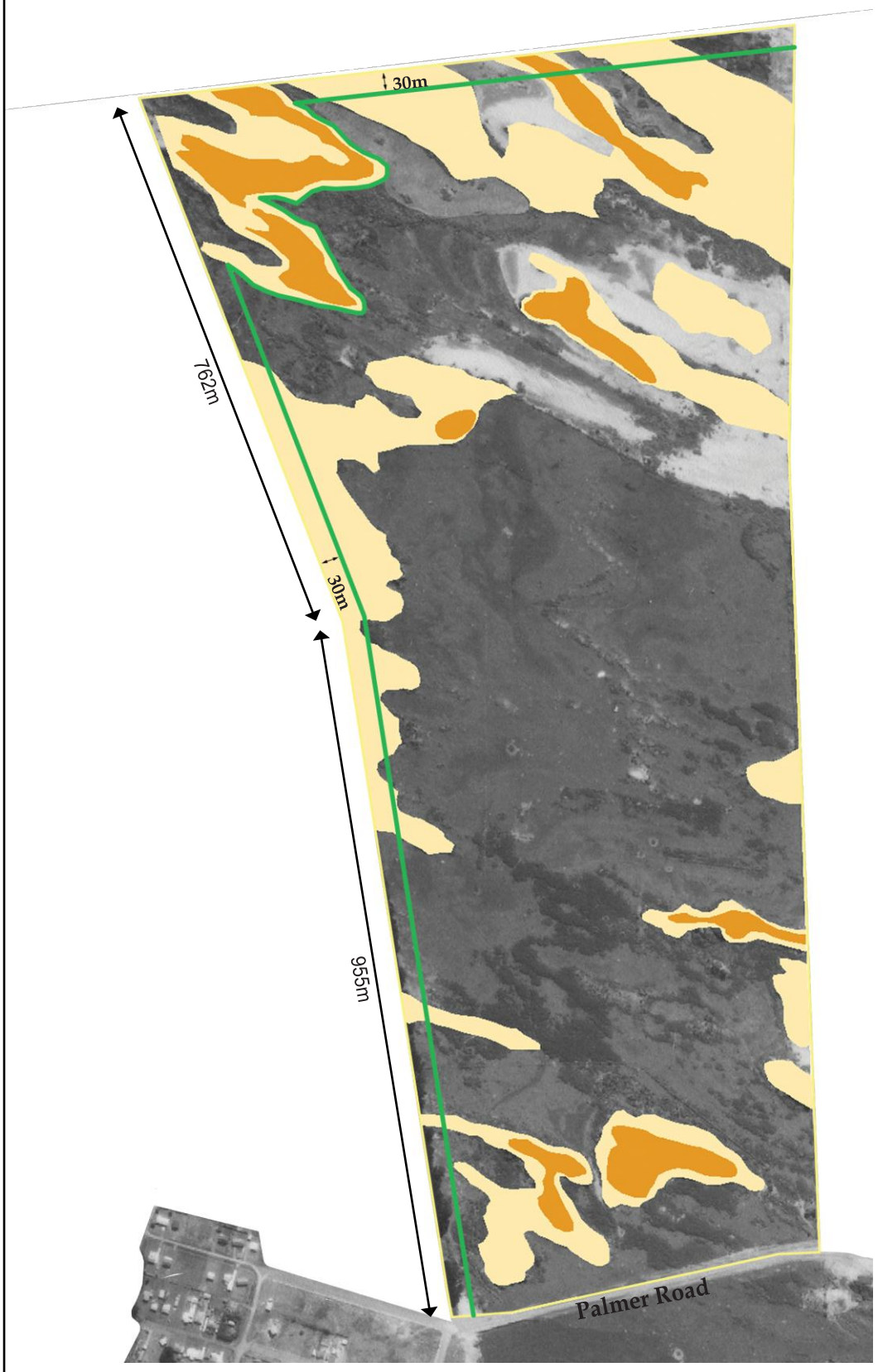
TITLE REFERENCE	AREA	SOLD	
		Y/N	To an associated person/entity

AND I MAKE this solemn declaration conscientiously believing the same to be true and by virtue of the Oaths and Declarations Act 1957:

DECLARED at)
this day of 20 [ ])
before me)

Signature of Owner/Director

A Solicitor of the High Court of New Zealand or other person allowed to take Statutory Declarations



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0 125 250 500 m

Title:
GREENBELT RESIDENTIAL (FOXTON BEACH NORTH OVERLAY) SITE PLAN

DWG#
1106-B1

Revision#
1) - Add Date of Aerial Photograph to 'Notes' below. (16-11-12)

Client:
FRP Investments Ltd.

Issue Date:
5th November 2012

Drawn By:
JJH

Checked By:
JRH

Notes:
Base Aerial Photograph - 1979

Legend:

Dunes 1-8m

Dunes > 8m

30m Buffer Area
Typicaly a 30m setback from the Western & Northern boundary

HUDSON ASSOCIATES
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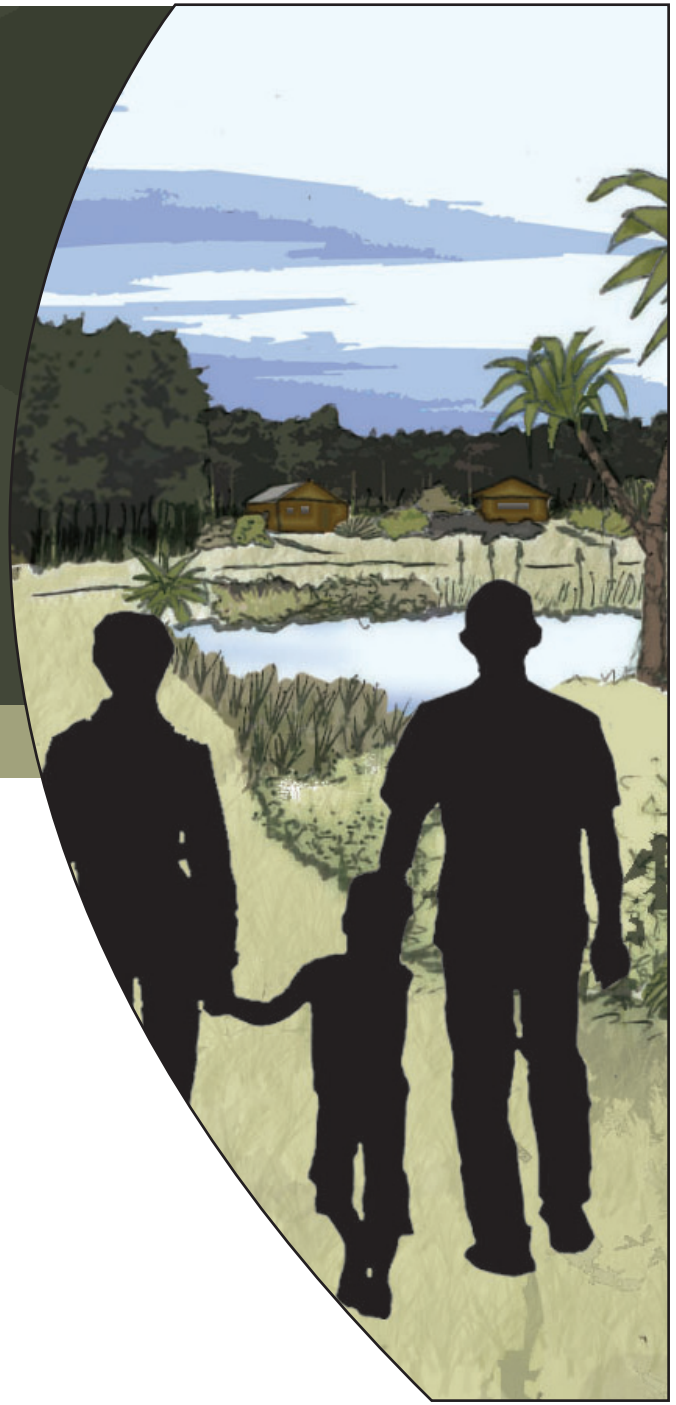
Horowhenua - Greenbelt Residential Foxton Beach North Subdivision Design Guide



www.horowhenua.govt.nz

November 2012

Horowhenua DISTRICT COUNCIL

How to Use this Design Guide

Document Structure

This Design Guide is organised into the following sections:

1. Introduction
2. Process
3. Outcomes
4. Guidelines
5. Other Considerations

Introduction -	Provides background information and explains terms used in this document.
Process -	Sets out the process steps that should be undertakien before lodging a subdivision application.
Outcomes -	Sets out the end goals that applicants should be aiming for when designing a subdivision application.
Guidelines -	Provides details on design methods and practical solutions that would assist in achieving the end goals set out in the Outcomes section.
Other Considerations -	Provides prompts for other ideas which may have a positive influence on the development.

The Purpose

This Design Guide is relevant to the Greenbelt Residential (Foxton Beach North Overlay) Zone and its associated Deferred Zone. The Foxton Beach North Overlay Zone is specifically intended to provide a rural/ coastal residential living environment which capitalises on the coastal character of Foxton Beach. The location of this zone ensures an easy connection to the neighbouring urban area of Foxton Beach Township in order that people seeking an alternative residential environment in close proximity to the beach will not need to travel long distances to access the day to day amenities and facilities which are found in urban areas.

The Foxton Beach North Overlay Zone provides an opportunity for the development of properties which have an enhanced relationship to the coastal environment and respect the localised character of the sand dune formations. This Design Guide will influence the creation of new living areas that are responsive to the sensitive coastal environment. There is also the opportunity to create walkways and cycleways which connect this zone with the urban edge and coast so that an improved public open space network can be provided.

This Design Guide has been developed as a tool to provide specific guidance tailored to subdivision within this unique Foxton Beach North Overlay environment. The Design Guide provides a set of outcomes and guidelines to inform the developer about the subdivision development expectations that will be held by the Council, potentially affected parties and the wider community.

The Design Guide is intended to provide a flexible framework within which the developer is able to work. Based on the existing character of the environment, this framework identifies key subdivision design principles to assist the integration of new subdivision development into the surrounding context and to enhance the character of the area. This means that while the development proposal is expected to demonstrate a commitment to enhancing the character and quality of the area, there is flexibility in terms of detailed design.

The illustrations in the guide are intended to further clarify principles and outcomes outlined in the text, and are not intended to represent the finalised design solutions.

Consistency with this Design Guide is a requirement of the Foxton Beach North Overlay subdivision rules.

How it Applies

The Foxton Beach North Overlay Zone Policy 6A.2.12A of the Horowhenua District Plan requires that the subdivision of this overlay area is designed in accordance with this Design guide.

To demonstrate that the subdivision is in accordance with the design guide, the application for resource consent will need to demonstrate to the Council that the subdivision is in accordance with the following:

1. The Process of the Design Guide
2. The Outcomes of the Design Guide
3. The Guidelines of the Design Guide

1.0 Introduction

The Design Guide serves as a method to implement the objectives and policies of the Horowhenua District Plan (HDP) in relation to the Foxton Beach North Overlay Zone. There are a number of objectives and policies in the HDP that are relevant to the Foxton Beach North Overlay Zone. By using the Design Guide in the design of subdivision development, consistency with these objectives and policies can be achieved.

When developing the Foxton Beach North Overlay Zone it is important to consult with the Council at an early stage of the development. Careful Planning and consideration of alternative design solutions prior to submitting an application should have the benefit of reducing uncertainty and the time frame for processing the subdivision application.

Comprehensive subdivision, such as development of the Foxton Beach North Overlay Zone, will require more careful design considerations than single lot subdivisions as it has greater potential to generate adverse effects on the environment.

2.0 Process

By following the process, applicants will find it easier and will be more likely to achieve the design outcomes in this Guide.

2.1. Research

- Read the Design Guide, including all outcomes, guidelines and landscape advisory notes.
- Identify consent requirements, for both subdivision and landuse consents.
- Identify any encumbrances registered on the certificate of title such as covenants or consent notices.
- Visit the site including the surrounding area and become familiar with it in the context of the Design Guide.

2.2. Communicate and Consult

- Discuss your development ideas with Council staff and other potentially affected parties. It may be necessary to meet with the Council Officers more than once to develop a suitable design that can be lodged as a resource consent application.
- Consider your neighbour's interests. Discuss your development with them especially if your application is likely to be notified. You may find they have some really worthwhile local knowledge or ideas that could help your development.

2.3. Gather Information and Research

- Use the outcomes of this design guide as a checklist for collecting the right kind of information, and to determine which topics may require further research and investigation. Ensure that the following have been identified, recorded and mapped:
  - Areas within the site that are at significant risk from natural hazards, in particular sand dune migration. Identify these areas and any avoidance or potential mitigation measures that can be undertaken.
  - Landscape character and amenity attributes of the site and the surrounding landscape such as topographic features, coastal features, rural amenity values, vegetation patterns, landscape character attributes (including the land use, land cover and land form of the site) or other aesthetic qualities. Drainage features of the site and surrounding landscape, including surface water bodies, flood risk areas, ponding areas, topographical drainage patterns and coastal margins.
  - Social-cultural attributes, such as existing buildings, current and historic land use, heritage, archaeological and cultural sites, and local or community facilities including parks and reserves.
  - Productive land values of the site, such as soil type, topography, aspect and water.
  - Attributes that are relevant to the on-site disposal of wastewater – such as soil permeability, groundwater depths, slope and topography, aspect and surface water bodies.
  - Attributes relevant to the development of the site – such as transmission lines, stop banks, railway lines, natural hazards, neighbouring buildings and land uses.

2.4. Assess and Evaluate

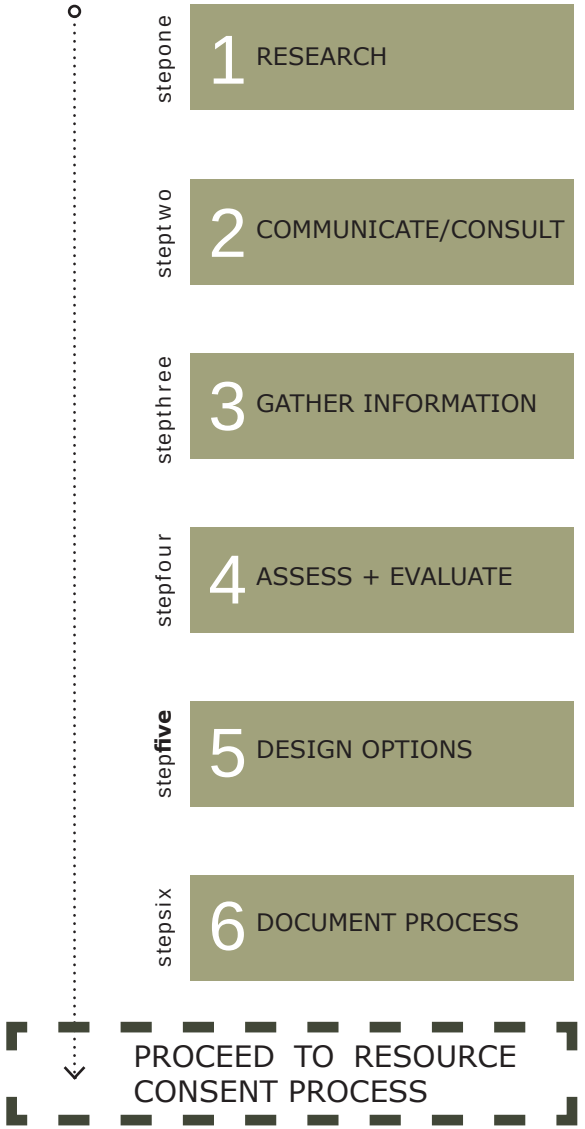
- Assess the information collected using the development outcomes in this Design Guide.
- Map and describe areas of the site where land development would potentially result in adverse environmental effects because of environmental constraints. This information is termed “constraints” information.
- Map and describe areas of the site where development could occur without adverse environmental effects that are more than minor. This information is termed “opportunities information”.
- Overlay the constraints information with the opportunities information from above. Use a map or maps to show areas that may be developed and areas that should remain undeveloped in terms of the outcomes of the Design Guide.

2.5. Design Options for Subdivision and Development

- Determine possible building location areas and allotment boundaries using the areas identified as opportunities for development. Apply the guidelines of the Design Guide when choosing sites and determining boundaries.
- Identify road, access, service infrastructure, stormwater and wastewater management options using the guidelines of the Design Guide.
- Draft possible design options for a subdivision and development proposal.
- Compare each design option against the design outcomes of the Design Guide.
- Select a preferred design option based on consistency with the outcomes and adherence to guidelines of the Design Guide.
- The preferred design should avoid, remedy or mitigate any adverse effects on amenity values, visual and environmental qualities, outstanding landscapes, natural features, natural habitats, and landscape character.

2.6. Document the Process

- Compile all of the documentation used in the process of design, including the information gathered, the assessment and evaluation process, the process of subdivision and development design.
- Explain and provide reasons for the preferred option.
- Submit all the process documentation together with the application to the Council.



3.0 Outcomes

The outcomes sought by the Design Guide are set out below. These are that the subdivision and subsequent development will:

3.1 Ensure the location, density and orientation of developable areas are compatible with the character and amenity values of the site.

3.2 Demonstrate a layout of building site areas and access that cluster buildings in groups.

3.3 Demonstrate a character in which standard urban forms and patterns of development are not prominent and which maximises open space and outlook.

3.4 Mitigate and remediate adverse visual amenity effects.

3.5 Mitigate and remediate potential cross boundary land use conflict by providing separation and buffer areas.

3.6 Ensure the coordinated and integrated provision of infrastructure including water supply, wastewater disposal and stormwater management.

3.7 Include water conservation measures including rainwater storage, stormwater retention and wastewater recycling.

3.8 Include wastewater management to ensure that there will be no adverse effects on soil, groundwater or other natural resources that are more than minor.

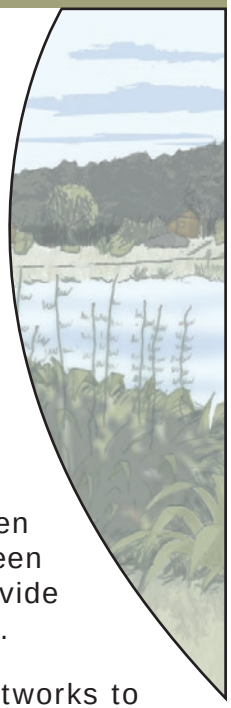
3.9 Include vegetation and planting to maintain or enhance the visual amenity and character of the landscape.

3.10 Protect and enhance wetland areas, natural habitats and remnant areas.

3.11 Recognise and provide for natural drainage characteristics of the site to be retained or enhanced.

3.12 Minimise earthworks which adversely affect dune landforms or potentially create land instability.

3.13 Provide a connected and accessible network of open spaces, including tree planting that links between natural features, public spaces or streets to provide recreation, amenity and a vegetation framework.



3.14 Provide for road connections to existing road networks to facilitate good accessibility to existing urban areas.

3.15 Protect and preserve any archaeological, heritage, or cultural values within the subdivision site.

3.16 Demonstrate that the subdivision will result in the sustainable management and efficient use of land.

3.17 Ensure that the risk from natural hazards and their effects are avoided, remediated or mitigated through design.

3.18 Provide opportunities for energy efficiency through road layout and lot orientation.

4.0 Guidelines

4.1 Development Arrangement

4.1.1. Existing natural features such as remnant coastal dunes should form part of open space networks and public access should be provided to and around these features. Disturbance of existing dune features should be minimised, and where carried out avoids dune remobilisation. Where existing exotic vegetation is to be removed, comprehensive planting and management plans should be developed to protect and enhance those features.

4.1.2. Ensure that the subdivision design concentrates dwellings in response to natural features and with development to be clustered rather than distributed evenly across the whole site. This will promote appropriate urban form which is sympathetic to the landscape character of the site while managing locations that may be at risk in future from natural hazards.

4.1.3. Consider it beneficial to retain large areas of contiguous open space that is held either in common ownership or is part of the residential lot but with covenants that prevent buildings. This may include park areas, wetlands, duneforms, buffer strips and walking tracks.

4.1.4. New and regenerated natural features such as wetlands should be integrated into the open space areas and designed to fit with existing natural features in a way that is reflective of natural geomorphology. Waterbodies, including wetlands, should be designed to provide appropriate public access recognising that in some situations public access may not be desirable to encourage wildlife or to ensure public safety.

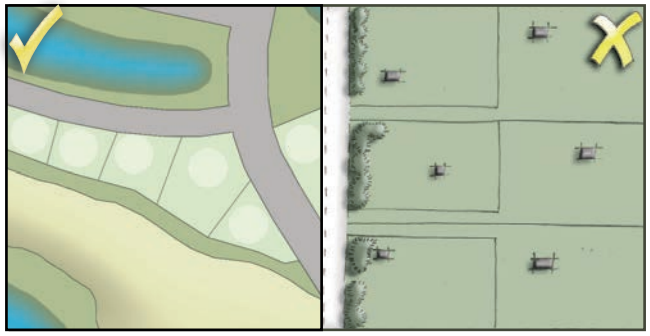
4.1.5. Where necessary, corridors through the site should be included in the design to allow for natural migration of parabolic dunes through the site. Such corridors should be sufficiently wide to minimise the need for physical intervention to prevent migrating dunes from affecting private property.

4.1.6. Ensure that dune forms take preference for open space allocation and implement vegetation management techniques to maintain their stability. Modification or re-contouring of dunes is generally not appropriate.

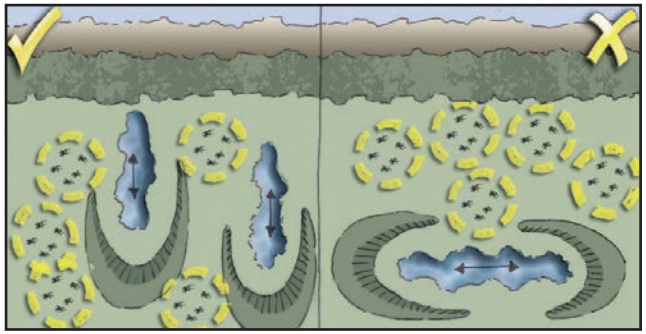
4.1.7. Where possible, natural features should not be ‘cut off’ at stage or site boundaries. The subdivision design and legal boundaries should be subservient to natural landform patterns to ensure that built elements, such as fence lines, do not compromise natural character.

4.1.8. Ensure that road reserve areas are of sufficient width to accommodate the provision of walkways, cycleways, stormwater swales and street planting.

4.1.9. Ensure that the treatment of roads and walkways is of a scale which reinforces the character of the site. This may include a reduced level of street lighting by primarily using low level bollards and only locating pole mounted street lights at road intersections.



4.1.2 - Cluster Development



4.1.4 - Reflect Natural Geomorphology

4.1.10. Ensure that there is a pattern of connected roads and walkways that facilitate movement within the zone and to adjacent urban areas. Pedestrian and cycle ways should be located where the majority of private properties can easily access them and they should be designed with appropriate grades and widths to encourage pedestrian movement within and through the site to minimise motor vehicle use for short trips.

4.1.11. Ensure that each stage of development maintains connectivity to the existing facilities of Foxton Beach township and provides connectivity to existing and future stages.

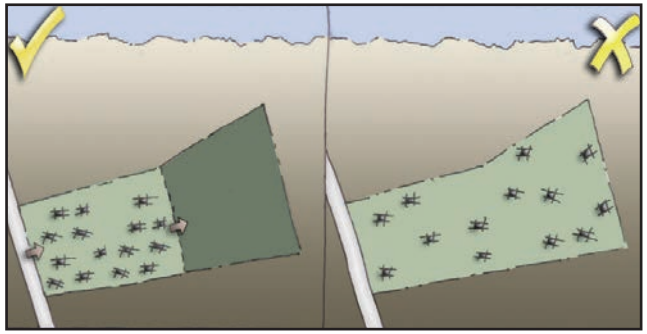
4.1.12. Consider boundary location to achieve a layout that provides properties with an outlook to publicly accessible open space. The intention is to provide for the location of dwellings so that they overlook public accessways, pathways or open space areas in order to provide amenity benefits to individual properties and to increase the level of safety through passive surveillance.

4.1.13. Consider the style, colour, form and location of dwellings so that they become recessive elements which sit comfortably within their surroundings. One method of achieving this is to reduce the reflectivity value of the exterior surface of dwellings with preference for the use of natural materials and darker colours.

4.1.14. Ensure that future development is not at risk from falling trees as a result of the removal of the existing plantation. This can be achieved by ensuring allotments are of a size and shape that allows for dwellings to be constructed at a sufficient distance away from the edge of any retained pine tree stands and by removing sufficient areas of pines to give clear distance to allotments.

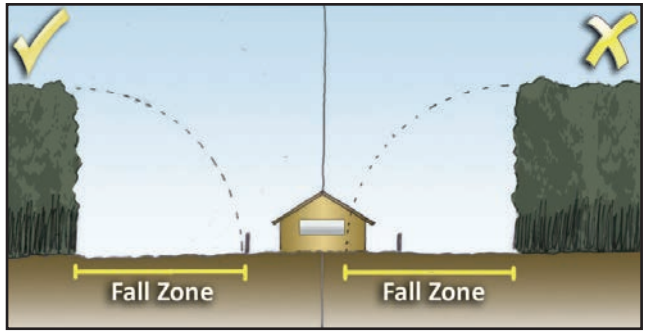
4.1.15. Ensure that the Buffer Area displayed on the map titled Greenbelt Residential (Foxton Beach North Overlay - Buffer) is retained along the western and northern boundaries to be free from development. These Buffer Areas within the open space allocation will be established as a way of mitigating some of the effects of some of the potential off site natural hazards.

4.1.16. Consider the potential for cross boundary effects from any adjacent land. Effects which may occur at the residential/rural interface along the eastern site boundary could be mitigated by ensuring that a separation distance exists between dwellings and sensitive boundaries, and might include planted buffer strips or public open space.



4.1.11 - Staged Development

4.1.13 - Dwelling Appearance



4.1.14- Falling Tree Risk

4.2 Respond To Site Characteristics

4.2.1. Consider the management of building roof rainwater and its potential for collection and use for garden watering and other external uses with surplus discharge to ground soakage.

4.2.2. Minimise the hard stand areas external to buildings to reduce the need for stormwater management and consider the use of permeable materials for parking areas, driveways and paths to increase natural soakage capacity.

4.2.3. Minimise the 'hard' stormwater management network (such as pipes and culverts) through the use of swales, detention ponds and wetlands for collecting, channelling, storing and soakage of stormwater runoff from roads and paths, where ground conditions permit.

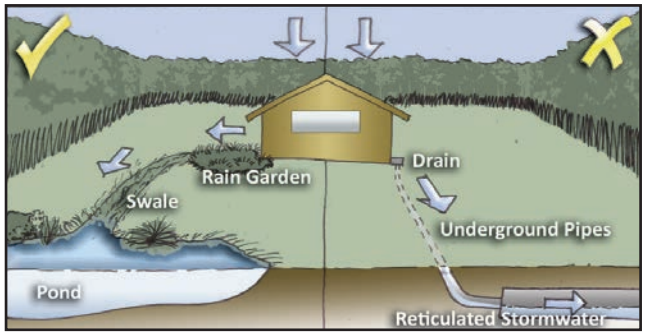
4.2.4. Ensure that the extent of built development does not impact on the natural character of the coast. This may be achieved through a discontinuous built form along the western boundary of the subdivision.

4.2.5. Ensure that dwellings and ancillary structures such as water tanks are not prominent when viewed from public spaces such as roads and the beach foreshore. Where possible, this should be achieved through strategic site layout, however if this does not reduce the prominence of built elements then mitigative measures, such as screening, should be implemented.

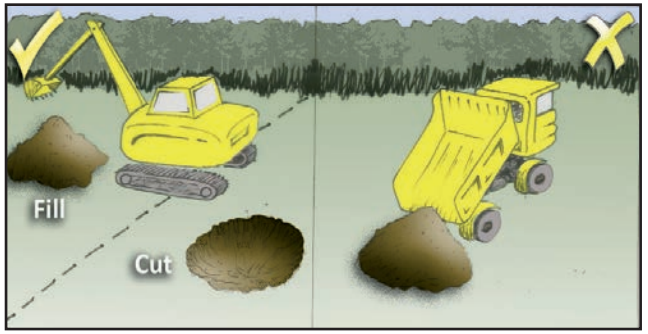
4.2.6. Ensure that the layout of roads, accessways and allotments recognise and provide for natural contours, such as sand dunes, so that a minimal level of earthworks is required in order to form elements such as roads and building platforms. The earthworks associated with this development should complement the existing land form.

4.2.7. Ensure the allotments are designed so that dwellings are able to take advantage of sun, shelter, privacy and outlook. It is also important to have an allotment arrangement which accounts for known high risk areas.

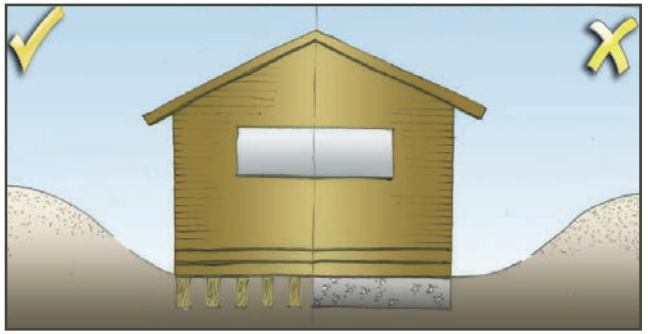
4.2.8. Ensure that dwellings are designed in a manner that allows for them to respond and adapt to potential hazards. This may include a preference for dwellings which are capable of being raised or relocated on a property.



4.2.3 - Stormwater Management



4.1.6 - Minimise Earthworks (Balance Cut/Fill)


4.2.8 - Adaptable Dwellings

4.3 Recreational Open Space and Public Access Network

4.3.1. Ensure that the subdivision layout allows public access through the provision of networks of open space and associated informal pathways in a manner that protects the sensitive coastal features.

4.3.2. The character of the development should emphasise remnant dune features and other internal features such as wetland and dune lakes. Dwellings and infrastructure (including roads) should be visually integrated with the coastal features and allotment arrangement and design should manage the effects on these features.

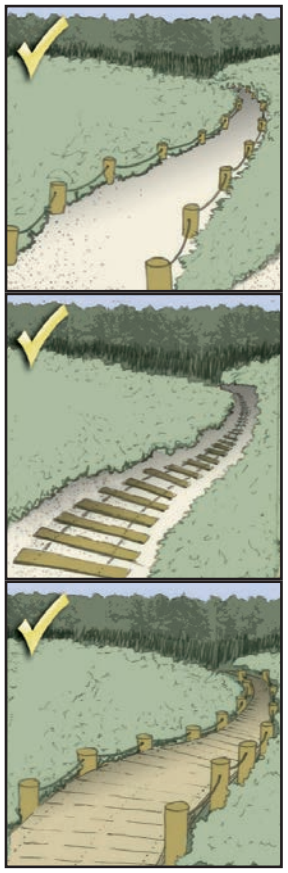
4.3.3. Ensure that public access routes through or near sand dune features are constructed and designed to avoid destabilisation of those features. Public access routes on dune slopes should be minimised or, where they need to be located on dune features, are either protected from wind erosion or are located on the leeward (in relation to the prevailing wind) side of the dune to minimise wind erosion risk.

4.3.4. Consider the use of both existing and new features, such as areas of pine plantation and open space, to reinforce a physical separation between building sites and potential conflicting cross boundary activities.

4.3.5. Ensure that the Open space developed as part of this overall subdivision design is formally managed (such as through a body corporate) so that there is effective long term management of the open space.

4.3.6. Ensure that the integrity, essence and development ratio of the open space design is not jeopardised in the event any further subdivision or boundary adjustment occurs.

4.3.7. Ensure that ad hoc pedestrian movements are discouraged within sensitive coastal areas, as this has the ability to compromise the stability of dune systems through increased disturbance. Mitigation may include using a range of pathway definition mechanisms to control pedestrian movement, such as boardwalks, ladder tracks and bollards, with the more restrictive measures being used in areas of higher risk.



4.3.7 - Range of Pathway Options

4.4 Vegetation

4.4.1 Use new planting to not only mitigate the adverse effects of development but also remediate by positively enhancing privacy, habitat values and outlook.

4.4.2 Consider the retention of some remnant areas of exotic trees within the subdivision layout to provide some immediate structure shelter and identity to the new development.

4.4.3 Look to integrate existing trees and new vegetation within the development to provide focal points or provide privacy or shelter for buildings. Vegetation can give maturity to a subdivision.

4.4.4 Consider the provision of groups, corridors and/or networks of planting within the subdivision and development that will provide a vegetation 'framework' and within which recreational connections and pathways maybe located.

4.4.5 Ensure that trees and plant types are appropriate for the local conditions – the Environment Guidelines for Rural Living (2001) provides a list of species that are suitable for the different environments within the Horowhenua. Use plant species which reflect the typical character of the area.

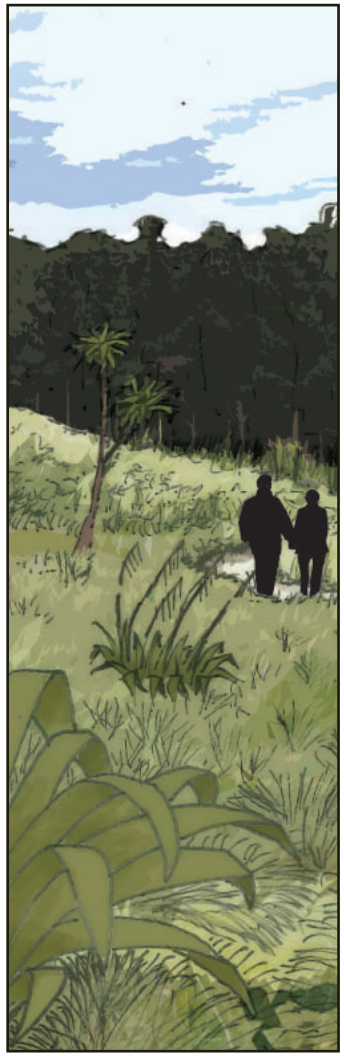
4.4.6 Consider how open space networks and associated improvements may provide ecological benefits such as linking between habitat areas.

4.4.7 Ensure that the appropriate ecological input is provided for the size, configuration, edge slope, plant material, management and maintenance of any wetland to be utilised for stormwater management.

4.4.8 Consider the opportunities to enhance the natural systems such as wetlands and low lying areas for their ecological, stormwater management and recreational network value.

4.4.9 Minimise vegetation disturbance where this has the potential for de-stabilisation/re-mobilisation of dune systems.

4.4.10 Consider the effects of vegetation disturbance in regard to the dune landforms and ensure that the removal of pine trees coincides with the implementation of a revegetation strategy for the dune landform.



4.5 Implementation

4.5.1 Decision Making Framework

Subdivision within the Greenbelt Residential (Foxton Beach North Overlay) Zone must occur in accordance with the relevant provisions of the Horowhenua District Plan while also being consistent with the provisions of this Design Guide.

4.5.2 LIUDD

Further, any proposed development that takes place on this allotment should take into consideration the principles of Low Impact Urban Design and Development (LIUDD). This comprises approaches that:

- Maximise natural values and minimise sediment and pollutant runoff and impervious areas
- Reduce the environmental footprint of urban areas on natural and reticulated waters, terrestrial and aquatic biodiversity, energy and material use, and waste
- Result in more sustainable subdivision and development and improved urban catchment management
- Respect existing topography and landforms as part of the legible landscape

4.5.3 LIUDD Principles

- Minimisation of energy demands
- Reduce need for mobility of goods and people
- Encourage alternative development forms
- Retain or create natural space & increase infrastructure efficiency
- Restore, enhance, protect indigenous terrestrial & aquatic biodiversity
- Reduction and containment of contaminants
- Localisation and naturalisation of water, soil & nutrient cycles
- Retain existing landforms

4.5.4 Example

The following equation will be applied to calculate the lot area. The development equation will provide an incentive to development that is conducive to the creation or enhancement of open space. This will be achieved by allowing for an increase in yield on a pro rata basis for additional open space. A trade off between average allotment size and the creation of open space will be achieved, with a greater number of smaller lots correlating with an increasing amount of open space.*

- Total Parent Lot Area 250,000m2 (25ha)
- Open Space Allocation of 0.7 (70%)
- Limited Discretionary Activity Status of 3,500m^2

- A= 250,000
- P= 0.7
- Equation to use = $\dfrac{A(1-P)}{\frac{A}{3,500}(1+P)}$

** Open Space is considered to be areas outside of private dwelling allotments*

$$= \frac{250,000(1-0.7)}{\frac{250,000}{3,500}(1+0.7)}$$

$$= \frac{250,000(0.3)}{\frac{250,000}{3,500}(1.7)}$$

$$= \frac{250,000(0.3)}{71\ (1.7)}$$

$$= \frac{75,000}{121}$$

= 620m^2 Average Allotment Size

Note 1:
A = Total parent lot area (square metres)
P = Percentage of Open Space (as a decimal e.g. 0.5), which includes roads and buffer areas

Note 2:
The calculation of the average allotment area and open space is only to be applied to the stage being developed.

5.0 Other Considerations

Ecological Enhancement

Any proposed future development would have the opportunity to enhance the natural environment. While the sand dunes on the seaward side of this property are generally considered stable, it is acknowledged that they could become a potential natural hazard. There is potential to be proactive in the management and restoration of these dunes. There may be a requirement to further stabilize the dunes on site, depending on the level of potential threat. Planting along the walkways joining the site to the coast would also benefit the natural character and biodiversity values of the area. Other measures could be put in place on site to aid in the restoration of the natural habitat.

This could include controls on pedestrians and their pets when they walk through ecological restoration areas, such as a requirement to stay on the pathways and keep dogs on a leash at all times. Controls like this are already taking place along other west coast dune areas and this development could potentially contribute in a small way to a much broader scheme. Within the development there should be an emphasis on native plant varieties. This will promote the coastal/wetland character as well as enhance the ecological value of the currently homogenous site. Private land owners should also be encouraged to use native plants as they are well adapted to the environment, are relatively low maintenance and will create a habitat for native wildlife.

Walkway & Pedestrian Access

There will be an opportunity to create a series of public walkways in and amongst the development. These tracks can provide a linkage around the sites open space, through areas of pine trees and out to the coast. This will benefit the wider Foxton Beach community by offering a pleasant recreation pathway that passes by wetlands, parks, forest and reserves. This is also an important tool in exposing the coastal proximity and character that is inherent of this site's location.

There are a number of positive outcomes that can be gained from the implementation of these walkways. Establishing tracks will firstly help to direct the pedestrian movement of both locals and visitors. They will also give an opportunity for signs, information boards and public facilities, all of which can be located at key nodes along the tracks to provide a community service. These might include rubbish bins or allowed/banned activity signs. Developing options that are responsive to the surrounding environment will be a key factor in determining the connections of any proposed subdivision layout.

SCHEDULE 14: Greenbelt Residential (Foxton Beach North Overlay) Zone

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