

Pōkeno Public Realm. Concept Plan. Waikato District Council.

21 April
2022

Isthmus.

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TRANSPORTATION SPECIALIST



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Document record.

Issue	Revision	Author	QA	Date
Draft 25%	A	MBF/CN	OM	23.12.21
Draft 90%	B	MBF/OM	DI	26.01.22
Final	C	MBF/OM	DI	28.01.22
Revised Version	D	MBF/OM	DI	18.03.22
Amended	E	MBF	OM	21.04.22

Executive Summary.

The purpose of the Pōkeno Public Realm Concept Plan (PRCP) is to support the rapidly growing residential community of Pōkeno by helping transform its town centre into a vibrant, people-focused community destination.

The PRCP builds a sequential plan that will take the Waikato District Council, Mana Whenua and Pōkeno community on a journey to develop a distinct and compact centre, reconnecting the existing residential community with its built and natural environments. While the population growth of Pōkeno has been exponential and calls for a radical transformation of the town centre, working with Mana Whenua, the existing community and business owners is fundamental to retain and enhance its identity. Council acknowledges the real opportunity to work in partnership with local stakeholders to achieve the outcomes sought in Pōkeno.

The document provides an aspirational and strategic approach to the future public realm of Pōkeno. The Plan balances the needs of the community with best practice urban design principles, and understands implementation requires a refined and nuanced approach. It is recognised that to execute the decisions outlined in the document appropriate discussions and engagement with Mana Whenua, the community, and land and business owners must occur.

The upgrade of Pōkeno Town Centre and the provision of new community facilities and amenities are priorities identified in the Waikato District Long Term Plan, with funding set aside for a number of key projects within Pōkeno.

The PRCP places particular focus on improving access to the town centre for walking and cycling, identifying the preferred location for the community hub (library), and

setting the direction for streetscape upgrades on major central streets as well as the provision of a heavy traffic bypass.

A clear strategy has been developed using incremental change to organise the continued growth of the township; decisions that would benefit the community in the short term might be quite different from decisions taken with a longer term focus in mind. However, both are important, and the PRCP seeks to reconcile short term outcomes while maintaining a long term vision - starting small, and growing from the existing strengths Pōkeno has (the attraction created by ice cream and bacon, the potential of Market Square, the willing and engaging community) before setting the framework to expand further and transform the town centre more significantly. This ensures Waikato District Council funds are spent wisely, appropriate discussions and engagement with landowners can occur, private investments can be leveraged, and their effect can be maximised. Most importantly, the community can experience a gradual and smooth process. In doing so, energy will be focused on creating a vibrant centre, making it attractive to the local community and visitors.

The PRCP presents an opportunity to align the aspirations of Mana Whenua with the vision for Pōkeno. It is imperative that Mana Whenua are engaged throughout the various design stages to reflect and make visible the strong history of Mana Whenua in Pōkeno. This may include but is not limited to, some of the recently discussed opportunities such as the potential for an urban marae complex and Kaupapa Māori spaces within the Town Centre, bilingual and interpretive signage, story telling, whakairo and pou.

The new medium density residential zoning brings about new opportunities for Pōkeno, allowing radically different built form around the town centre, supporting a more compact and walkable environment. The medium to long term prospect of a potential future train station at the end of Market Street will reinforce further opportunities

to shift away from car dependency and emphasises the need for a high quality pedestrian environment.

While the PRCP outlines a series of key moves and priorities for the growth of Pōkeno and its town centre, the Plan is not a detailed design document and remains a high level framework.

The vision for Pōkeno will be delivered through the implementation of three strategic moves:

Town Centre Enhancement—improving the quality of the town centre is the main driver for the PRCP. The proposal aims to concentrate the energy on Great South Road by ‘filling the gaps’. Increasing pedestrian activity and time spent on Great South Road through streetscape upgrades will attract future investment in the centre. Flexibility is embedded into the streetscape design, planning regulations and Community Hub (library) to enable a future proofed approach that allows the Centre to grow as required. Underpinning the approach to the Town Centre is the removal of heavy vehicles from Great South Road which is fundamental to the success of the Town Centre in the short term. This is balanced with the retention of car parking on Great South Road and development of safe new pedestrian and cycling links.

The Stream Loop—an ecological and recreational infrastructure project, the Stream Loop aims to reconnect the community with Pōkeno’s untapped natural environment. The opportunity to provide a high amenity off-road trail following the stream, connecting with key natural and recreational destinations (mostly the Pōkeno Waterfall and Munro Sports Park) is unlocked through the creation of a heavy vehicle bypass on Albert and Selby St. Upgrades along the stream will enhance the natural environment, providing healthier habitats for native flora, fauna and humans.

Active Modes Connectivity—key locations for crossing over or under physical barriers (in particular State Highway 1 and the rail line) have been identified to

reclaim the missing links in the pedestrian and cycle network around Pōkeno. This includes reconnecting established communities currently severed from the Town Centre and improving connectivity between new and future residential developments. This strategic move reinforces Market Street and Great South Road / Pokeno Road as the two main pedestrian and cycling routes around Pōkeno.

1. Site Context and Analysis.



Taangata Whenua.

Mookau ki runga; Taamaki ki raro

Mookau (near Awakino) to the top, Taamaki Makaurau (Auckland) to the bottom

Pare Hauraki, Pare Waikato

The boundaries of Hauraki¹, the boundaries of Waikato²

Ko Mangatoatoa ki waenganui

To Mangatoatoa³ that resides in between

Te Kaokaoroa o Paatetere

To the place called ‘the long armpit of Paatetere’

Pōkeno is located in the rohe of Waikato-Tainui. Waikato-Tainui is a collective of 33 Hapuu, 68 Raupatu Marae, and is nearing 80,000 registered tribal members.

Te Whakakitenga o Waikato Incorporated is the post-settlement governance entity for the Waikato iwi, and is recognised as the iwi authority (for purposes under the Resource Management Act 1991) and kaitiaki of its environment and views the holistic integrated management of all elements of the environment, as well as the integrity of the Waikato Raupatu Claims Settlement Act 1995 and Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

There are three Waikato-Tainui hapuu who have interest in Pōkeno and the wider area are:

- Ngaati Tamaoho
- Ngaati Naho, and
- Ngaati Te Ata

Ngaati Tamaoho is represented by the Ngāti Tamaoho Settlement Trust and the Ngāti Tamaoho Trust. The latter is recognised as the iwi authority for purposes under the Resource Management Act 1991. In 2018, Ngaati Tamaoho settled its historical claims with the Crown with the Ngāti Tamaoho Claims Settlement Act 2018.

Ngaati Naho hold a unique and special responsibility under customary tikanga (rules and protocols) to preserve, protect and manage sustainably the natural, physical and historical environment, which includes Pōkeno. Ngaati Naho is represented by the Ngati Naho Trust and Nga Muka Development Trust.

Ngaati Te Ata is an iwi with customary interests that extend from Tamaki Makaurau (Auckland) to Northern Waikato/Waikato River. Ngaati Te Ata are represented by Te Ara Rangatu O Te Iwi Ngati Te Ata Waiohuria Incorporated, with its central purpose to enhance the spiritual, cultural, and social wellbeing of the iwi and to provide for the kaitiaki responsibility of ensuring the restoration and maintenance of the cultural and natural environment.

In the Pōkeno township is Te Haukainga me Ngaa Mana Whenua o Pōkeno Charitable Trust.

The Trust represents Ngaati Naho and Ngaati Tamaoho whanau that were born and raised in Pōkeno, who are committed to have a community that is vibrant and inclusive of Mana Whenua.

Te Haukainga me ngaa Mana Whenua o Pōkeno Charitable Trust received support from Ngaati Naho, Ngaati Tamaoho, Waikato - Tainui and The Kiingitanga to pursue an Urban Marae Complex to reflect and provide for the values and aspirations of Mana Whenua to

support whanau, and to manaaki both existing and new members in Pōkeno.

In addition to the Urban Marae, the Trust are actively engaging in Planning and Design processes to promote its Maaori perspective to enhance the visibility of Mana Whenua in Pōkeno town center and local environs. Through this “Public Realm Concept Plan” the Trust are active participants and key partners with the Waikato District Council.

1. Pare Hauraki is the Hauraki region including the Piako, Ohinemuri and Coromandel districts.

2. Pare Waikato is the regional north of Kaawhia to the Manukau Harbour and across to the Huuna and Hapuuakohe Range. Hence the Waikato region today includes cities and towns such as Te Awamutu, Cambridge, Hamilton and Huntly.

3. Mangatoatoa is a small village south of Te Awamutu.

Regional Context.



Legend.	
●	Site Location
—	State Highways
●	Town/City
—	Rail line (Auckland - Hamilton)
○	Rail Stations (Auckland - Hamilton)

From Pōkeno to...

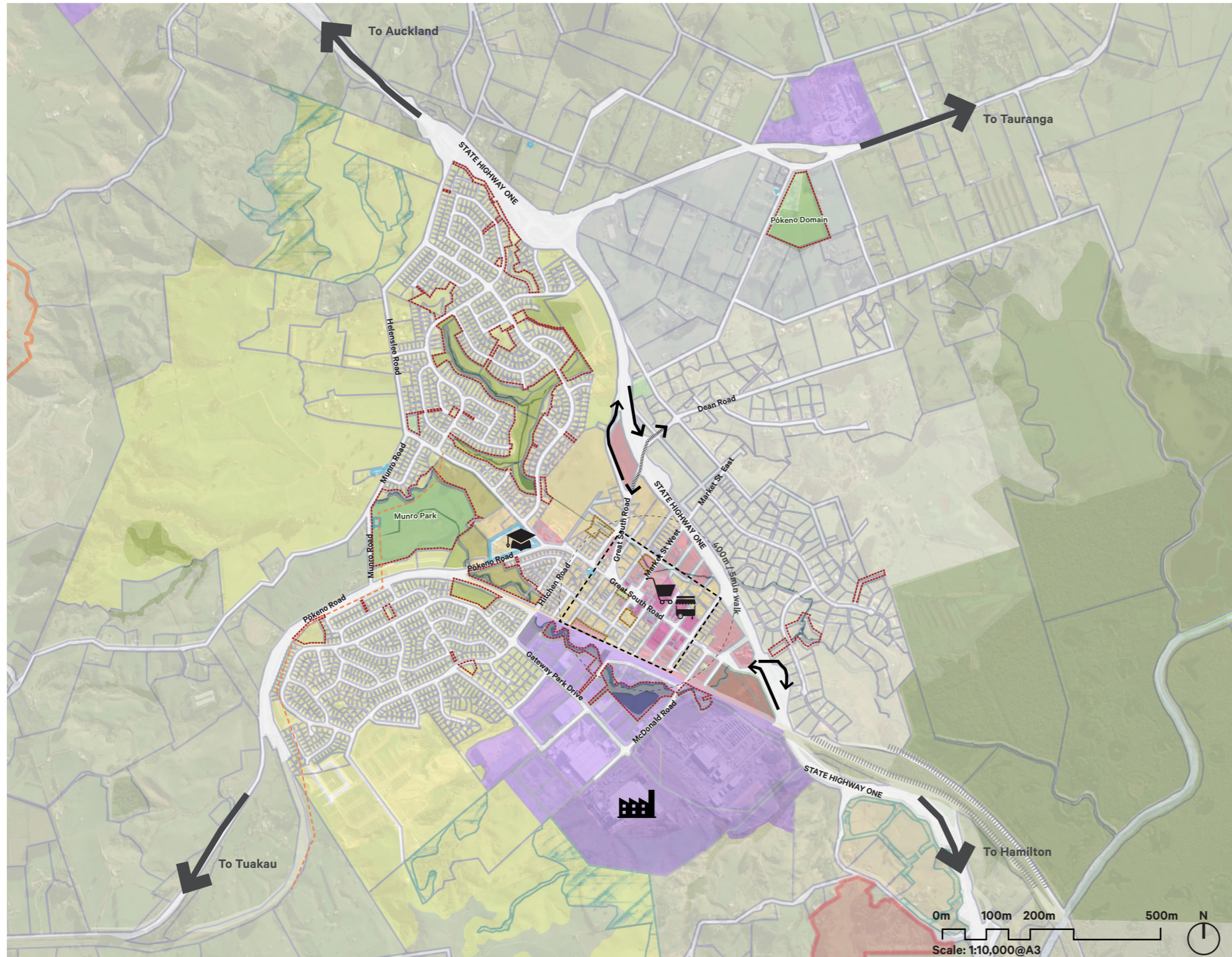
- Auckland : 53km / 39min drive
- Manukau: 33km / 24min drive
- Hamilton : 72km / 50min drive



1:20000 @ A3











Pōkeno Township.



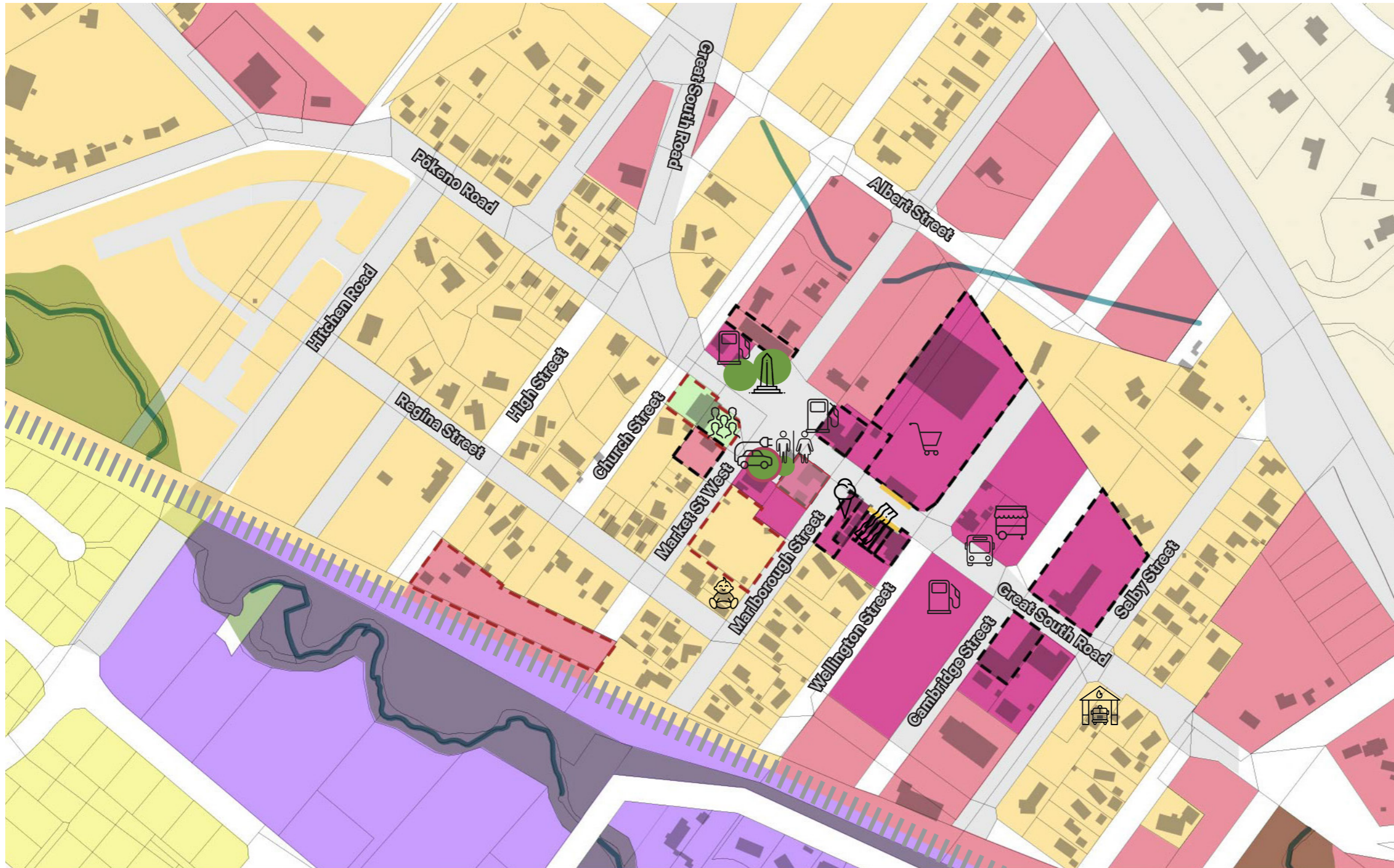
Legend.

-  Pōkeno School
-  Supermarket
-  Industrial Area
-  Franklin Markets
-  SH1 On/Off-Ramps
-  Underpass
-  Proposed trail network (shared path)
-  Rail
-  Council owned properties (Reserves)
-  Council owned properties
-  Approximate town centre boundary

Zoning Legend.

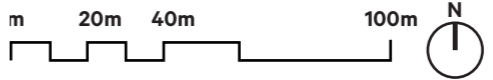
-  Town Centre Zone
-  Commercial Zone
-  Medium Density Residential Zone
-  General Residential Zone
-  Village Zone
-  Heavy Industrial Zone
-  Open Space Zone
-  Rural Zone

Pōkeno Town Centre.

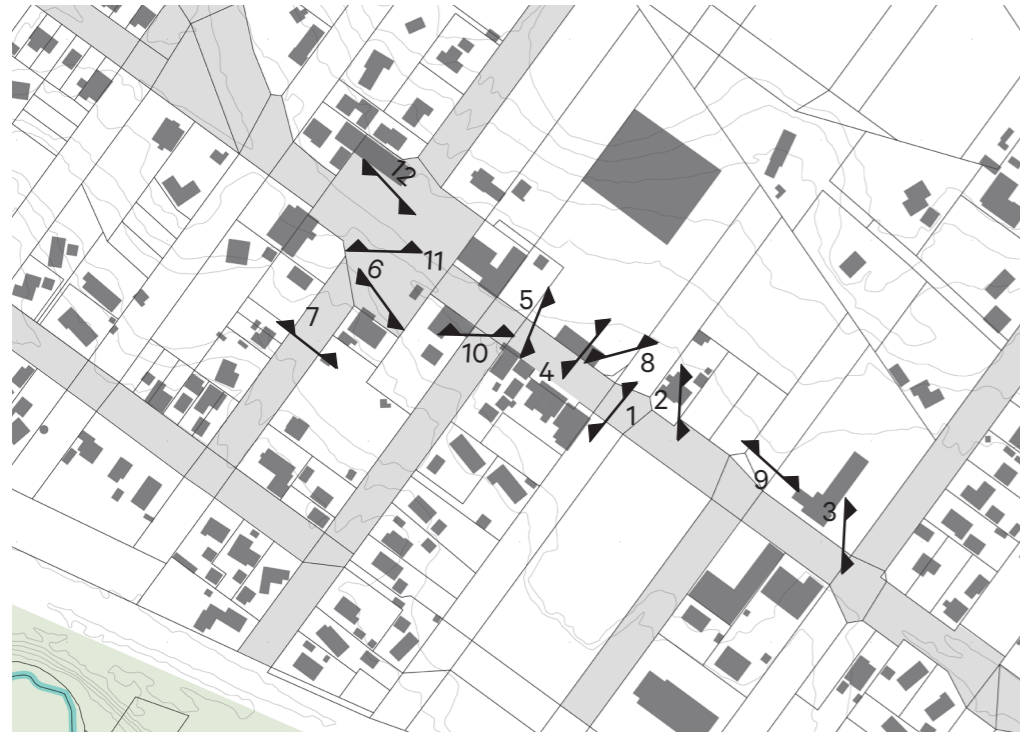


- Legend.**
- Community Hall
 - Public Toilets
 - EV Charging Station
 - Petrol Station/Truck Stop
 - Ice Cream Shops
 - Pokeno Bacon
 - Bus Stop
 - Fire Station
 - War Memorial Cenotaph
 - Supermarket
 - Markets
 - Plunket
 - Notable Tree
 - Oak Trees
 - Historic Heritage Item
 - Land currently used for retail
 - Council owned properties
 - Existing public space/seating
 - Formed roads
 - Paper roads
 - Rail
 - Stream

- Zoning Legend.**
- Town Centre Zone
 - Commercial Zone
 - Medium Density Residential Zone
 - Heavy Industrial Zone
 - Open Space Zone



Site Photos.



1. Truck stop to existing shops



2. Truck stop looking east down Great South Road



3. In front of fire station looking east



4. Pokeno shops and seating area



5. Pokeno shops and seating area looking east



6. EV Charging station Market Street West



9. 39 Great South Road looking north



10. Corner Marlborough Street looking north



7. Looking north from 10 Market Street



8. Great South Road toward Countdown



11. Corner Market Street West looking north



12. Corner Market Street West looking south

SWOT Summary.

A number of documents have been reviewed and analysed to form a high level SWOT Summary including documentation from previous community engagement sessions, Waikato 2070 and the Waikato Blueprints. Multiple hui have recently been undertaken with Council, Mana Whenua and a community representative to gain a deeper understanding of Pōkeno, the socio-cultural needs of the existing and future community as well as a better understanding of Council project pipelines in

Pōkeno. This information has also formed the key ideas in the SWOT Summary.

The SWOT is categorised into five themes which reflect the themes used for community engagement in the Waikato District Blueprint document. To summarise:

- Pōkeno needs to reflect and make visible its past, present and future history with Mana Whenua.

- Pōkeno lacks a clear, community focused central area providing a sense of place and room for social interaction.
- There isn't a shared vision amongst different groups in with community.
- There is poor walking and cycling infrastructure and amenity within Pōkeno.

- The existing roading network is in need of upgrades and currently encourages car dependence in Pōkeno and regionally.
- There is a lack of suitably zoned land that encourages new diverse employment opportunities. In particular, in the service sectors and retail.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> — Strong cultural and historical associations to Pōkeno for Mana Whenua. — Well known identity relating to bacon and ice cream. — Existing Community Committee vision: <i>"Pokeno our Place"</i>. 	<ul style="list-style-type: none"> — Existing identity doesn't reflect the new residents. — Pōkeno is not about bacon and ice cream to Mana Whenua. 	<ul style="list-style-type: none"> — Can leverage its physical geography as part of its identity, particularly as a welcoming place to the Waikato. — Celebrate strong ties to Mana Whenua and their history through design opportunities, including pou at the north and south entrance. — Opportunity for urban marae. — Build on key features to make Pōkeno a place everyone feels connected to and proud of — Construction of monuments (scrolls) that reflect the past, present and future (pre and post-colonial) identity and history of Pōkeno. — Develop a distinct town centre character. — Bilingual signage, including parks and street names. — Formal welcoming ceremony/pōwhiri for new residents moving to Pōkeno. 	<ul style="list-style-type: none"> — Business as usual approach to housing and town centre development. — Removal of natural features, streams etc.. due to development, that contributes toward a sense of place and identity. — Different 'interpretations' of place. — Waikato Blueprint does not incorporate Mana Whenua Values or aspirations. — Loss of heritage buildings, items and notable trees.
<ul style="list-style-type: none"> — Publicly owned land is available and set aside for development. — Culturally diverse community. 	<ul style="list-style-type: none"> — Lack of central area or community hub (library). — Lack of space for social gatherings (informal and formal). — Lack of amenities/facilities to provide for current and future community. — Underpass is unsafe and needs upgrading. — Stormwater infrastructure needs improving as identified in the Pōkeno Stormwater Catchment Management Plan. — The placement of the existing Community Hall does provide for the best utilisation of the existing (large) site. — Lack of public parks and open space for community use. 	<ul style="list-style-type: none"> — Urban marae and Kaupapa Māori spaces in Pōkeno. — Community hub (library) and other services have been allocated budgets within the Long Term Plan. Potential to integrate whakairo and bilingual signage here. — Potential for shared working spaces on Council land/buildings to allow more local working environments. — Informal recreation spaces. — Create a community hub (library) on Market Street. — Connections between open spaces and the town centre, including improved connectivity to proposed sports facilities (Munro Park). — Stormwater is always improved when the opportunity presents itself. 	<ul style="list-style-type: none"> — Distance between Munro Park and Pōkeno Town Centre is substantial. — Some landowners are not yet ready to develop and may be land-banking. — The disconnect between East Pōkeno to amenities and facilities. — Flooding concerns and current pipe locations (existing works).



IDENTITY



COMMUNITY

SWOT Summary.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
 <p>GROWTH</p> <ul style="list-style-type: none"> — New village zone east of SH1 can support growth of town centre and diversity. — Sufficient residential land available for development. — New residentially zoned land north west of TC. 	<ul style="list-style-type: none"> — Increased population and expansion in residential areas without alternative transport modes will lead to increased car reliance. — Existing infrastructure is unsuitable for the needs of existing and future residents. — Town centre struggles to meet needs of residents. — Residential growth has occurred but hasn't been matched with commercial or retail growth. — There is a risk of reinforcing Pōkeno as a dormitory suburb. 	<ul style="list-style-type: none"> — Growth can be supported by future transport upgrades (train, bus etc..) — Potential for new, more dense residential zoning recommended in s42a planners recommendation report, as part of the Proposed Waikato District Plan hearings process. — Potential to encourage growth upwards in centre to provide varied business opportunities. — Potential for new business zones recommended in s42a planners recommendation report, as part of the Proposed Waikato District Plan hearings process. — High demand for affordable housing. — Potential for retail on both sides of Market Street. — Potential for medium density residential within/ adjacent to TC. 	<ul style="list-style-type: none"> — Existing proposed plan does not adequately provide for new growth. — Infrastructure must keep up with development. — Mana Whenua history becoming increasingly less visible. — Council unable to provide infrastructure at the rate of growth experienced in Pōkeno. — Developers don't speak to each other (infrastructure provision) and opportunities are missed. — Additional commercial park may be proposed behind Countdown? — Commercial development should not occur outside of CBD, diluting the town centre. — Existing interchanges on SH1 flowing north and south both have limitations.
 <p>TRANSPORT</p> <ul style="list-style-type: none"> — Employment areas. — Land set aside for future transport hub. — Strong connections to SH1. — Centrally located school. 	<ul style="list-style-type: none"> — Major truck stop within town centre. — Heavy traffic route through centre reduces amenity and discourages pedestrian activity. — Each new development doesn't connect — Developers don't speak to each other — Lack of options to support modal choice — Existing situation heavily reliant on private vehicles. — Lack of connections across/under SH1 connecting the existing communities. 	<ul style="list-style-type: none"> — Future trail connections supporting modal shift. — Upgrades of existing culverts/bridges are planned. — Intersection and street upgrades with signals will make a safer pedestrian environment. — Potential for Selby Street heavy vehicle bypass - Council in discussion with owners now. — Future proof southbound SH connection — Investment in walking and cycling to accommodate local movements. — Potential for land swaps to occur. 	<ul style="list-style-type: none"> — Competing with other small towns for future rail stop on Te Huia route. — Pedestrian safety along main street. — Continued heavy vehicle movements within the town centre. — Upgrade of the truck stop will potentially drive more heavy vehicle movement through the town centre. — Rail as currently planned is not possible in the short term, and not certain in long term. — Private bus services continue to be favoured over public services, may result in less funding in future.

SWOT Summary.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> — Pōkeno’s relative remoteness can provide the opportunity to strengthen the retail and business economy. — The recently opened supermarket attracts community from a wider local catchment beyond Pōkeno. — People stop for ice cream and bacon on their journey north/south. 	<ul style="list-style-type: none"> — Lack of variety in businesses and therefore a lack of diverse employment opportunities within Pōkeno. — Lack of suitable zoning for commercial and business activities. — No office space or tertiary sector providers. 	<ul style="list-style-type: none"> — Potential for new business zones recommended in s42a planners recommendation report developed as part of the Proposed Waikato District Plan hearings process. — Potential for shared working space in Council owned hub or building. — Growing population can support increased employment opportunities. — Opportunities to support and further expand Tourism within Pōkeno. — For retail to grow down both sides of Market Street. — Urban marae would like to have economic value, reo and tikanga classes for businesses, hold and run hui and corporate hui. — Proposed Waikato District Plan Town Centre Zone and Commercial Zone rules provide for a more diverse range of business options/ co-location of business. — Desire to have artisan business like Matakana, Mt Eden, located in Pōkeno. 	<ul style="list-style-type: none"> — Distance to Auckland and Hamilton is considerable. — The community lacks a shared vision for the future of Pōkeno. — Some community members in Pōkeno don’t want taller, mixed-use buildings. — Some community members in Pōkeno will push back on new policy outlook. — There is limited capacity at present to accommodate higher level services within the capacity of Pōkeno, which is a rural service town.



ECONOMY

2. Strategic Moves.



Vision and Objectives.

Vision.

Pōkeno is a proud Waikato community grounded by its sense of togetherness and identity. At its heart is a vibrant, pedestrian focused town centre supporting a diverse range of services and housing.

Objectives.



Identity.

Celebrate Mana Whenua and the diverse identities within the local community and wider rural catchment, strengthening a sense of place and sharing local stories and histories.



Community.

Deliver on the community's aspirations for Pōkeno by providing high quality facilities and spaces that encourage diverse and inclusive activities in the town centre.



Growth.

Future proof the proposed plan to cater for ongoing population growth of Pōkeno by building on the existing infrastructure and amenity of Pōkeno and understanding the needs of current residents.



Transport.

Encourage and support mode shift, transitioning to a more sustainable mobility by increasing public transit use for long trips and walking and cycling for short trips.



Economy.

Create opportunities for local employment and ensure the town centre provides for the everyday needs of the community by attracting investment through infrastructure and street upgrades.

Strategic Moves.

To deliver on the vision for Pōkeno Town Centre, the Public Realm Concept Plan is structured around three strategic moves as follow:



1. Town Centre Enhancement.

This strategic move is the core of the PRCP, and will be described further in the third chapter of this report. It focuses on improving the quality of the Town Centre's public realm, building a sense of place and identity within the community and allowing a place for them to come together and be proud of.



3. Stream Loop.

Pōkeno presents a rich hydrology with streams, wetlands and the well loved waterfall. Establishing a Stream Loop (yet to be named) will allow the community to walk and cycle along the water, learning about the ecosystems and linking different recreational attractions, doubling as an ecological corridor with significant ecological benefits .



2. Active modes connectivity.

This strategic moves anchors Pōkeno Town Centre in the context of a growing township suffering from motorway and rail barriers. It identifies key locations to cross over (or under) these barriers and create routes for pedestrians and cyclists to safely access the town centre and link the new residential areas around Pōkeno.

1. Town Centre Enhancement.

To achieve the vision for Pōkeno, it is imperative that a strong and concentrated town centre is developed to nurture a sense of place within the community, strengthening the collective identity for Pōkeno and providing a place for residents to come together.

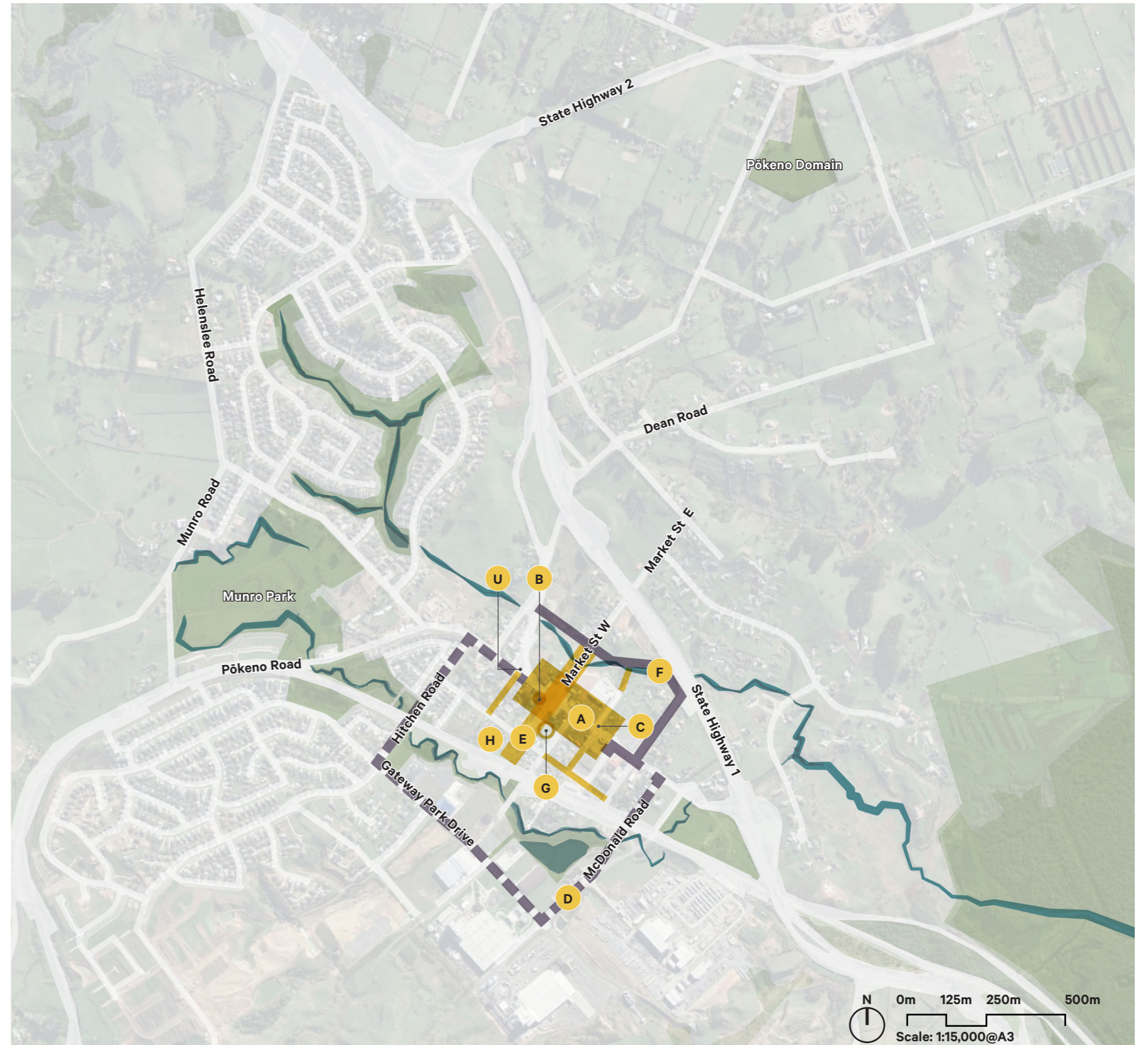
Essential to the Town Centre's success is the removal of heavy vehicles from Great South Road, within the Town Centre. This will allow streetscape upgrades to provide a safer, more pleasant pedestrian experience. This move will help concentrate the energy within the existing street, filling the gaps that currently

exist. Over time, a compact town centre will emerge with a range of community services, retail and commercial activities.

Meanwhile, Market Street will develop as a green spine, providing a major pedestrian and cyclist connection that is framed by new medium density residential and commercial development. The redevelopment of Market Street will enable the town centre to continue to grow from its centre on Great South Road in an incremental and organic fashion in keeping with the needs of Pōkeno's fast-growing population.

Refer to Chapter 3 for more detail.

Project ID	Description	Mana Whenua participation	Implementation		
			Short term	Medium term	Long term
A	Upgrade GSR to increase pedestrian amenity, reduce heavy traffic, and provide safe pedestrian & cycle connections within town centre and to destinations (Munro Park & Primary School) - refer to page 23.	Yes			
B	Activate community hall site with temporary/interim Community Hub (library) upgrade (e.g. pop-up library, cafe etc.).	Yes			
C	Establish town centre gateways including pou and bilingual signage at the northern and southern entrances of Pōkeno.	Yes			
D	Interim heavy vehicle by-pass until the completion of Albert Street bypass. This requires safety upgrades to the existing cycle lanes on Hitchen Rd bridge, Hitchen Rd roundabout and GSR/McDonalds Rd intersection for pedestrian & cyclist crossing.				
E	Streetscape upgrade including swale and continuous shared path on eastern side of the street - refer to page 24.				
F	Heavy vehicle bypass re-routing heavy vehicles outside of the town centre. Interaction with stream and Stream Loop shared path to be carefully designed - refer to page 24.				
G	Permanent site identified for new Community Hub (library). Uses and functions of the buildings TBC, with high quality public realm and play opportunities. Potential opportunity to co-locate with the Urban Marae dependant on kōrero with Mana Whenua. Requires prior upgrade of Market St West.	Yes			
H	Transport hub construction and integration with existing bridge. Hub to include new bus and rail connections with parking provided on site. This will require extension of Regina St up to Cambridge St (or Selby St) to facilitate bus circulation in and out of the Transport Hub.	Yes			



2. Stream Loop.

The proposed network seeks to provide the community and visitors with new, dedicated pedestrian and cycle connections that enable circulation around Pōkeno, including to its main facilities, the Town Centre and recreational areas such as Munro Park and the Pōkeno Waterfall.

The Stream Loop (yet to be named) will leverage Pōkeno's existing trail network. This will continue to unlock Pōkeno's strong yet untapped natural environment, reintegrating the awa (stream) with the everyday lives of the existing and future community. It also provides an opportunity

for an ecological corridor, linking larger ecological areas that act as habitat stepping stones within the District.

Land acquisition is required for the completion of the Stream Loop which is expected to be developed incrementally. It is essential that the stream loop is developed with adjacent land owners to encourage positive outcomes in terms of CPTED*, preventing high fences and enabling passive surveillance over the shared path, so it remains safe for users. Lighting will be key in achieving this.

*CPTED - Crime Prevention Through Environmental Design.

Project Description ID	Mana Whenua participation	Implementation		
		Short term	Medium term	Long term
I Wetland revitalisation to enhance natural habitat, helping develop an ecological corridor as well as helping with increased runoff from development while strengthening the connection with the community and Mana Whenua.	Yes	█		
J Upgrade Munro Park to accommodate facilities for the 'start' of the Stream Loop including wayfinding and story telling, parking, toilets etc.. Wetland and soft landscaped destination park and playground at Munro Park. Opportunities for nature play that celebrates native species and contributes toward an ecological corridor for flora and fauna.	Yes	█		
K Construction of off-road shared path running along stream, including appropriate planting and landscaping to enhance the quality of the stream and surrounding environment.	Yes		█	
L Construction of shared path along Albert Street, including appropriate planting and landscaping along the stream - refer to heavy vehicle bypass project page 25.	Yes		█	
M Upgrade facilities, landscaping/restoration at Pōkeno Waterfall to support natural environment, and contributes toward an ecological corridor for flora and fauna. Opportunity to introduce interpretive, bilingual signage.	Yes		█	
N New pedestrian and cycle connection under the motorway along the rail corridor connecting to the tributary (alternative route proposed as a connection at the current stream crossing under SH1 at 14 GSR is assumed unfeasible).	Yes		█	
O Potential under or overpass (TBC) pedestrian & cycle connection to Albert Street completing the Stream Loop (meantime route along Market St).	Yes			█



3. Active modes connectivity.

Each connection identified in the connectivity plan has a role to play in 'unlocking' Pōkeno, making it easier to access and navigate existing and future growth areas on foot or by cycle. This strategic move aims to reconnect the broken and missing links to bring the residential community back together. The new connections are essential for success and underpins the previous strategic moves. Simultaneously, unformed legal roads can be developed to operate as walkways/cycleways until such time the proposed road is formed.

It is essential that the proposed connections are appropriately designed and Mana Whenua are included in the development of the projects. This is most

likely to include bilingual signage, native planting and cultural works such as whakairo or other mahi toi - all elements that will also be integrated with the Stream Loop. The connections may require land acquisition and partnership with government organisations such as Waka Kotahi and KiwiRail.

Specific attention is required in terms of CPTED. Many connections are in the wider, semi-rural and rural environments where surveillance and lighting could be lacking. Designs should therefore work with the adjacent properties to ensure a relationship is developed between private land and the proposed connections to enable 'eyes on the street'.

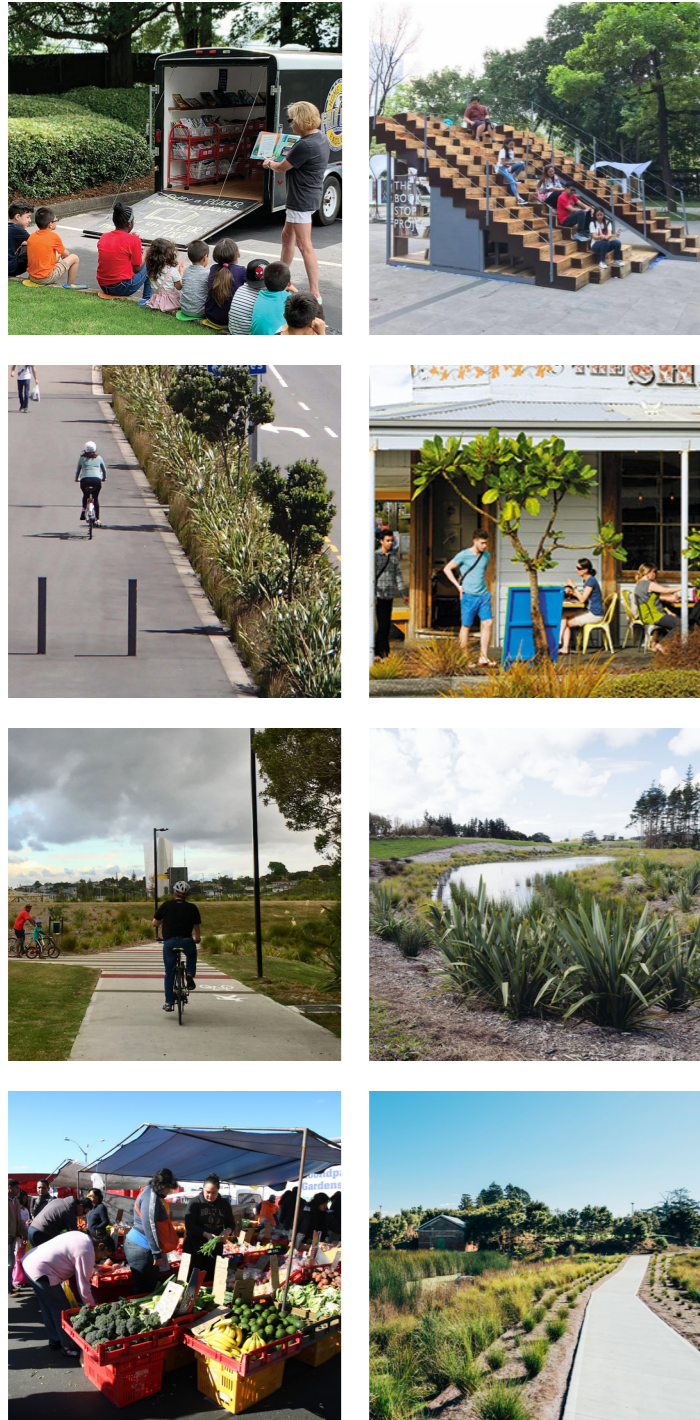
Project Description ID	Mana Whenua participation	Implementation		
		Short term	Medium term	Long term
P Upgrade existing Munro Bridge including pedestrian underpass.				
Q Establish wayfinding and bilingual signage to support use and legibility of existing trails and integration with proposed network.	Yes			
R Extend shared path through town centre - refer to project A.				
S Pedestrian & cycle overpass across rail and Pōkeno Road connecting proposed recreation trail and Tuakau trail, establishing a direct connection between Munro Park and residential area south of the rail.	Yes			
T Provide a continuous shared path as part of Market St West upgrade - refer to project E.				
U Market Street overpass connecting East Pōkeno.	Yes			
V Pedestrian, cycle & bridle trail - Tuakau connection.				
W Potential upgrade of Dean Rd/GSR following the completion of Market Street. Alternatives should be explored if unfeasible.				
X Overpass constructed across tracks and integrated into future station design.	Yes			
Y Upgrade existing bridge to include pedestrian & cycle connections to connect future growth in north east Pōkeno.	Yes			
Z New pedestrian and cycle connection under the motorway along the rail corridor as part of the Stream Loop - refer to project N				



Project Map.

The proposed project map combines the strategic moves described above. It is to be read in conjunction with the project list on the following pages.

Precedent Images



Project List.

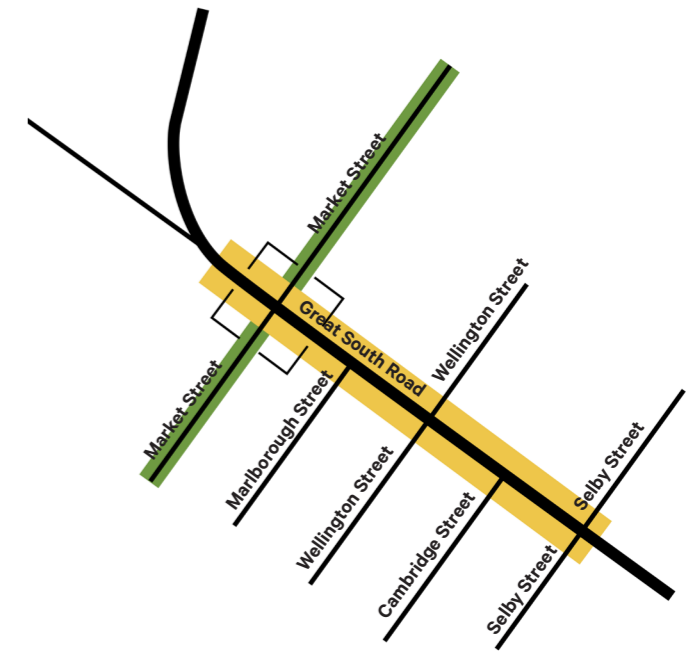
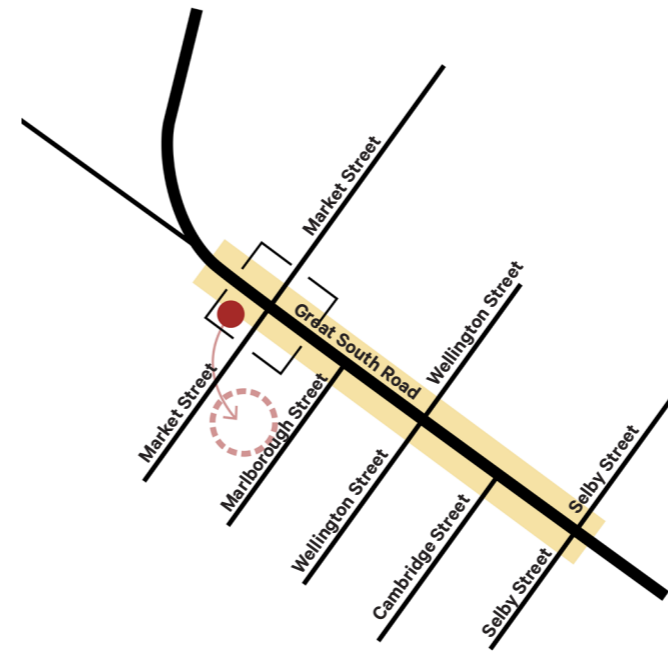
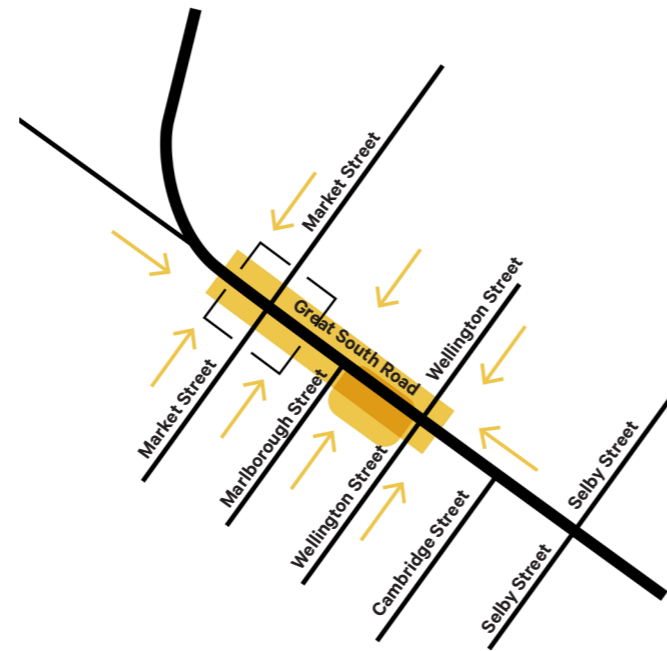
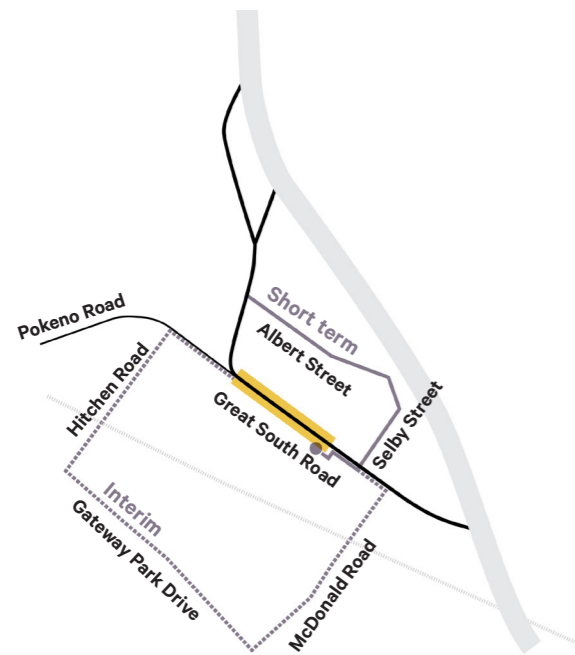
Project ID	Project Type	Location	Description	Mana Whenua participation	Implementation		
					Short term (0 - 5 Years)	Medium term (5 - 10 Years)	Long term (10+ Years)
1. Town Centre Enhancement.							
A	Roading	Great South Road	Upgrade GSR to increase pedestrian amenity, reduce heavy traffic, and provide safe pedestrian & cycle connections within town centre and to destinations (Munro Park & Primary School) - refer to page 23.	Yes			
B	Community	Market Square	Activate community hall site with temporary/interim Community Hub (library) upgrade (e.g. pop-up library, cafe etc.).	Yes			
C	Roading	Great South Road	Establish town centre gateways that could include whakairo or pou at the northern and southern entrances of Pōkeno.	Yes			
D	Roading/ Intersection	Hitchen/Gateway Park Drive/McDonalds Road	Interim heavy vehicle by-pass until the completion of Albert Street bypass. This requires safety upgrades to the existing cycle lanes on Hitchen Rd bridge, Hitchen Rd roundabout and GSR/McDonalds Rd intersection for pedestrian & cyclist crossing.				
E	Roading	Market St West	Streetscape upgrade including swale and continuous shared path on eastern side of the street. - Refer to page 24.				
F	Roading	Selby Rd / Albert Street	Heavy vehicle bypass re-routing heavy vehicles outside of the town centre. Interaction with stream and Stream Loop shared path to be carefully designed. - Refer to page 24.				
G	Community	10 Market Street West	Permanent site identified for new Community Hub (library). Uses and functions of the buildings TBC, with high quality public realm and play opportunities. Including a potential opportunity to co-locate with Urban Marae dependent on kōrero with Mana Whenua. Requires prior upgrade of Market St West.	Yes			
H	Transport	1 Market Street West	Transport hub construction and integration with existing bridge. Hub to include new bus and rail connections with parking provided on site. This will require extension of Regina St up to Cambridge St (or Selby St) to facilitate bus circulation in and out of the Transport Hub.	Yes			
2. Stream Loop.							
I	Ecological	Between Pokeno & Hitchen Road	Wetland revitalisation to enhance the natural habitat, help with increased runoff from development and strengthen connection with the community and Mana Whenua.	Yes			
J	Recreation / Ecology	Munro Park	Upgrade Munro Park to accommodate facilities for the 'start' of the Stream Loop including wayfinding and story telling, parking, toilets etc.. Wetland and soft landscaped destination park and playground at Munro Park. Opportunities for nature play that celebrates native species.	Yes			
K	Off-road trails	Adjacent rail line and stream within industrial area	Construction of off-road shared path running along stream, including appropriate planting and landscaping to enhance the quality of the stream and surrounding environment.	Yes			

Project List (continued).

Project ID	Project Type	Location	Description	Mana Whenua participation	Implementation		
					Short term (0 - 5 Years)	Medium term (5 - 10 Years)	Long term (10+ Years)
L	Off-road trails	Adjacent Albert Street	Construction of shared path along Albert Street, including appropriate planting and landscaping along the stream - refer to heavy vehicle bypass project page 25.	Yes			
M	Recreation	Pōkeno Waterfall	Upgrade facilities, landscaping/restoration at Pōkeno Waterfall to support natural environment, opportunity for interpretive signage.	Yes			
N	Off-road trails	Adjacent SH1/Rail Corridor	New pedestrian and cycle connection under the motorway along the rail corridor connecting to the tributary (alternative route proposed as a connection at the current stream crossing under SH1 at 14 GSR is assumed unfeasible).	Yes			
O	Off-road trails	Albert Street	Potential under or overpass (TBC) pedestrian & cycle connection to Albert Street completing the Stream Loop (meantime route along Market St).	Yes			
3. Wider Connectivity.							
P	Roading	Munro Road	Upgrade existing Munro Bridge including pedestrian underpass.				
Q	Signage	Existing and proposed trail network, open spaces and destination places	Establish wayfinding and bilingual signage to support use and legibility of existing trails and integration with proposed network.	Yes			
R	Roading	Great South Road	Extend shared path through town centre - refer to project A.				
S	Roading	Pokeno Road	Pedestrian & cycle overpass across rail and Pōkeno Road connecting proposed recreation trail and Tuakau trail, establishing a direct connection between Munroe Park and residential area south of the rail.	Yes			
T	Roading	Market Street West	Provide a continuous shared path as part of Market St West upgrade - refer to project E.				
U	Roading	Market Street	Market Street overpass connecting East Pōkeno.	Yes			
V	Off-road trails	Adjacent Pokeno Road	Pedestrian, cycle & bridle trail - Tuakau connection.				
W	Roading	Dean Road/Great South Road	Potential upgrade of Dean Rd/GSR following the completion of Market Street. Alternatives should be explored if unfeasible.				
X	Off-road trails	End Market Street West	Overpass constructed across tracks and integrated into future station design.	Yes			
Y	Roading	Helenslee Road	Upgrade existing bridge to include pedestrian & cycle connections to connect future growth in north east Pōkeno.	Yes			
Z	Off-road trails	Rail under SH1	New pedestrian and cycle connection under the motorway along the rail corridor as part of the Stream Loop - refer to project N.				



Town Centre Key Moves.



1. Remove heavy vehicles from the Town Centre.

Currently, heavy vehicle traffic on Great South Road is creating a noisy and unpleasant environment within the Town Centre. This constrains the potential to turn the Town Centre into a more pedestrian friendly destination for the community and visitors.

The first step toward building an improved Town Centre is to re-route the heavy vehicles away from the town centre portion of Great South Road. To allow this to occur as quickly as possible, an interim solution is proposed. Heavy vehicles will be re-routed through the industrial area to the south of the town centre via the existing Hitchen, Gateway Park and MacDonald Roads. This will require safety upgrades for the existing round-about at Gateway Park / Hitchen Road and cycle lanes on Hitchen Road bridge to protect vulnerable users along the route.

The second step (Selby Street / Albert Road permanent bypass) can be completed once Council has secured land ownership and all affected parties have been consulted.

The long term success of Pōkeno Town Centre will rely on the removal of the truck stop or relocation to another location that would not negatively impact on the town centre amenity.

2. Concentrate.

Pōkeno Town Centre stretches along Great South Road between Pokeno Road intersection to Selby Road for approximately 400 metres. This has resulted in an over-extended centre, with many vacant sites (or carparks) and a diluted sense of place. The intention of the PRCP is to concentrate: concentrate activity, concentrate people, concentrate future developments. This will help build the vibrancy that the community aspires to. The aim is to 'fill in the gaps' from Pokeno Road to Wellington Street before expanding further east or further south. This concentrated area will be the focus of the first round of public realm upgrades and activation, including the construction of a continuous footpath along both sides of the street for pedestrians and cyclists, landscaping, seating, and car parking, with overflow parking provided on side roads adjacent to Great South Road.

This area is primarily focused around the existing ice cream and bacon shops, and Market Square.

3. Incremental approach to the Community Hub.

An incremental approach is proposed to the development of the Community Hub (library). This will help community involvement and 'concentrate' activity on Great South Road, avoiding diluting energy in the short to medium term.

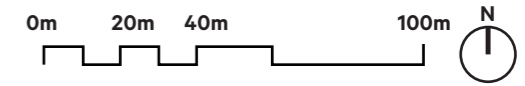
It is proposed that a temporary community hub (library) is built on the existing community hall site on Great South Road. In the long term when the town centre infrastructure has been developed, a purpose built community hub (library) can be founded on 10 Market Street, reflecting the new character of the town and community needs at the time. If it is desired, an urban marae complex and/or Kaupapa Māori spaces can be incorporated on the site or within the community buildings.

4. Developing different characters for Great South Road and Market Street.

Great South Road will remain as the heart of Pōkeno, and the incoming public realm upgrades will help reinforce its unique character, growing from its current retail and food and beverage activities. In the future, retail may occur on side streets and it is imperative the character of Great South Road is established and remains unique over time.

Market Street will play a special role in the development of the Town Centre by providing an essential connection across the motorway in the north and across the rail (and potential train station) in the south. This will create a strong north-south spine and key path for pedestrians and cyclists around Pōkeno. It has an opportunity to become a green spine, with a wide shared path and extensive planting. In the short to medium term, Market Street can celebrate the more rural and residential character of Pōkeno supporting medium density and later enabling retail and commercial activity to develop there once Great South Road reaches capacity.

Town Centre Concept Plan.



The Public Realm Concept Plan sets a new vision for Pōkeno Town Centre. It relies on key public realm upgrades to invite the community and visitors to gather and stay longer in the town centre, as well as on the exciting opportunity the Community Hub (library) (both in its temporary and permanent forms) presents. These projects are indicated on the plan adjacent.

Creating a cohesive centre that expresses the unique character of Pōkeno will also require future projects and private developments to align with the intent of the PRCP. To ensure this is possible in the long term, it is essential that the vision for Pōkeno exists within the regulatory environment and be explored further and developed with Mana Whenua and community participation.

The future success of Pōkeno's town centre relies on its flexibility and its capacity to adapt to the rapid changes the population growth is bringing. While this flexibility has been embedded in the public realm design, it must also be provided for in the Proposed Waikato District Plan. This could take the form of a set of new development rules covering minimum ceiling heights suitable for retail conversion or appropriate setbacks such that front yards can become dining areas. Narrower subdivision requirements and waivers to development contributions may also be explored as possible options and incentives for development. Design guidance and review in the form of an Urban Design Review Panel could also be explored.

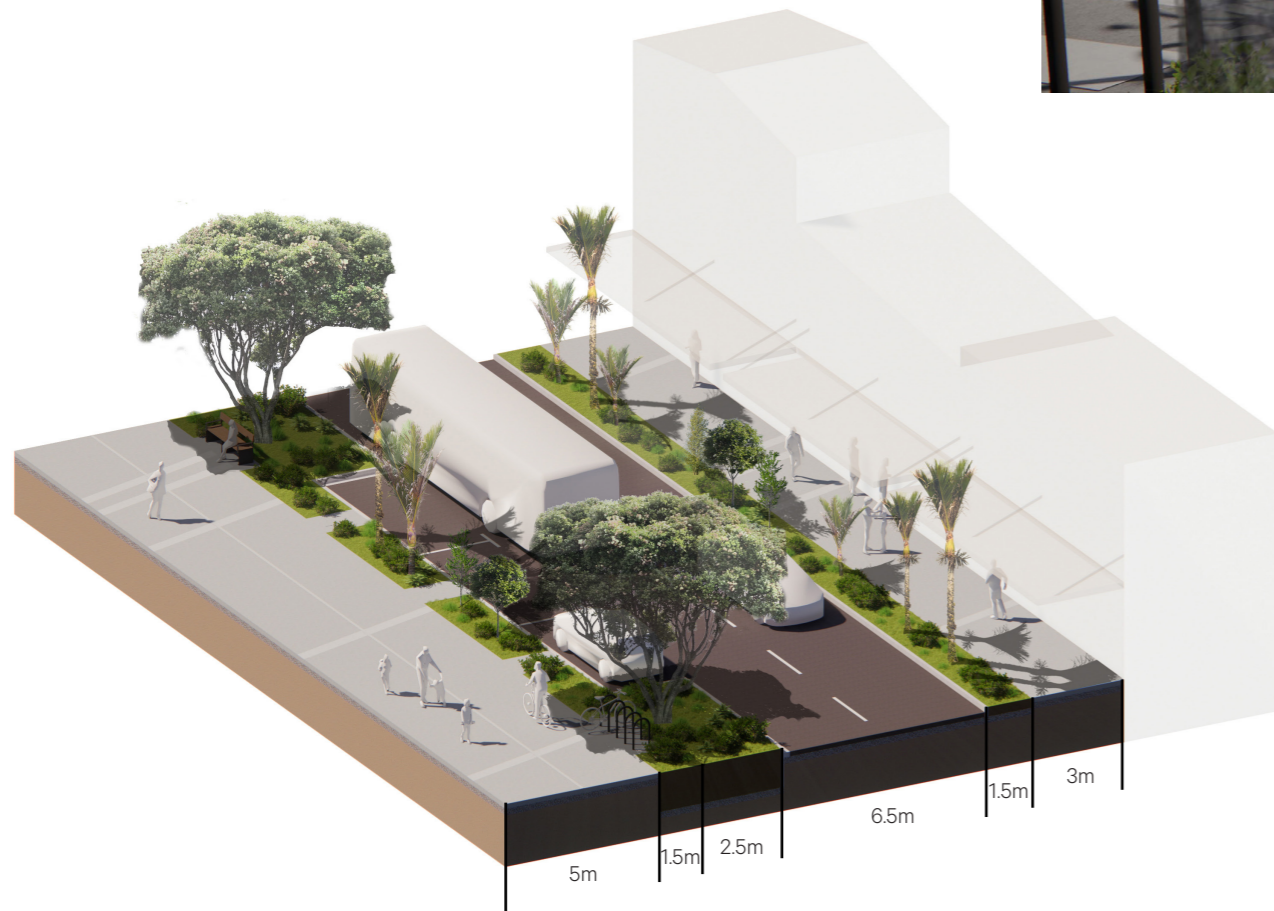


1. Safety improvement to existing cycle lanes on Hitchen Road to protect users from interim heavy vehicle bypass route.
2. Redesign intersection between Pokeno Road and Great South Road. Include gateway treatment welcoming visitors to the town centre.
3. Future Transport Hub with long-term prospect of a train station.
4. High Street extended to Regina Street and beyond to the Transport Hub.
5. Pedestrian and cycle bridge connecting Market Street shared path to the Stream Loop.
6. Enhanced landscape along the stream and new shared path as part of the Stream Loop.
7. Close slip lane behind the cenotaph and integrate the memorial into the open space.
8. Raised intersection with priority crossing for pedestrians and cyclists.
9. Temporary Community Hub (library) and public space activation adjacent to the existing Community Hall.
10. Address activities that negatively impact on the pedestrian environment. Allow for continuous footpath and redevelop land with adjacent Market Square corner.
11. Enhanced public space in front of existing shops with new pedestrian crossing.
12. Continuous and generous shared path on the southern side of Great South Road creating a high amenity environment for the community.
13. Marlborough Street upgrade as a low traffic one-way street (southbound).
14. Future permanent Community Hub at 10 Market Street. Potential opportunity to co-locate with the urban marae (dependent on kōrero with Mana Whenua), and provide high quality public space.
15. Market Street upgrade with a continuous shared path inviting pedestrians and cyclists to the town centre.
16. Extension of Wellington Street up extended Regina Street to unlock development opportunities of adjacent blocks and increase connectivity.
17. Extension of Regina Street up to Cambridge Street or Selby Street to support efficient bus access to the transport hub and reduce traffic on Great South Road.
18. Access to truck stop off Cambridge Street.
19. Redesign intersection between Selby Street and Great South Road. Include gateway treatment welcoming visitors to the town centre.
20. Extending Wellington Street to Albert Street would create an alternative access to the supermarket away from Great South Road.
21. New town centre bypass for heavy vehicles connecting Albert and Selby Streets. Final road alignment TBC. The Stream Loop will run along Albert Street with enhanced ecological and recreational character.
22. Pedestrian and cycle bridge across the motorway connecting Market Street east and west.

Great South Road.

Streetscape upgrades along Great South Road are essential to reclaim the street for pedestrians and cyclists. A shared path is proposed to bring cyclists and other active modes through the centre, connecting with the wider network. Rain gardens are proposed punctually along the street to help with surface runoff while providing ecological corridors that increase amenity and create an additional barrier between pedestrians and vehicle traffic. Ample room is provided in the carriageway to support the proposed bus network as well as on-street car parking between rain gardens to continue encouraging visitors to Pōkeno.

The increase of width on the southern side of the street aims to maximise sunlight and will be supported by new seating and green spaces to create a more relaxed and pleasant pedestrian experience prompting social interaction; particularly in front of the key destinations for Pōkeno - bacon and ice cream.



Market and Marlborough Streets.

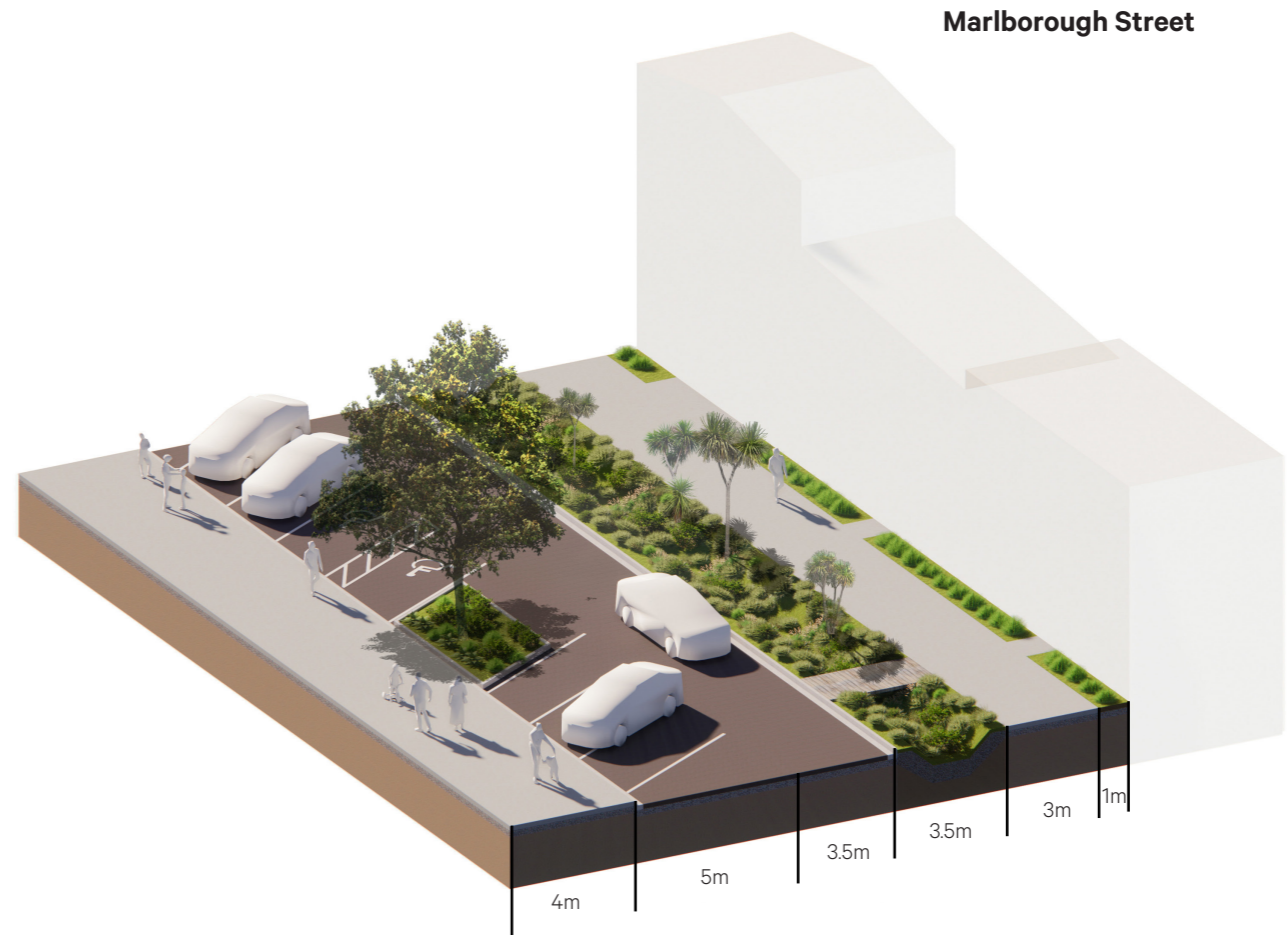
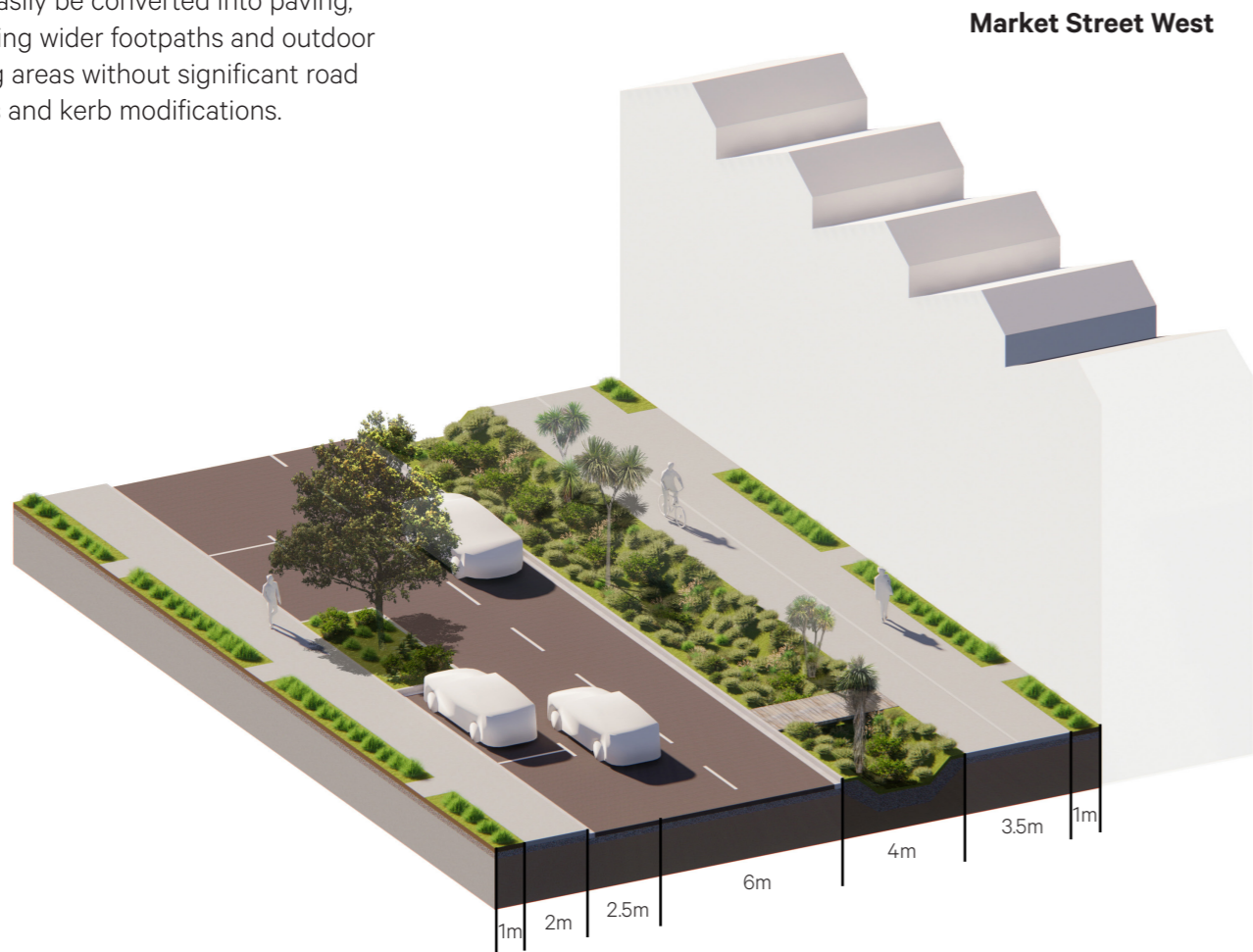
While Great South Road is the immediate focus and remains the core of the town centre, Market Road carries a fundamental role in unlocking Pōkeno's Town Centre and is key to its future success.

The Market Street character will be defined by its strong north - south pedestrian and cycling connection underpinned by the new Medium Density Residential zoning.

Integrating flexibility into the design of the streetscape is essential to allow incremental change to its land use. One metre planting buffers are proposed along site boundaries that can easily be converted into paving, enabling wider footpaths and outdoor dining areas without significant road works and kerb modifications.

Marlborough Street will be developed after the completion of Market Street and reduced to one direction flowing south, enabling slower traffic and providing parking across the street to bring people into the future Community Hub (library) at 10 Market Street.

While the streets are becoming increasingly urban, swales are proposed to provide a continuation between the existing streets and the future and helping relieve the stormwater issue within the immediate area.



Selby/Albert Street bypass.

The Selby and Albert Street bypass is key to the future success of the Town Centre. Once completed, heavy vehicles can be permanently re-routed around the town centre.

To ensure heavy vehicle users can continue utilising the Centre's amenities and to control heavy vehicle movements and parking, dedicated heavy vehicle parking is recommended on Selby Street.

The bypass is expected to encourage private vehicle trips to use the bypass rather than the centre. Wide footpaths and a shared path is proposed along the streets to link the Stream Loop and reclaim the existing stream for public use. It is

essential this results in a high quality landscape design to encourage use while meeting functional stormwater requirements and supporting the health of the ecological corridor.

Riparian planting, planting strips and rain gardens are proposed along the streetscape to enhance the quality of the stream and help manage runoff from the new impervious surfaces.



Selby Street



Albert Street



Community Hub.

The development of a community hub (library) in Pōkeno will occur in a staged way. This will deliver a response that is commensurate with the level of activity and services required and simultaneously ensure the town centre remains concentrated and impactful.

The first stage of the Community Hub (library) will utilise the existing Community Hall site on the corner of Market Square. This will develop a site that is in the centre of the community, building on the existing mental connection between the site and its known use.

While this is an interim solution, the use of the site, including its design requires a community led response. A common temporary approach to such buildings is often done through light weight or modular buildings. The intention of this first step is to make sure the facilities benefit from the activity on Great South Road, ensuring the community are familiar with its services and utilise them, while simultaneously attracting people, enhancing the use and concentrating the energy within the town centre.

Activities on site should attract people of various ages and aim to increase the amount of time spent within the centre, and may include active play, dedicated community services, a library, community garden, hot desks and mothers rooms to ensure the community becomes increasingly familiar with the service offering, nurturing a sense of

connection with its civic facilities and community members.

As Great South Road continues to 'fill the gaps', and the community requires more space for their services, the 10 Market Street site can be developed based off a good understanding of the communities needs and requirements. The site is large, and the facility can be designed as a mixed-use community facility ranging from a library and work spaces to a cultural/information centre and cultural services.

Further, the site can be developed in partnership with Mana Whenua to co-locate an urban marae complex within the site, incorporating Kaupapa Māori spaces if this is seen to be desirable by Mana Whenua. In moving to the 10 Market Street site, the Community Hall site can be developed for commercial purposes, continuing to grow the town centre while the new community hub draws energy and movement down Market Street, enabling the centre to expand with intention. The approach enables the town centre and Market Street site to develop in a way that responds appropriately to the expected levels of growth and activity within Pōkeno while avoiding dead spaces within the centre,



4. Appendices.



Testing Scenarios for the Town Centre.

The two following scenarios have been developed to test different approaches to enhance Pōkeno Town Centre. They are both based on the assumption that heavy vehicle movements can be removed from the centre via an interim route from the south through the existing industrial route, and once completed in the short-medium-term - a route through the Selby-Albert St bypass. Both scenarios acknowledge the existing businesses on Great South Rd and attempt to provide the best outcomes for the community.

The first scenario sees GSR as the existing heart of Pōkeno town centre, and intends to strengthen it by detuning the prevalence of cars and traffic and enhancing the amenity for people. It envisions an attractive and vibrant retail strip, with public amenity and facilities directly facing on the street and attracting more activities to the centre. By providing a heavy traffic bypass around the centre (Selby/Albert St bypass being specifically designed to accommodate heavy vehicles), GSR can be redeveloped as a slow speed environment and even offers potential opportunities to close the street completely to traffic for events, giving the central space back to the community.

The second scenario creates a new destination for the community at 10 Market St, locating a new hub with community hall, library and other public amenity such as potential playspace, seating and canopies away from the busy GSR. It makes the most out of the land owned by

council and offer opportunities to focus on Marlborough and Market St for enhanced pedestrian environment and privileged retail frontage channeling future growth south of the existing town centre. This scenario also explores the opportunity to reroute the buses through the Transport Hub site at the southern end of Market St, providing extra carparking spaces that could be used for park'n'ride or to service the Community Hub (library).

Elements present in both scenarios and expected to be part of the final Town Centre Plan.

- Heavy vehicle bypass from Selby St to GSR to free the centre from heavy vehicle movement
- Undertake discussions with the owners of the truck stop to enable the shift of the site's vehicle access to Cambridge Street, allowing the operation of the truck stop while removing heavy vehicle manoeuvres on GSR
- Realign GSR and Pōkeno Rd intersection + signalise. Develop the extra land on the corner site
- Close slip lane behind the Cenotaph to integrate it into the public space.
- Address activities that impact negatively on the pedestrian environment.
- Continuous footpaths running down the length of both streets.
- Pedestrian and cycle path on Market St. linking future connections across Express way and rail.

Legend.

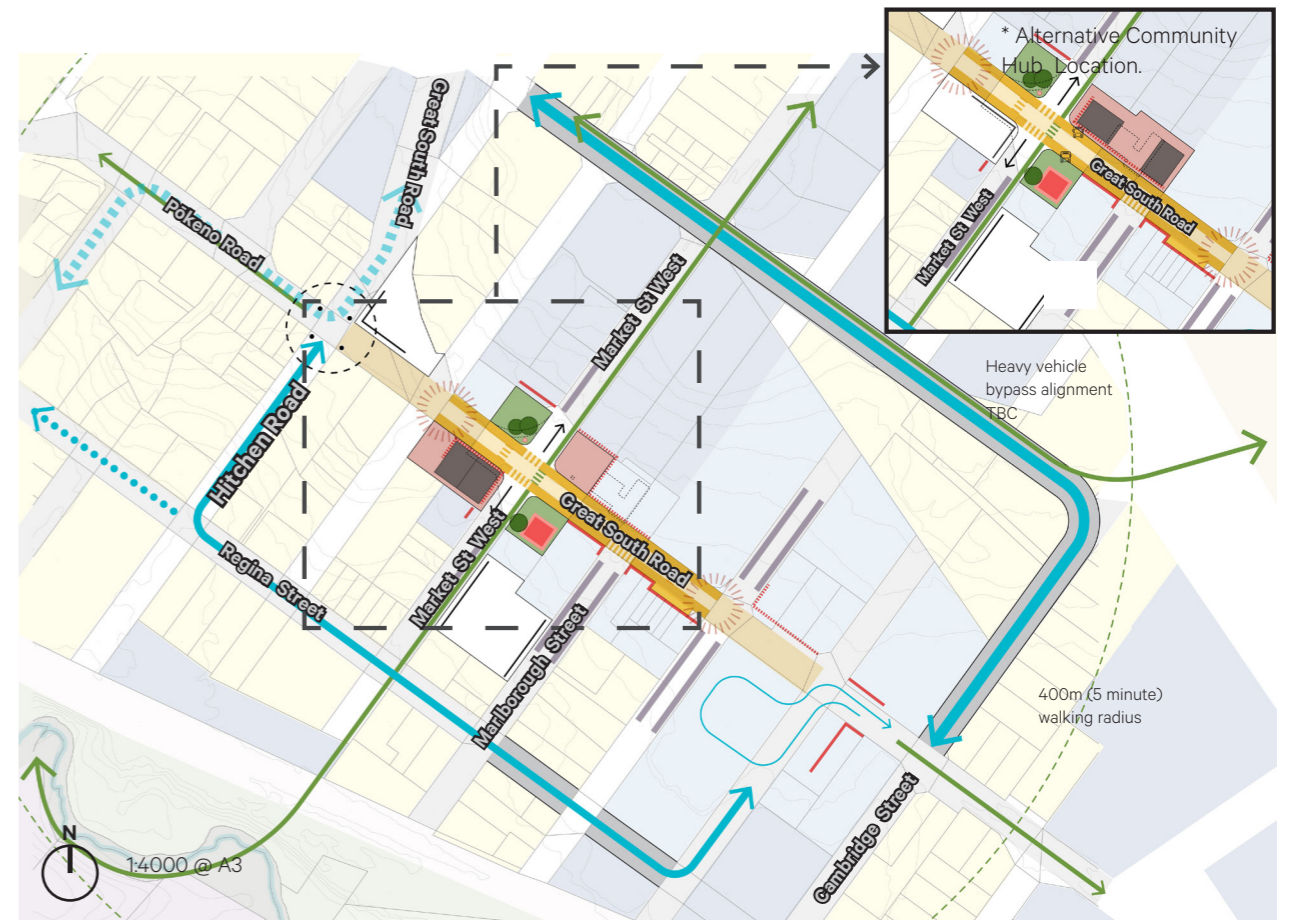
- Heavy vehicle bypass (medium term)
- Heavy vehicle bypass (interim)
- Traffic bypass
- Traffic bypass - option to direct traffic on existing Regina St.
- Pedestrian & cycle connections
- On street parking

Legend.

- Active edges (existing)
- Active edges (future)
- Key built edges
- Community Hub
- High amenity street environment
- Town Centre Gateways

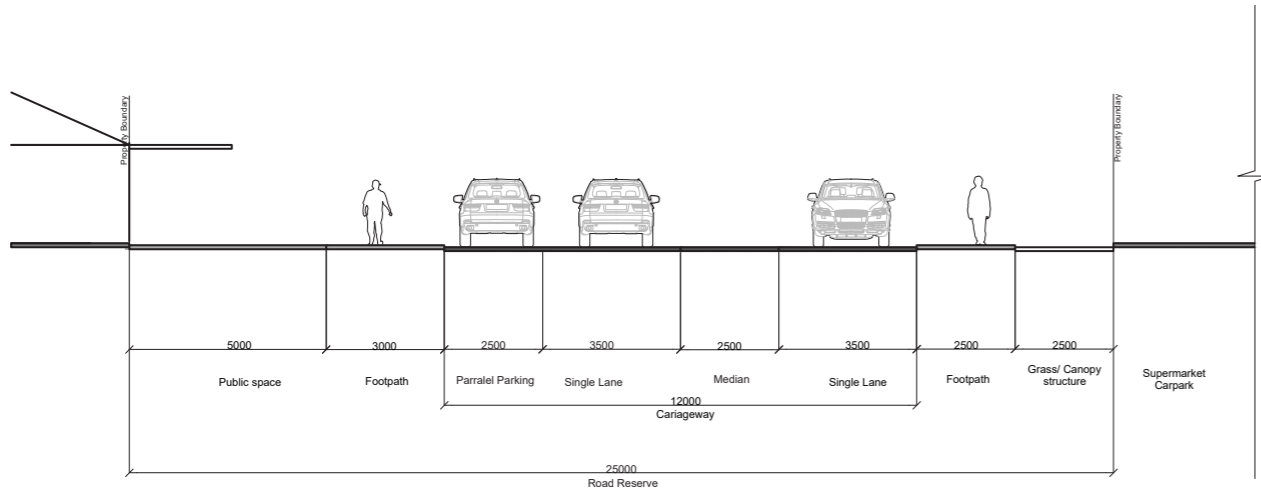
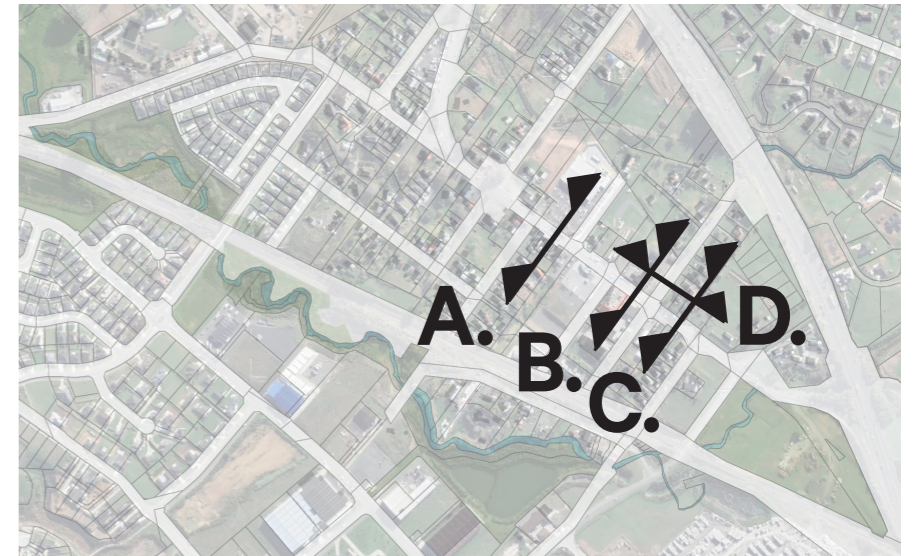
Legend.

- Bus Stop
- Signalised intersection
- Existing Trees to be retained



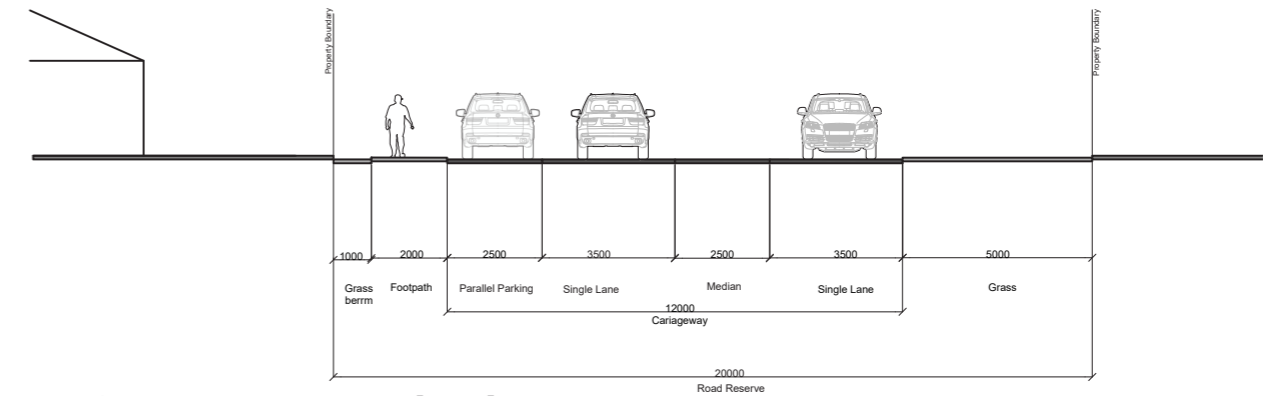
Indicative Existing Cross Sections.

Disclaimer: indicative cross-sections only based on measurements from aerial photograph



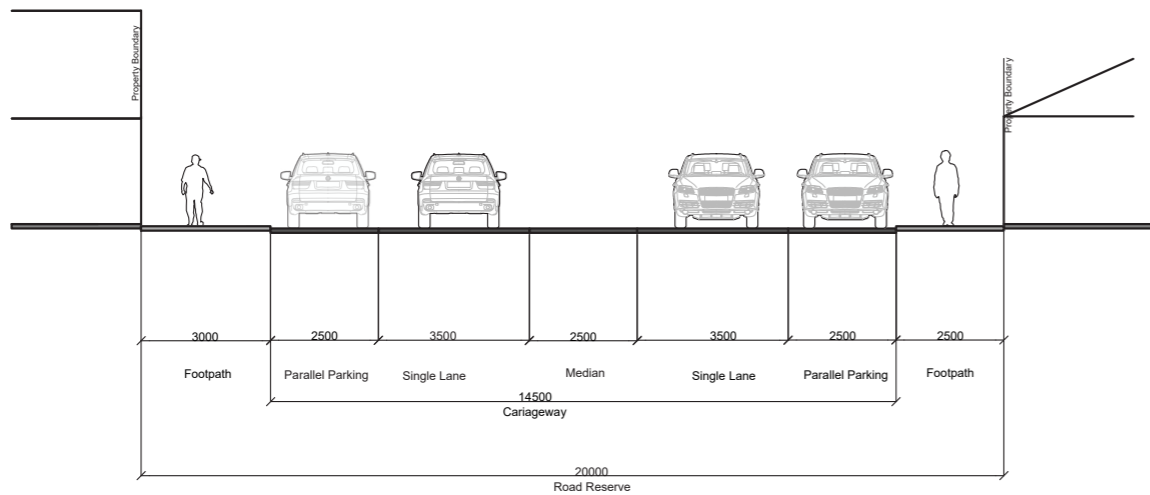
Section A - Great South Rd.

1:100 @ A1 / 1:200 @ A3



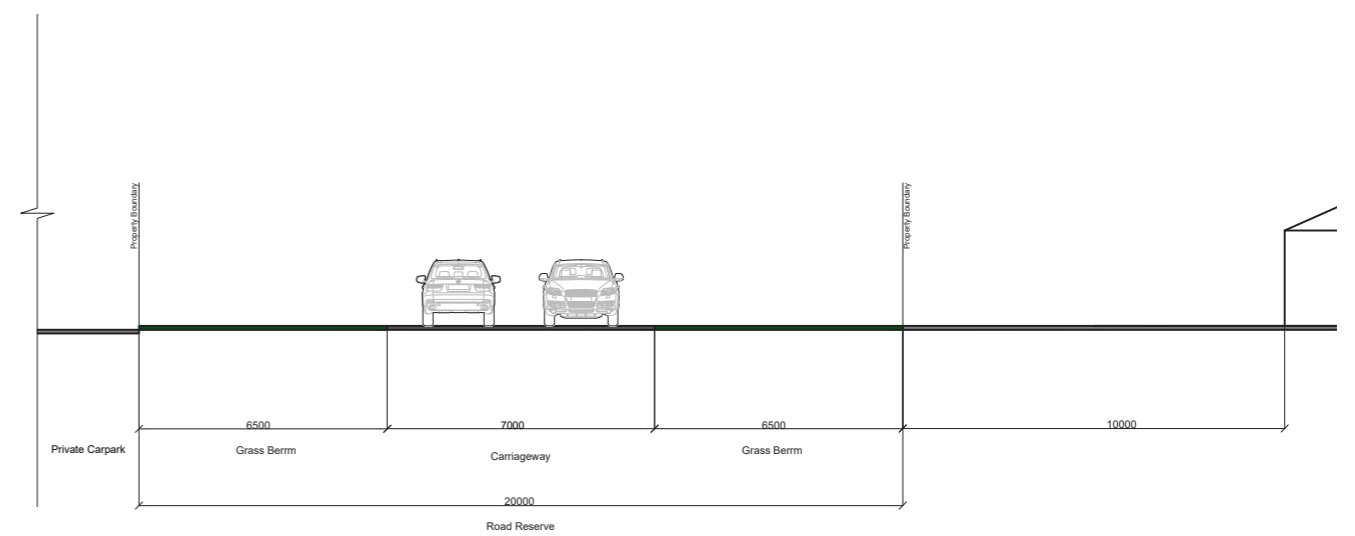
Section C - Great South Rd.

1:100 @ A1 / 1:200 @ A3



Section B - Great South Rd.

1:100 @ A1 / 1:200 @ A3

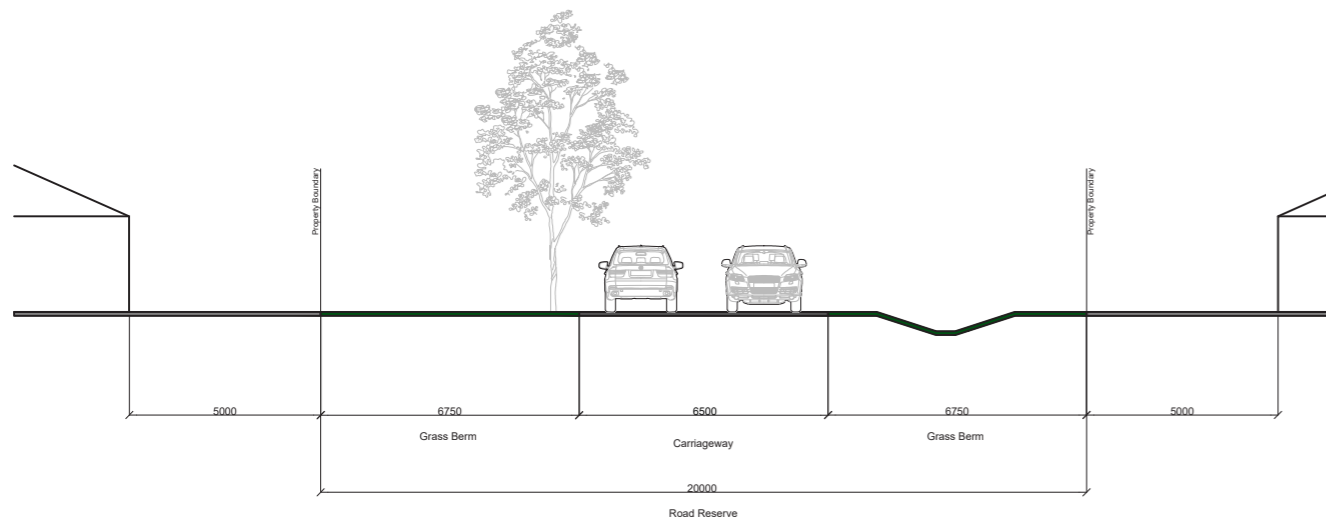
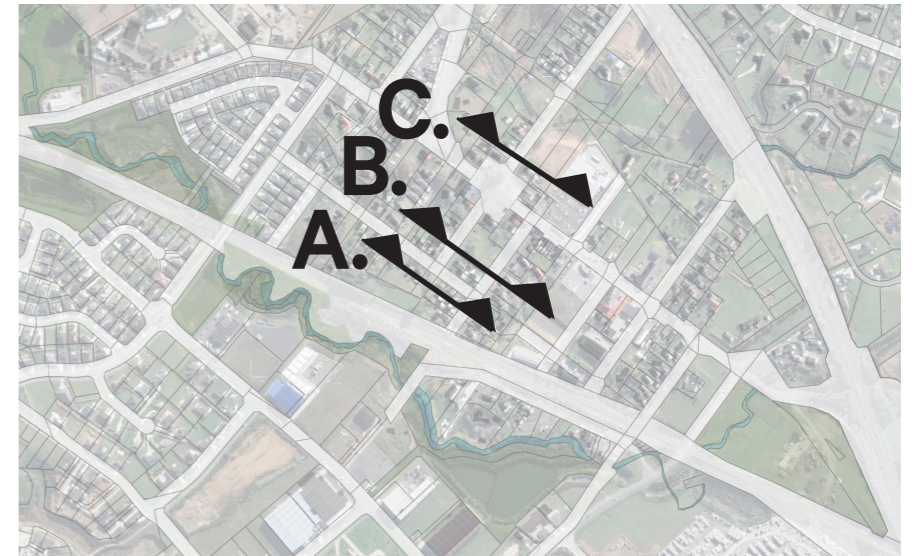


Section D - Selby Street.

1:100 @ A1 / 1:200 @ A3

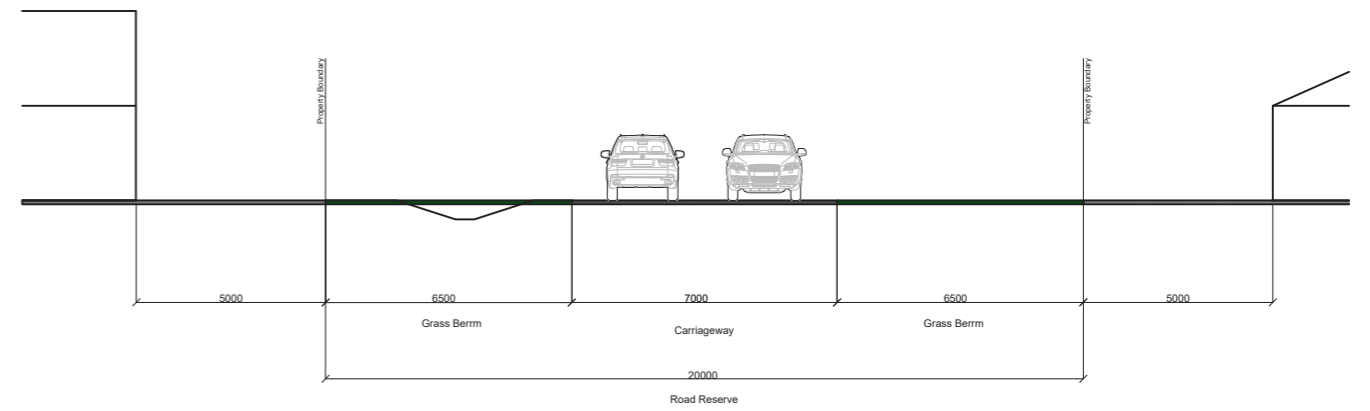
Indicative Existing Cross Sections.

Disclaimer: indicative cross-sections only based on measurements from aerial photograph



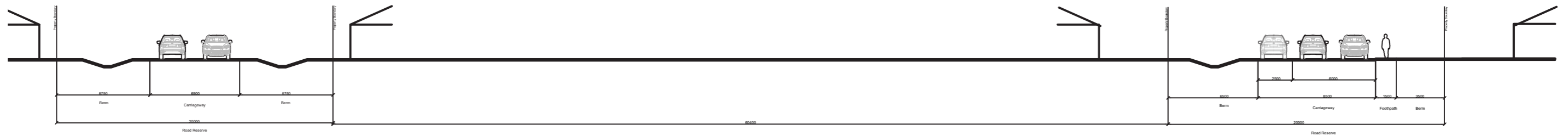
Section A - Market Street.

1:100 @ A1 / 1:200 @ A3



Section C - Market Street.

1:100 @ A1 / 1:200 @ A3



Section B - Market and Marlborough Street.

1:150 @ A1 / 1:300 @ A3

**Land.
People.
Culture.
Isthmus.**

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