



Vision

Pokeno will attract a significant share of population growth and is likely to develop and function more like a town by 2051. Pokeno presents an opportunity for significant new residential, recreational, commercial and industrial activities, given its proximity to State Highways 1 and 2 and railway. Development of Pokeno is an opportunity to redesign in an integrated manner, combining all the necessary features for an attractive and functional village. It is expected that a comprehensive master plan for Pokeno will address features of a complete, self contained town - work, live, play and the infrastructure required to support it.

Pokeno



7.6 Overall role and function

Pokeno is currently the fifth largest village in Franklin. With 585 current residents, it accounts for 1% of Franklin's total population. The settlement is located on the historical main route between Hamilton with Auckland. In the mid 1990's the upgrading of State Highway 1 created a bypass for Pokeno which had a significant impact on the village, through the removal of large volumes of through traffic. Pokeno has immediate access to the key strategic State Highway 1 route between Auckland and Hamilton, as well as good access to State Highway 2 leading to the Bay of Plenty, the Coromandel Peninsula and East Waikato. Pokeno's accessibility sets it apart from other settlements in Franklin thus providing a distinct advantage over other locations in terms of attractiveness for further development and integration with major transport networks.

Pokeno is estimated to grow to nine times its current size by 2051 (2004-2051 growth @ 893%). It is likely that Pokeno will be attractive for people and businesses wanting to locate in a serviced village environment with close proximity to jobs, retail and household services, community facilities with good access to Auckland, Hamilton and Tauranga.

At present, Pokeno lacks the population to support the economic viability of its central retail area and is not sustainable. The location of the consented future quarry near to Pokeno provides an opportunity for complementary industrial uses to be accommodated. In order to revitalise the town, further population, commercial, retail and public open space is required to create a bigger but more sustainable village. The revitalisation and growth of Pokeno will focus development around its centre in order to contain activities and create an identifiable village centre. Pokeno is an opportunity to fully integrate land use and transport with a walkable centre and transport options.

The redoubt to the south of the village is a landmark of the early land wars. Within the town itself, there are a few iconic buildings and activities that attract visitors. Pokeno was established as an early settlement to service the rural area. However, the overall sense of identity needs to be strengthened as the poor streetscape and limited landscaping which have resulted from a down-turn since State Highway 1 was re-routed out of the mainstreet. With growth comes the opportunity to revitalize the town centre and build on the unique local character.

Detailed structure plans are being carried out, therefore this section of the District Growth Strategy addressing Pokeno establishes guiding principles to be considered and incorporated. In order to allow best practice outcomes, principles have been provided as opposed to prescribed outcomes. Consultation still needs to be undertaken to determine the extent and design of the village. The aerial map indicates the recommended extent of Pokeno's study area including the land identified by the Franklin Rural Plan Change 14 but does not necessarily indicate the extent of urban development. An inner dashed line represents an area for closer consideration for urban activities. Due to severance of the community, the eastern side of State Highway 1 is not appropriate for residential development but should be considered for environmental restoration.

Character Areas

Pokeno Village Centre

Pokeno's village centre is overlaid on a grid pattern along the main street. Without a population to support local retail, the economic viability of the centre will continue to flounder. The opportunity to redevelop the village centre should take into account the existing urban structure of adjoining areas, and endeavour to revitalise the village centre.

Pokeno North West

Bound by State Highway 1 to the east, the area in the north-west, (identified as the North Pokeno Special Structure Plan Area) has isolated pockets of vegetation along dissecting gullies. Rural activities occupy the surrounding fringe and create a backdrop to the village.

Pokeno South

The future quarry site has been identified and consented. This area will require buffering to mitigate possible reverse sensitivity issues. The area to the east of State Highway 1 has been identified for countryside living in the Rural Plan Change, based on physical constraints such as drainage and its separation from the existing settlement.

Pokeno West

North facing land well suited for residential purposes. Historically this land was identified for residential development.

Strengths

- Large area of potential business land located adjacent to quarry
- Ease of access to State Highways 1 and 2
- Located on the Hamilton-Auckland rail line with potential for a new station
- 'Village' living environment
- Relatively low property values
- Opportunity for development and re-development

Challenges

- Small population base
- Limited retail and service sector
- Currently economically unsustainable
- Limited variety in living environment
- Proximity to retail and service sector growth in Tuakau
- Loss of productive rural land to low / non-productive residential uses
- Potential location of quarry may produce reverse sensitivity issues

7.6.1 Live



- Pokeno currently has a population of 585 people (as at 2004)
- This is projected to increase substantially to 2,500 people by 2021.
- By 2051, Pokeno's population is projected to reach 5,200+ people. Given the comprehensive plan for Pokeno, the rate of population growth may be more rapid than anticipated by this Growth Strategy.
- Taking into account anticipated changes in demographics and household occupancy consistent with New Zealand-wide trends, the population will be accommodated in 2,060 households.

Principles:

1. Residential development offering a greater intensity of development toward the village centre. Intensification is encouraged to ensure efficient use of resources and vitality around the proposed village centre and neighbourhood centres.
2. Achieve average densities of greater than 10 dwellings / hectare.
3. Provision of affordable housing and a range of housing choices.
4. Avoid potential reverse sensitivity issues through careful location of residential development with regard to the proposed quarry and future business land.
5. Design residential neighbourhoods around 5minute and 10minute walking catchments, with a comprehensive cycling network.
6. Retain characteristics that contribute to the character of Pokeno. This may include historical features or locations.
7. Incorporate principles of crime prevention through environmental design (CPTED)

7.6.2 Work

Business Activity

Pokeno will become the fifth largest employment hub, falling just behind Glenbrook in employment terms, with 230 jobs fewer. Pokeno will grow by 1,070 jobs by 2051, reaching a total of 290 jobs. Unlike the other key settlements, the majority of Pokeno's growth will occur from expansion of existing activity and clustering of activity with significant greenfield land requirements and need for good transport access to State Highways 1 and 2. Given Pokeno's location central to the North Island markets and excellent State Highway access, there is likely to be substantial latent demand for business to relocate there. The key sectors experiencing high growth in employment terms will be:

- Manufacturing (2004-2051 growth of 410 jobs), reaching 510 jobs
- Construction (2004-2051 growth of 240 jobs), reaching 250 jobs.
- Retail trade (2004-2051 growth of 160 jobs), reaching 230 jobs
- Education (2004-2051 growth of 110 jobs), reaching 120 jobs.

Economic growth will also occur as population grows. Pokeno's future employment profiles project high employment in the primary and secondary sectors of agriculture and horticulture, mining and manufacturing. A significant employment generator will be

the quarry if established. Other appropriate businesses include supporting industries and business sectors looking for locations on key transportation corridors including both road and rail.

Business Land Allocation

Given the anticipated population and therefore employment growth, Pokeno will require an additional 5 hectares of business zoned land by 2021, with a further 13 hectares of business zoned land by 2051. By 2051, 61% of employment will be in Group 1 sectors (sectors that require more land than more intensive uses) and a further 37% will be in Group 2 sectors. Further land may be required depending on the nature of the industry and whether it is land intensive. Given Franklin's responsibilities to the Auckland Regional Business Land Strategy, there may be strategic reasons why additional business land is provided over and above the 18 hectares identified.

Principles:

8. Provide for a mix of business / industrial / commercial land uses
9. Provide mixed use development (eg retail / residential)
10. Provide a clear hierarchy of retail development including town centre and neighbourhood centres.
11. Achieve good quality design of business areas, for example good including landscaping and building on Pokeno's character.
12. Ensure compatibility of adjacent uses.
13. Cluster retail activity and residential development in the heart of the village strengthening the existing structure of the village centre.
14. Ensure efficient use of business land

7.6.3 Play

Pokeno will become a key service centre supporting a fast growing residential environment. Its public open spaces and recreational facilities which are currently isolated from the town centre, will need to be connected or re-located to be accessible and safe for the growing community.

Given the expected growth of 5,200 by 2051, there is an opportunity to create public open space to encourage physical activity and healthy lifestyle choices, provide a sense of community safety, and assist in crime prevention.

Principles:

15. Key elements of future planning, such as streets, parks, reserves, and footpaths should be designed so they are attractive, well used, well supervised and easily maintained.
16. Design stormwater management corridors and ponds for multi-use public open space such as passive recreation.
17. Develop parks as integral parts of Neighbourhood Areas, linking with walking



and cycling networks wherever feasible to facilities such as the schools, town and neighbourhood centres and recreational facilities.

18. Ensure the open space system is integrated with public transport networks.
19. Design the open space system to be continuous and connect the town centre with both new residential and surrounding rural areas, the proposed Waikato River Rural Trail and the Te Araroa National Walkway.
20. Provide a range of public open space facilities including organised sportsfields, neighbourhood parks, and passive recreation facilities.
21. Use existing natural features such as native bush, viewshafts, and waterways in designing public open space.
22. Identify opportunities for environmental restoration, particularly on the eastern side of State Highway 1.

7.6.4 Infrastructure

Transport Planning

Proximity to SH1 and thus access to Manukau and Auckland to the north and Hamilton to the south, is clearly a significant feature of the proposed development of Pokeno. SH1 has spare capacity at this point in the network. The well-documented capacity constraints which arise on SH1 during peak periods are located further north outside Franklin District at Drury and northwards. This level of accessibility is further supplemented by the proximity of SH2 which links to destinations such as the Bay of Plenty, the Coromandel Peninsula and the east Waikato.

It is expected that the existing local road network will have the capacity to absorb the traffic increases associated with development of Pokeno. Given the proximity of the Waikato expressway, SH1, and the on and off-ramps, Pokeno can be planned and designed in a way that does not compromise the efficiency and safety of the State highway network.

Prior to the new quarry establishing, assessment and planning for heavy vehicle traffic should be undertaken so that the effects of the traffic on village centre and residential areas are minimised. The design of local roads will need to establish an efficient means of distributing this traffic away from the main centre of the town and away from residential areas. A link between the quarry and the State highway that passes to the south of the town centre is preferable.

The expanded village centre will require and benefit from an integrated urban design and traffic management scheme. This should be planned so that traffic management measures can be installed at an early stage. The main street of Pokeno will need traffic management measures introduced. These should include parking provisions and safety measures such as pedestrian facilities and speed control at key points. Within the village centre, traffic management could also be used to promote a sense of place in conjunction with streetscaping.

A key element of Pokeno's development is potential to develop a rail-based public transport service between Pokeno and Pukekohe, Papakura, Manukau and south and central Auckland, which would be well aligned with the principles of sustainable transport.

Principles:

23. Plan the network of local roads to distribute heavy traffic away from the main centre of the town and away from residential areas.
24. Design and integrate a local bus route, bus stops and station into the village plan.
24. Ensure good connectivity of local roads walking and cycling networks
25. Integrate features of public transport, particularly a new rail station into the planning and development of Pokeno.
26. Use traffic management principles in conjunction with quality urban design principles to create an attractive and functional town.

Three Waters Infrastructure

The planning and implementation of development requires all three (urban) waters (water supply, wastewater, stormwater) to be in accordance with a district wide 'Integrated Three Waters Future Guidelines and Practices' document. This approach is outlined in the Infrastructure section of Part 6 of the DGS.

Pokeno Water Supply

For the substantial growth projected for Pokeno, a new reticulated water supply system will be required. Initial investigations show that there are three generic options for the provision of a potable water supply. These are:

1. A potable water supply connection from the Watercare Services Ltd Waikato pipeline, approvals permitting.
2. A new water supply abstraction from the Waikato River, along with an associated water treatment plant.
3. Convey potable water from the Tuakau area if an expanded Pukekohe system was extended to Tuakau. In this option there would be compatibility in the provision of pipelines for both water supply and wastewater connecting Pokeno and Tuakau.

Introduction of features such as household rainwater tanks, and certain household plumbing requirements that would have the effect to reduce the Council's potable water supply demands are to be encouraged. Consideration should be given to separating grey water and reducing treatment costs.

Pokeno Wastewater

A reticulated wastewater system is needed for the growth projections for Pokeno.

Detailed investigations of alternatives are accordingly necessary. There are two generic options



1. The first option that could be both economic and compatible with the overall district development would involve conveyance of untreated wastewater to an expanded Tuakau wastewater treatment and discharged / reuse system.
2. A stand-alone treatment and discharge / reuse system could be implemented.

The provision of infrastructure and the timing of new development should be coordinated so that infrastructure accompanies development. The capacity of infrastructure within existing residential areas and proposed areas should be investigated to ensure the capacity of infrastructure is sufficient to accommodate new growth. Infrastructure needs to be investigated, with particular regard to relationship with Tuakau. Mechanisms should be used where possible to reduce waste and therefore reduce the load and cost of the wastewater system.

Pokeno Stormwater

Expand existing network and install new stormwater system incorporating as far as possible low impact stormwater design procedures to minimise the need to collect, treat and dispose of stormwater. The overall approach should be consistent with a future Integrated Catchment Management Plan (ICMP).

Incorporated in the design of Pokeno should be sustainable stormwater features such as enhanced use of ground soakage techniques, reduction in impervious surfaces and use of natural ecosystem treatment methods such as grass swales, pond and wetlands.

Schools

Pokeno currently has one primary school servicing the local and wider rural community, and is sited along a key collector road. The projected population growth for Pokeno in 2051 indicates at least one additional primary school and one secondary school will be required. Further analysis of future child numbers and ages needs to be undertaken.

