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| <b>54.19 KINGSEAT STRUCTURE PLAN AREA</b> |
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**54.19.1 Context**

The adopted Kingseat Structure Plan sets out a vision for the Kingseat Structure Plan Area which is based on Council's aspirations, consultation feedback and technical studies which, in combination, provide a comprehensive framework for the growth of the town.

Kingseat has many distinctive characteristics, such as its proximity to the coastal edge and accessibility to the Manukau Harbour, and a rural hinterland that supports a growing equine sector and farming. The site and area has a long association with, and is of historic heritage importance to Tangata Whenua.

The Kingseat Structure Plan seeks to embrace these characteristics, whilst planning for Kingseat to grow in a manner that is consistent with the overall vision for Kingseat that seeks to promote:

- A town which services its own population as well as its rural hinterland;
- A consolidated town with sufficient critical mass to support adequate and efficient infrastructure and communal facilities;
- A centre for equine facilities and activities;
- A high quality built and natural environment which recognises and reinforces its distinctive sense of place, including its historic heritage and cultural setting and the importance of the location to Tangata Whenua of the area.

The Kingseat Structure Plan Document provides the following six principles to guide growth at, and to achieve the vision for, Kingseat:

1. Urban growth at Kingseat should be compact, contained and promote Water Sensitive Design and the existing settlement of Kingseat should remain the focus of the 'future' town of Kingseat;
2. Kingseat should be a liveable place that offers a wide variety of lifestyle choices within an attractive environment;
3. Kingseat should recognise and enhance its unique character historic heritage and sense of place;
4. Kingseat should have a vibrant and sustainable town centre;
5. Kingseat should have a connected open space network which provides both active and passive recreational opportunities for all members of the community;
6. Kingseat should be accessible and walkable, with a legible movement network.

The provisions of this section of the PLAN are intended to apply these principles.

**54.19.2 Issues, Objectives, Policies and Expected Environmental Results**

In addition to the objectives and policies of the respective zones contained within the Kingseat Structure Plan Area and those of the PLAN, six resource management issues of particular relevance to growth at Kingseat have been identified. These are set out below, together with the objectives, policies, and a summary of methods that have been adopted to manage these issues.

**54.19.2.1 Accommodating Growth in a Compact and Contained Urban Form**

## 1. Issue

It is anticipated that the population of Franklin District will increase to 108,000 by 2051. The Kingseat Structure Plan Area is one of a limited number of strategic locations that have been identified by the Franklin District Growth Strategy 2007 as appropriate to accommodate a proportion of population growth within the District. The uncontrolled and ad hoc development of land within and outside the Kingseat Structure Plan Area has the potential to undermine the vision for and sustainable growth at Kingseat, and to adversely affect rural production and rural/coastal character, amenity, natural values and cultural values. It is also likely to undermine the coordinated and efficient provision of infrastructure.

In addition, development at lower densities has the potential to undermine the objective of containing growth in a compact and contained manner.

## 2. Objective

To achieve subdivision and development within the Kingseat Structure Plan Area which:

- a) accommodates its share of the District's projected population growth;
- b) maintains a compact and contained urban form;
- c) maintains legible urban boundaries with the Rural and Coastal Zones and Management Area boundaries.
- d) maintains a compact and contained walkable town centre;
- e) maintains the quality, function and integrity of the adjoining rural environment;
- f) maintains and enhances the natural values, character and cultural significance of the adjoining coastal environment;
- g) recognises and enhances the significant heritage, environmental and cultural values of the former Kingseat Hospital site;
- h) makes provision for a choice of living environments, retail, commercial, social and community facilities and employment opportunities, while ensuring the key functions and role, including the development of the town centre, and its commercial and retail activities;
- i) provides for a range of residential densities that supports the development of an integrated multimodal (private vehicles, public transport, walking, cycling) transport system;
- j) enables growth to occur in a manner that promotes a sustainable and self-sufficient town that provides for the social, cultural and economic well-being of its residents, and the wider catchment;
- k) is accompanied by the coordinated provision of infrastructure;
- l) adopt Water Sensitive Design as a core development approach to maintain and enhance the existing stream systems and natural drainage functions.

## 3. Policy

Subdivision and development should:

- a) be significantly in accordance with the Kingseat Structure Plan Map (refer Appendix 54.19A) and other relevant planning maps.

- b) be contained within the area identified on the Kingseat Structure Plan Map for the development and expansion of Kingseat (i.e. within the Kingseat Structure Plan Area). Urban development should not occur outside of the Kingseat Structure Plan Area. Rural and coastal areas outside of Kingseat should be maintained and a clear demarcation between urban and rural Kingseat should be maintained.
- c) be of a density, design and type that is consistent with the District's objectives of accommodating population growth and integrating land use and transport to support a multimodal transport system.
- d) provide opportunities for a range of residential environments, retail, commercial, recreational, social and community facilities and services, and employment.
- e) provide a rural service town with a range of activities and facilities to support the surrounding rural and coastal areas and villages, while ensuring the key functions and role, including the development of the town centre, and its commercial and retail activities.
- f) enable the development of education facilities in an integrated manner.
- g) provide appropriate infrastructure to support the anticipated development opportunities available within the Kingseat Structure Plan Area, in a coordinated and integrated manner to service the needs of an urban area. Such infrastructure shall be in advance of, or concurrent with, a resource consent for subdivision and development, provided that resource consent for the reticulated and treated wastewater disposal has been granted and any required resource consents for stormwater discharge have been granted, and:
  - I. Resource consents for subdivision and development should not be granted until such time as all necessary planning approvals for public reticulated wastewater disposal and water supply and water treatment, and infrastructure have been obtained. The development of self-servicing lots or temporary infrastructure for wastewater may not be appropriate and should be avoided. All lots should be connected to a public reticulated wastewater and water supply system and large self-serviced individual lots shall be avoided. These constraints are intended to ensure the sustainable provision of infrastructure, enable the development of a wastewater treatment and disposal system and water supply and water treatment system, avoid the development of multiple small-scale wastewater treatment and disposal systems or water supply and water treatment systems, and avoid direct discharge to waterways and harbour, and to minimise the full life cycle costs of the assets. All required planning approvals shall be obtained for the preferred option for infrastructure for wastewater treatment and disposal, water supply and water treatment, and stormwater, prior to the approval of resource consents for subdivision and development, to ensure that approved infrastructure will be developed. (Note: The wastewater treatment and water treatment facilities require consent as a discretionary activity pursuant to Rule 15.1.2.8 of the District Plan. Resource consent is also required pursuant to relevant rules of the Regional Land, Air and Water Plan. The preferred option for wastewater treatment and disposal, water supply and water treatment, shall be designed and constructed to appropriate standards).
  - II. Incorporate Water Sensitive Design by managing stormwater runoff either at source through on-site devices or by a a treatment train approach that includes primary treatment and retention on-site; and detention and secondary treatment by a downstream catchment-wide device(s) with controlled dispersal to the receiving environment. Within the Residential large lot overlay stormwater runoff shall be managed entirely on-site because sufficient space is available.
- h) make provision for recreation reserves, and contribute toward the provision of social infrastructure (community facilities) through financial or development contributions.

- i) Provide for the co-ordinated upgrade of public roading infrastructure within the structure plan area so that such upgrades occur either before or concurrent with development.

#### 4. Explanation

Kingseat is one of a limited number of strategic locations that have been identified as appropriate for growth in Franklin District. In addition, Kingseat has the potential to accommodate a range of retail and commercial (business and light industrial) activities to serve the town and the wider northern central coastal area of the District. These services will also provide employment opportunities, allowing residents to both live and work in the town.

It is important that growth occurs at Kingseat in a manner that promotes, and does not undermine the strategic role of Kingseat as a town serving its rural hinterland, and that the Industrial zone, mixed use and overlay areas do not undermine the development, role, function and vitality of the town centre.

A range of densities and disposition of activities is illustrated on the Kingseat Structure Plan Map to accommodate growth in a manner that maintains and respects the distinctive rural and coastal character of Kingseat and its environs (refer Appendix 54.19A).

The Kingseat Structure Plan Map sets out the majority of the structural elements envisaged for Kingseat, including key *indicative* roading and open space networks and main land uses.

In addition, Planning Map 105F identifies special controls, anticipated dwelling numbers and neighbourhood park requirements.

Subdivision and development will need to provide appropriate infrastructure in a timely and coordinated manner. It is essential that growth and infrastructure keep pace with each other, so that development rights and resource consents are considered in light of available or planned infrastructure. With respect to wastewater treatment and disposal, the Council requires certainty that this infrastructure has been consented and can be appropriately developed.

Managing stormwater runoff at source through on-site stormwater devices reduces the requirements for catchment-wide stormwater devices prior to discharge to the receiving environment. Where it is not practicable to manage stormwater runoff entirely on-site then it is appropriate to implement a treatment train approach by utilising a combination of on-site devices at source and catchment-wide devices to achieve retention, detention and treatment. Prior to subdivision and development a Stormwater Management Plan for the sub-catchment should be prepared and approved to achieve a comprehensive and integrated approach to stormwater management.

The Council reserves the right to decline applications for subdivision, development and non-complying activities on the basis of inadequate infrastructure or being otherwise premature in terms of growth being ahead of planned infrastructure (including the funding of infrastructure). Self servicing lots or interim or temporary infrastructure is generally not appropriate and consent may not be granted for such subdivision and development. Low density self servicing lots for water and wastewater shall be avoided as they will make the establishment of water and wastewater infrastructure difficult.

The location of infrastructure, including water supply, wastewater treatment and stormwater management, will require specific investigation, consideration of the best practical option and approval by Council. Technical reports submitted with the Structure Plan acknowledge that provision is feasible. However, significant additional work will be required to determine the most appropriate form of reticulated infrastructure, treatment and disposal for this to be approved by Council and receive resource consent. There are currently no urban-scale services in Kingseat. These will need to be developed by landowners and developers in an integrated and coordinated manner, sized to the anticipated growth of Kingseat (which may include staged components) and be vested. Council will require that infrastructure provision also be based on consideration of the full life cycle costs of the asset to the community of its management and maintenance. A Stormwater Management Plan is required to be consistent with the stormwater management approach and identify all catchment-wide stormwater management devices to be vested.

With respect to roading infrastructure it is unlikely that Auckland Transport will have funding for the required public road upgrades to align with the expected development timeframes for the area. These upgrades will include widening of the sealed carriageway on roads within the structure plan area, new or widened footpaths, installation of kerb and channel, street tree planting, traffic calming measures and new vehicle crossings. Funding of these upgrades will therefore need to involve greater contributions from landowners and it is anticipated that such landowners will need to enter into development agreements with Auckland Transport or provide the physical roading works themselves. The structure plan includes rules to ensure that development cannot precede the upgrade of the adjoining public roads.

At the time of subdivision and/or development (in all zones), all applications will be assessed (among other things) with regard to the extent to which they are in general accordance with the Kingseat Structure Plan Map and relevant planning maps. In particular, the expectation is that subdivision proposals will achieve the structural elements that are identified on the Kingseat Structure Plan Map and relevant planning maps.

## **5. Methods**

The following methods have been adopted to implement this policy:

- a) Structure Plan Map
- b) Planning Maps
- c) Zoning
- d) Subdivision Rules and Assessment Criteria
- e) Land Use Rules and Assessment Criteria
- f) Design Assessment Criteria
- g) Financial or Development Contributions, or Development Agreement(s)

### **54.19.2.2 Environmental Constraints**

#### **1. Issues**

Urban development can give rise to adverse effects on the environment. These can include loss of vegetation and habitats, visual and landscape effects, adverse effects on water quality through sediment discharges during the development process and through pollutant run-off from impervious surfaces arising from development, adverse effects on stream morphology and function through increased runoff volumes arising from development, and impacts upon cultural heritage values that relate to the protection of the coastal environment, Whatapaka Creek and Manukau Harbour, and existing streams.

The Kingseat Structure Plan Area contains some locally and culturally significant areas, vegetation and streams, which are sensitive to development and warrant protection and/or enhancement, including the Whatapaka Inlet of the Manukau Harbour. The potential adverse effects of development on identified features, including the coastal environment, should be carefully managed and/or avoided.

Urbanisation of rural land adjacent to the coastal edge has the potential to create adverse effects on the character and ecology of the coastal and marine environments and impact upon the cultural heritage values of this environment. At the same time, there is potential for future development to enhance the existing vegetation, streams and the coastal environment within the Kingseat Structure Plan Area, and avoid undermining the cultural values of this environment, through promoting the revegetation of the harbour edge; introducing open space elements to the urban form of Kingseat

promoting the enhancement of ecological values, and restoration of degraded ecosystems (including the daylighting of previously piped sections of permanent streams) and the provision of public access that avoids direct access to the foreshore while promoting overall accessibility.

## 2. Objective

To achieve subdivision and development which:

- a) maintains locally significant vegetation, and maintains and or enhances water quality and permanent and intermittent streams and their riparian margins.
- b) maintains and enhances significant ecological and landscape values, and maintains and enhances the significant coastal environment of the Whatapaka Inlet of the Manukau Harbour.
- c) manages stormwater and wastewater appropriately for the type, location and extent of development and that recognises the cultural heritage values of the coastal and stream environment.
- d) Manages stormwater runoff by implementing a Water Sensitive Design approach that includes minimising overall impervious coverage, a treatment train approach, avoids concentrated point discharges and contaminants discharging into the receiving environment, and retaining natural overland flow paths and stream functions for the management of runoff volumes, and treatment train systems.

## 3. Policy

Subdivision and development should avoid, remedy or mitigate any adverse effects of urban development by:

- a) implementing the recommendations of approved Stormwater Management Plan(s) (which will include analysis of best, most practical options) and an approved Stormwater Discharge Consent;
- b) establishing open space, stormwater reserves, approved stormwater infrastructure (quality and detention) and approved wastewater infrastructure, in an appropriate and timely manner, cognisant of:
  - i. the full life cycle costs of the asset;
  - ii. the need to establish approved Water Sensitive Design stormwater solutions to limit the number, scale and maintenance requirements of stormwater infrastructure; and
  - iii. the need to establish approved stormwater infrastructure in an integrated and coordinated manner based on catchments rather than landholdings, while also accepting the role of individual lots and public places in effective stormwater management.
  - iv. the need to avoid direct discharges from stormwater and from wastewater treatment to streams and the Whatapaka Creek and Manukau Harbour.
  - v. the need to ensure that the discharge of treated wastewater from the Kingseat Structure Plan area occurs in an environmentally and culturally sensitive way and which is characterised by:
    - a) One public wastewater treatment plant (membrane bioreactor or similar) which treats wastewater to a high standard;

- b) Avoidance of any discharge of treated wastewater directly, or by overland flow, into the Tangata Whenua Management Area associated with the Whatapaka Creek;
  - c) Any direct discharge of treated wastewater from the Kingseat Structure Plan area outside the Tangata Whenua Management Area associated with the Whatapaka Creek having no more than a de minimis adverse ecological effect on the Tangata Whenua Management Area;
  - d) Ngati Tamaoho being notified of any application to discharge wastewater collected from the Kingseat Structure Plan area.
- vi. On-site management and the use of communal devices or facilities to reduce stormwater contaminants, volumes and peak flows and minimise adverse effects, focussing in particular on:
- a) activities that have the potential to generate high contaminant concentrations and loads
  - b) managing stormwater runoff to achieve hydrological mitigation through detention and retention in areas discharging to rivers and streams;
  - c) minimising the temperature effects of stormwater discharges on rivers and streams where practicable;
  - d) providing for the management of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue;
- c) protecting, maintaining and/or enhancing significant vegetation
  - d) protecting, maintaining and enhancing all permanent and intermittent streams in the Kingseat Structure Plan Area and their riparian margins;
  - e) protecting, maintaining and/or enhancing coastal ecosystems, character and significant coastal values of the Whatapaka Inlet and Manukau Harbour including the needs of migratory birds. This includes limiting development to low density lots adjoining the coast, maintenance of setbacks and establishment of indigenous vegetation, in a manner that recognises the cultural heritage values of the coastal and stream environment;
  - f) maintaining water quality by managing earthworks to avoid siltation and sedimentation of watercourses and adjoining properties; and
  - g) appropriately managing earthworks during subdivision to avoid, as far as practicable, the need for further significant earthworks and retaining during the development of buildings, and to avoid adverse effects upon archaeological sites and areas of cultural significance.

#### 4. Explanation

There are some potential environmental constraints to future development within the Kingseat Structure Plan Area. The Kingseat Structure Plan Area contains a significant landscape feature, being the Whatapaka Inlet of the Manukau Harbour, as well as locally significant vegetation and watercourses. Development also has the potential to adversely affect water quality (and ultimately to damage downstream ecology and the Whatapaka Inlet) through sediment run-off during development and pollutant run-off from impervious surfaces, stream function through increase in run-off volumes and reduction of floodplain storage, and erosion of stream or coastal areas through concentrated point discharges.

It is also important that the cultural and historic heritage values of the Whatapaka Creek and Manukau Harbour and streams are recognised. Resource consents will be required for the proposed new wastewater treatment plant to service the Kingseat Structure Plan area. The new wastewater treatment plant and any associated discharges will be required to be considered through a separate resource consent process. This separate resource consent process will require: a comprehensive assessment of effects related to any proposed discharges including effects on tangata whenua

values; adequate consideration of alternative discharge methods and sites; and an ecological report of the effects of any discharge on the environment, including the coastal environment.

The direct discharge of treated wastewater from any new wastewater treatment plant servicing the Kingseat Structure Plan area may occur outside the existing Tangata Whenua Management Area associated with the Whatapaka Creek, provided any application for discharge resource consent is supported by an independent expert ecological assessment which concludes that the discharge is expected to have no more than de minimis adverse ecological effect on the Tangata Whenua Management Area.

The protection and enhancement of the coastal edge of the Whatapaka Inlet, significant vegetation, landforms and watercourses, will enhance the habitat (flora and fauna) and ecological values of the area.

Water quality and riparian areas will be safeguarded through the incorporation of Water Sensitive Design to be provided at the time of subdivision and development, which includes minimising impervious coverage, a treatment train approach to stormwater management, protection of permanent and intermittent streams and avoiding development within 20m of permanent and 10m of intermittent streams, careful management of development density, the use of appropriate building setbacks, and through the avoidance of unnecessary or excessive earthworks in these areas.

Infrastructure will need to be developed by landowners and developers in an integrated and coordinated manner, sized to the anticipated growth of Kingseat (which may include staged components) and based on catchments as opposed to landholdings. Council will require that infrastructure provision is also based on an assessment of best practical options and consideration of the full life cycle costs to the community of its management and maintenance, utilisation of approved water sensitive design solutions, detailed analysis of each subcatchment and an overall approach which limits the number of ponds and treatment wetlands. The policy requires that resource consent applications for waste water infrastructure and stormwater infrastructure under the Regional Plan and the District Plan will be lodged prior to, or at the same time as the first applications for subdivision and development.

## **5. Methods**

The following methods have been adopted to implement this policy;

- a) Structure Plan map
- b) Stormwater Discharge Consents and Stormwater Management Plans
- c) Zoning
- d) Subdivision Rules and Assessment Criteria
- e) Land Use Rules and Assessment Criteria
- f) Design Assessment Criteria
- g) Silt and Sediment Control Techniques
- h) Vesting of Esplanade Reserves and Drainage Reserves;

### **54.19.2.3 Existing Amenity Values and Character**

#### **1. Issue**

The Kingseat Structure Plan Area consists of the existing Kingseat settlement, the former Kingseat Hospital site and rural land around and between these areas, including land adjacent to the coastal edge. With urban growth and intensification, Kingseat's character will change.

This needs to be carefully managed to maintain and enhance important elements of the existing amenity values and character of Kingseat and its cultural and historic heritage value to Tangata Whenua.

## 2. Objective

- i. To achieve subdivision and development that maintains and/or enhances identified elements of the existing amenity values and character of Kingseat, including the former Kingseat Hospital site, the coast, and its surrounding rural environment.
- ii. To recognise and protect the character of the coastal environment.
- i. To maintain and enhance public access to and along the coastal edge, that does not compromise its historic heritage values.

## 3. Policy

- i. Subdivision and development should be designed to provide for, maintain, protect and/or enhance those elements identified on the Kingseat Structure Plan Map and relevant Planning Maps that contribute towards protecting and/or enhancing the existing amenity and character values at Kingseat. The key elements include:
  - a) The Whatapaka Inlet and the coastal edge through low density development, setbacks, appropriate management of stormwater runoff, appropriate public access, that avoids conflict with historic heritage values, enhancement planting and its protection;
  - b) Permanent and intermittent streams and their riparian margins through setbacks, public access, enhancement planting and its protection;
  - c) Significant trees and vegetation;
  - d) Significant visual elements, views and view points;
  - e) Heritage elements and sites of heritage and cultural value (including identified buildings, structures, trees, archaeological sites and areas within the former Kingseat Hospital Site and elsewhere in the Structure Plan Area).
  - f) The significant view along the tree-lined vehicle access from Kingseat Road to the former Kingseat Hospital administration building and amenity open space area.
  - g) The rural edge through low density development and setbacks, and the establishment of a Rural Trail to be vested as local purpose access.
- i. Subdivision and/or development in close proximity to the coastal edge should recognise and protect the relationship of Maori with the coastal environment, in particular adverse effects on wahi tapu and other taonga.
- ii. Public access to and along the coast should be maintained and enhanced, and designed and located so as not to compromise historic heritage values, including archaeological sites, or the needs of migratory birds.

## 4. Explanation

Existing character, amenity and landscape values within the Structure Plan Area have been identified as part of the Structure Planning process. The proposed Plan Change recognises that it is appropriate to maintain and, where appropriate, enhance identified elements of this character and these values by managing subdivision and development within the Structure Plan Area.

It is important that urbanisation of land along the coastal edge of Kingseat seeks to minimise potential adverse effects, including the effects on natural character, ecosystems, water quality, wahi tapu or other taonga, in the coastal environment.

Larger dwelling setbacks and lot sizes provide a transition and buffer between activities and coastline. These controls (Rules in the Plan) appear in various chapters (26 and 27A) which assist with minimising potential effects along the coast.

Public access along the coast is a matter of national significance. It is important that access is maintained and enhanced and esplanade land vested through the resource consent process. Such public access should however not be in a location and form that compromises the historic heritage values of this coastal environment, or result in adverse effects on the roosting sites of migratory birds.

## **5. Methods**

The following methods have been adopted to implement this policy:

- a) Identification of features on the Structure Plan Map and Planning Maps
- b) Zoning
- c) Scheduling in Part 8
- d) Subdivision Rules and Assessment Criteria
- e) Land Use Rules and Assessment Criteria
- f) Vesting of Esplanade Reserves.

### **54.19.2.4 Urban Form and Amenity**

#### **1. Issue**

The quality, layout and design of an urban area can strongly influence the attractiveness and functioning of the area, and the safety and wellbeing of people. Structure planning provides an effective method of achieving an integrated approach to the provision of residential, service (retail, commercial and business), community, recreation and employment activities, and to manage the potential adverse effects of development on the environment. Structure planning also provides an effective method to integrate land use with transport, and to promote the development of a multimodal transport system. The Kingseat Structure Plan Map provides for growth at Kingseat that will establish an urban form, that will promote positive local identity, provide for the wellbeing of the community and surrounding rural community, and achieve high levels of amenity, walkability, safety and convenience.

#### **2. Objective**

- i. To achieve subdivision and development which provide a high standard of amenity, walkability, safety and convenience, and contribute positively towards creating a sense of place and identity.
- ii. To promote subdivision and development which achieve a vibrant and active Town Centre.

#### **3. Policy - General**

Subdivision and development should:

- i. Be of a type and design that achieves a high standard of connectivity, amenity, walkability, safety and convenience, and contributes positively towards a sense of place and identity, in general accordance with the Kingseat Structure Plan Map.

- ii. Incorporate best practice urban design, including the principles of Crime Prevention Through Environmental Design (CPTED).
- iii. Incorporate on-site stormwater management within parking areas and the road reserve as part of a treatment train approach.

#### **4. Policy - Town Centre, Light Industrial Zone and Adaptive Re-use Overlay Areas**

- i. Subdivision and development should promote and support the development of a defined town centre (having a 'Business Centre' classification on Planning Map 104i) which provides an appropriate range of accessible, walkable and conveniently-located retailing activities, service and commercial activities, and community facilities that serve the day-to-day needs of the town, and of residents in the wider catchment. The town centre should be defined as:
  - a) The business land immediately adjoining the Main Frontage Control Line shown on Planning Map 104i should be the focus of retail activity, with active building frontages at ground level within the Kingseat Town Centre.
  - b) A Village Square (in general accordance with the Structure Plan Map in Appendix 54.19A and Appendix 29.3) with at least one continuous frontage with the Main Frontage Control Line. The Village Square should provide a vibrant and active 'heart' to the town centre. Once established, the Main Frontage Control Line with its active building frontages will continue around the remaining sides of the Village Square.
  - c) Buildings on sites adjoining the Main Frontage Control Line and surrounding the Village Square should provide a continuous active building frontage, be built up to the boundary with the road or Village Square, and provide verandahs as weather protection for the pedestrian footpath.
  - d) Vehicle accesses and driveways should avoid inappropriate breaks in the continuous retail frontage along the Main Frontage Control Line. Parking and loading should be located at the rear of buildings and, wherever practical, accessed by a side street or rear service lane.
  - e) Development elsewhere in the town centre should be appropriately designed to enhance pedestrian amenity.
  - f) Signs in the town centre should generally be attached to buildings rather than standalone and should enhance the amenity of the area and be compatible with the scale and sense of place of the town centre, avoid clutter and inappropriate illumination, and be of an appropriate scale.
- ii. Activities in the Light Industrial Zone shall be complementary to the town centre, and avoid more than minor adverse effects, including cumulative adverse effects, on its development, and commercial and retail functions, while providing opportunities for businesses that support local self-sufficiency, the rural areas of the District, and the equine sector
- iii. Activities in the Concept Plan Adaptive Reuse Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area shall be complementary to the town centre and avoid more than minor adverse effects, including cumulative adverse effects, on its development, and commercial and retail functions, while providing opportunities for businesses that support the Concept Plan's unique destination. They will include a more limited range of activities than the town centre and provide for commercial, light industrial, employment and work functions and various community,

education, service and other activities that promote and complement the re-adaption of the heritage buildings (Area A), and education, hospital and accommodation and related activities (Area B), and the mixed use villa areas.

## 5. Policy - Movement Network

- i. Subdivision and development should provide a connected and legible movement network significantly in accordance with the Kingseat Structure Plan Map. The movement network should include a connected local roading network, footpaths, cycle routes, bridle paths and rural/coastal trails. The movement network should provide vehicular and pedestrian access to, and between, the town centre, residential neighbourhoods, open spaces, the coastal edge, and main transport routes. Cul-de-sacs should be avoided unless topographical constraints exist.
- ii. Subdivision and development should implement the Kingseat Structure Plan Map to ensure that a movement network is established that provides for the safe and efficient movement of motor vehicles, pedestrians, horse riders (coastal and rural trails), and cyclists. In particular:
  - a) Transport routes should be designed and aligned to achieve safe connectivity, convenience and amenity considerations, as well as satisfying traffic requirements;
  - b) The movement network should enable the efficient, safe and effective flow of traffic, with routes being designed to reflect role and function and to promote safety for all users;
  - c) New routes should connect with existing routes, and the movement network (including the local roading network not shown on the Structure Plan Map, footpaths, coastal walk, bridle paths and rural trail) should be highly connected;
  - d) Roads should generally be lined with houses or buildings that have a 'public front' and a 'private back', thereby promoting active street frontages and natural (passive) surveillance.
  - e) A rural trail of 10 metres in width shall be vested as local purpose access upon subdivision of land abutting the northern, eastern and southern boundary of the Kingseat Structure Plan Area. The rural trail shall connect to pedestrian and cycle paths and bridle trails in the esplanade reserve along the Whatapaka Inlet and along the riparian margins of streams identified within the Structure Plan Area, as shown on the Structure Plan Map in Appendix 54.19A.
  - f) Roads, the rural trail and pedestrian routes/trails should be public, and vested with Council.
  - g) Cyclists should, where practicable, be accommodated on the carriageway of streets in areas of low speed and low traffic volume, without the need for dedicated cycle lanes.
  - h) Off-road cycle routes, bridle paths, and pedestrian routes, should be safe, convenient, barrier-free, and designed for purpose. In general terms, these off-road routes should be overlooked from roads, by adjacent housing or other active land uses to promote surveillance and safe use. The coastal and rural trails will however, by their nature and purpose, be more isolated and their safe use should be promoted through incorporating CPTED principles such as ensuring good sightlines and the display of clear directional signage.

## 6. Policy - Reserves and Street Interface

- i. Subdivision and development should provide quality public open spaces in locations that are accessible, safe and have high amenity value, and which are in general accordance with the size and location of parks shown on the Kingseat Structure Plan Map, the Planning Maps (105F) and any relevant design assessment criteria.
- ii. Reserves should be designed so as to provide opportunities for natural (passive) surveillance (e.g. having the majority of their boundaries adjacent to streets or fronted by buildings across open driveways, rather than being backed onto by the rear of lots).
- iii. Development should address and engage the street and public realm through quality urban design at the interface.
- iv. Subdivision and development should provide a network of connected reserves (which can include stormwater reserves) providing public access around natural features, including permanent and intermittent streams, and achieve integration with the wider movement network.
- v. Subdivision and development should provide complementary, consistent and legible landscaping themes within road reserves and within open spaces throughout the Structure Plan Area.
- vi. Incorporate the provision of catchment-wide stormwater management devices within the design of reserves while ensuring public access and amenity is maintained and facilitated.

## 7. Explanation

Urban form can strongly influence the desirability and liveability of an area, and ultimately the success of a newly developed urban area.

In establishing a vision for Kingseat, the Kingseat Structure Plan process identified core urban development principles which may be summarised as follows:

- a) Growth should be compact and contained.
- b) Development should provide for a mix of residential, employment and recreational land uses to support a sustainable community.
- c) Development should establish urban-type infrastructure and density, while retaining and enhancing visual and physical linkages, and buffer and transition with the coastal edge and rural hinterland.
- d) Land use and transport should be integrated to promote access to a safe, convenient and efficient range of alternative transport options to using private vehicles, including walking, cycling, and public transport bus services.
- e) Residential subdivision and development should provide a high level of amenity for residents, and be designed to respect the receiving environment (in terms of both the built and natural environment), in particular development in close proximity to the coastal edge, rural areas, and open spaces (including neighbourhood and stormwater reserves).

Elements of urban layout and design that help achieve this vision, establish a positive sense of place, and promote a high standard of amenity have been identified and described through the above policies.

## 8. Methods

The following methods have been adopted to implement these policies:

- a) Structure Plan Map

- b) Planning Maps
- c) Zoning
- d) Subdivision Rules and Assessment Criteria
- e) Land Use Rules and Assessment Criteria
- f) Design Assessment Criteria.
- g) Vesting of Esplanade Reserves, Recreation Reserves, Drainage Reserves and Rural Trail.

#### **54.19.2.5 Residential Density**

##### **1. Issue**

Residential areas are often made up of a broad range of communities and neighbourhoods, reflecting different lifestyles, aspirations and needs. A number of demographic factors, including declining household size, changing lifestyles, an ageing population, and house/land prices (affordability) influence the demand for housing. As a result, the provision of a wide range of lot sizes and housing types should be promoted.

Notwithstanding these factors, the efficient provision and long-term sustainability of infrastructure and services at Kingseat is dependent on achieving appropriate urban densities and establishing a critical mass of residential and employment population. Failure to accommodate projected growth at Kingseat, and to achieve a critical mass of population will undermine achieving a compact and contained community.

At the same time, it is recognised that some areas of Kingseat, because of environmental characteristics (eg. coast, rural, heritage, vegetation), are not appropriate for more intensive forms of residential development.

##### **2. Objective**

- i) To ensure the provision of a range of urban densities (lot sizes and house types) within the Kingseat Structure Plan Area which are appropriate to their location. This will minimise potential adverse effects on the receiving environment both built and natural, promote the use of pedestrian, cycle, and public transport travel options, support a viable and vibrant town centre, provide access to open space and reserves, whilst achieving an overall minimum density of 10 dwellings per hectare in the residential areas of the town.
- ii) To ensure lower density development in areas adjoining coastal and rural environments, and where heritage or cultural values exist.

##### **3. Policy**

Subdivision and development should:

- i. Achieve an average density of 10 dwelling houses per hectare on land zoned for residential purposes (excluding any Residential Large Lot Overlay Areas identified on Planning Map 105F).
- ii. Provide a range of lot sizes and house types that promote lifestyle choice and affordable housing options.
- iii. Provide for lower density residential development (larger lots in Residential Large Lot Overlay Area 2 identified on Planning Map 105F) at the urban-rural interface that provide

a buffer and transition between the urban residential area and rural areas. More intensive development shall be avoided in these locations.

- iv. Provide for low density residential development (larger lots in Residential Large Lot Overlay Area 3 identified on Planning Map 105F) in close proximity to the Whatapaka Inlet of the Manukau Harbour to provide a buffer and transition between the urban residential area and the coastal edge, and to promote retention of the distinctive landform character and visual amenities within this part of the Structure Plan Area. More intensive development shall be avoided in these locations.
- v. Provide for medium density residential development in the former Kingseat Hospital site that meet **both conditions of being** within areas denoted for this purpose (i.e. zoned Kingseat Village Living Residential 2, 300-450m<sup>2</sup>–medium density) on Kingseat Concept Plan Appendix 54.19.C1 **and** are located within 200m of the adaptive RE-use mixed use areas identified on Planning Map 105F to accommodate appropriate development and protect and enhance the areas containing heritage buildings, structures, trees and the open space area within the former Kingseat Hospital site. Opportunities for additional density may be possible where the design and layout of new subdivision and development can be accommodated in a manner that protects and enhances scheduled buildings, structures, trees and the open space. Notwithstanding this, encourage the reuse of existing buildings for appropriate residential and non-residential activities and enable the appropriate adaptive reuse of existing buildings for innovative multi-unit housing including town houses and apartments.
- vi. Provide for higher density residential development in the Town Centre Overlay Area shown on Planning Map 105F.
- vii. Provide for medium density residential development adjacent to neighbourhood parks.
- viii. Generally limit the spatial extent of medium or higher density residential development in any location to maintain a variety of urban densities and housing choice across the Structure Plan Area. Limited additional areas of medium density housing development (at a density of not more than 1 dwelling per 300m<sup>2</sup> net site area) may be appropriate adjacent to, or across the road from, the drainage reserve network (except within identified Residential Large Lot Overlay Areas identified on Planning Map 105F and areas of identified heritage value).
- ix. Ensure that lots are designed to incorporate on-site stormwater management devices for runoff from existing and new impervious areas.

#### 4. Explanation

The Franklin District Growth Strategy 2007 promotes a minimum density of 10 dwelling houses per hectare to be achieved at Kingseat. The Kingseat Structure Plan Map seeks to enable the provision of a variety of lot sizes and housing types that will achieve this density across the residential areas of the town but provide for housing choice and affordable housing options. As a result, a range of lot sizes, including larger-lot development, traditional-lot development and medium density housing development is anticipated at Kingseat. Some environmental and amenity constraints restrict development to low densities. The Plan Change provisions are designed to support housing choice and to achieve a target residential density, whilst allowing for the efficient use of resources, enabling the provision of infrastructure and services, and supporting the integration of land use and land transport to promote a multimodal transport system. The innovative and adaptive reuse of heritage buildings in the former Kingseat Hospital site for multi-unit housing, including town houses and apartments and appropriate non-residential activities, is encouraged.

Applying a blanket residential density approach across the town is likely to result in a homogenous living environment that provides limited housing choice and a lack of affordability. Providing for a range of residential densities and house typologies within residential environments should therefore be promoted at Kingseat. Variety of housing opportunities enables long term resilience and flexibility

in the housing market, and promotes mixed communities and 'liveable' residential environments, encompassing the full life cycle needs of the resident population.

In order to achieve a variety of residential densities and provide housing choice, a number of different housing typologies and corresponding lot size ranges were developed for Kingseat as part of the structure planning process. A number of the typologies have particular locational requirements which need to be recognised. Medium density housing development should be provided as part of a mixed residential environment comprising a range of housing typologies on traditional sized lots. Medium density housing can be located in close proximity to the town centre or adjacent to areas of high amenity (neighbourhood parks) because:

- a) This approach maximises the population that will have easy access to the town centre and its amenities.
- b) The proximity to open space compensates for any lack of on-site open space.
- c) Adjoining open spaces will mitigate the apparent scale and intensity of the development.
- d) This approach maximises the population using and overlooking the neighbourhood parks.
- e) This approach allows the innovative reuse of buildings and a mix of density within the former Kingseat Hospital site.

Residential Large Lot Development should:

- a) Provide a transition between the urban town and rural hinterland beyond the Structure Plan Area;
- b) Provide a buffer to the rural environment to avoid potential reverse sensitivity issues;
- c) Be required in close proximity to the coastal edge where development and its effects need to respond appropriately to topography, maintain the visual amenities and views of the Whatapaka Inlet, promote public access to the coast, and conserve and enhance the ecological and cultural values of the coastal and marine environments.
- d) Protect important elements of character and heritage within the former Kingseat Hospital site.

## **5. Methods**

The following methods have been adopted to implement these policies:

- a) Structure Plan Map
- b) Planning Maps
- c) Zoning
- d) Subdivision Rules and Assessment Criteria
- e) Land Use Rules and Assessment Criteria
- f) Design Assessment Criteria

### **54.19.2.6 Former Kingseat Hospital Site**

#### **1. Issue**

The former Kingseat Hospital Site contains significant heritage buildings, structures, areas and trees that could be adversely affected by inappropriate subdivision and development. The maintenance and enhancement of identified elements within the site can contribute to the character and amenity of the local area and Kingseat. Other areas within the site with few constraints offer greater opportunities for

development. Notwithstanding, development on the former Kingseat Hospital site needs to be undertaken in a manner which does not undermine the identified significant heritage, environmental or cultural values of the site.

## 2. Objective

To enable appropriate subdivision and development on the former Kingseat Hospital site, and for this development to be established in a manner that recognises and provides for the significant heritage, environmental, amenity and cultural values of the site.

## 3. Policy

Subdivision and development should:

- i. maintain, protect, reuse and/or enhance significant heritage buildings, structures, open space areas and scheduled vegetation within the former Kingseat Hospital site, and incorporate these elements into the design and layout of any development;
- ii. enable medium density development in those areas adjoining the town centre or within the Kingseat Village Living Residential 2, (300-450m<sup>2</sup> medium density) on Kingseat Concept Plan Appendix 54.19.C1, provided that scheduled trees are incorporated into the design and layout of development;
- iii. provide lower density residential subdivision and development in those areas adjoining the rural environment (shown as Residential Large Lot Overlay Areas 2 on Planning Map 105F) and in areas adjoining the coast (Residential Large Lot Overlay Area 3 as shown on Planning Map 105F);
- iv. encourage the reuse of existing heritage buildings for appropriate non-residential activities (provided that adverse effects on amenity values are managed) and enable the appropriate adaptive reuse of existing buildings for innovative multi-unit housing including town houses and apartments; and
- v. avoid, remedy or mitigate adverse effects on the significant heritage, amenity and landscape values of the site.
- vi. provide for development at the former Kingseat Hospital site generally in accordance with Appendix 54.19C1 and 54.19C2.

## 4. Explanation

The former Kingseat Hospital site has unique and significant heritage, amenity and environmental characteristics that require maintenance, protection and enhancement. The policy anticipates that the existing elements of the site will influence the pattern and density of subdivision and development within the site. Also refer to Part 54.19.2.6 Residential Density.

## 5. Methods

The following methods have been adopted to implement these policies:

- a) Structure Plan Map
- b) Planning Maps (103E, 105F, Appendix 54.19C1 and 54.19C2)
- c) Zoning
- d) Scheduling in Part 8
- e) Subdivision Rules and Assessment Criteria

- f) Land Use Rules and Assessment Criteria
- g) Design Assessment Criteria

#### **54.19.2.7 Historic Heritage and Tangata Whenua - Kingseat Structure Plan Area**

##### **1. Issue**

The proposed Kingseat Structure Plan site has been the historic occupation site for the Whatapaka Marae of Tamaoho for over 1000 years. The area includes urupa (burial grounds), papakainga and archaeological sites, waahi tapu (sacred sites) and many other sites adjacent to the Whatapaka Creek, including archaeological sites within the Kingseat Structure Plan Area. The Whatapaka Creek is gazetted Maori reserve. The Kingseat Structure Plan Area, including adjacent Whatapaka Creek and the Manukau Harbour is of historical, spiritual and physical significance to Tangata Whenua. Potential exists for historic and cultural heritage to be affected by subdivision and development in the Kingseat Structure Plan Area.

It is appropriate that subdivision and development should have regard to the maintenance and enhancement of the natural attributes of the area and adjacent waterways and any adverse impacts upon historic heritage.

##### **2. Objective**

To achieve subdivision and development within the Kingseat Structure Plan Area which:

- a) Recognises and where appropriate, protects, historic heritage sites and the relationship of Tangata Whenua to the surrounding area.
- b) Provides appropriate management of natural and cultural resources in a manner that recognises and promotes enhancement of the historic heritage, and the environmental and cultural values within the Kingseat Structure Plan Area and the adjoining Whatapaka Creek and Manukau Harbour and existing streams, and their coastal and riparian margins.
- c) Ensures that the greatest opportunity, including Tangata Whenua participation, is provided to identify unknown archaeological sites; that there is a reduction in risk of damage to archaeological sites; and that a sustainable management regime is put in place to avoid, remedy or mitigate adverse effects upon archaeological sites.

##### **3. Policy**

Subdivision and development should:

- I. Recognise and where appropriate, protect historic heritage sites, waahi tapu, waahi tupuna and other sites of significance to Iwi/Hapu and the sites relationship to the surrounding area.
- II. Include sites of historic heritage value within reserve systems where possible, and provide appropriate access and protection.
- III. Apply a Historic Heritage Alert Overlay (Kingseat) within an area of 100m of the Mean High Water Springs Level to ensure appropriate archaeological assessment, identification and protection of archaeological sites, tangata whenua participation, and the avoidance, mitigation or remedying of adverse effects from earthworks and subdivision.
- IV. Ensure stormwater and wastewater systems (and their discharges) are managed to:
  - a. Protect the environmental sensitivity of the Whatapaka Creek;
  - b. recognise the wider cultural importance of the Manukau Harbour environments, the life supporting capacity and Mauri of streams and their habitats within the Kingseat Structure Plan Area: and

- c. dispose of wastewater in accordance with Policy 54.19.2.2.3b).
- V. Enhance and restore the natural streams and stream corridors, to provide ecological connectivity and visual amenity.
- VI. Avoid direct public access (including within esplanade and other reserve areas) to foreshore areas of the Whatapaka Creek and Manukau Harbour while providing for walkways and linkage systems around the coastal edge.
- VII. Manage esplanade and other reserves and walkways, cycleways and bridle paths to address conflicts between such activities and avoid adverse impacts of such activities, including any from effluent, upon archaeological sites and coastal marine areas.
- VIII. Establish and recommend the use of protocols for resource users, Council and relevant iwi or heritage authority that will take effect upon the discovery of burial remains or archaeological items.
- IX. Provide for development at the former Kingseat Hospital site generally in accordance with Appendix 54.19C1 and 54.19C2.

#### 4. Explanation

The Kingseat Structure Plan Area and surrounding area, has a long history of occupation by Tangata Whenua, and has an extensive recorded history of early Maori settlement and activity, particularly in the coastal margins. The Kingseat Structure Plan Area is also located adjacent to the Whatapaka Creek, a waterbody recognised as being significant to Tangata Whenua. It is appropriate that the development of the Kingseat Structure Plan gives recognition to such historic heritage and values. The Objectives give direction to the protection of historic heritage of this area and recognises the importance of the Whatapaka Creek and its coastal margins as well as the natural environment. Policies implement these Objectives by providing for measures that promote the protection of historic heritage and recognition of the value of the Whatapaka Creek and environs. The Policies anticipate that subdivision and development will need to be undertaken in a manner sensitive to such environments, and recognise the historic heritage values and promote a positive level of enhancement and restoration of the natural environment and its functions. This includes: managing potential conflict between granting public access to the coastal fringe and maintaining cultural values as well as providing for the protection of archaeological sites from adverse effects of inappropriate subdivision and development within the area adjoining the coast. The introduction of the Historic Heritage Alert Overlay (Kingseat) provides a means of implementing such policy directions. The policies and measures are in addition to those measures promoting the protection of heritage buildings, items and trees on the former Kingseat Hospital site. It is also appropriate to provide protocols to address unknown archaeological discoveries.

Advice Note:

Within the Kingseat Structure Plan Area:

In the event of an “unknown archaeological discovery” of archaeological material the following procedures shall be followed:

- All works within the vicinity shall cease immediately.
- Those undertaking the work shall contact and advise: Auckland Council, New Zealand Historic Places Trust (NZHPT) and the relevant Iwi/Hapu, about the occurrence.
- In the event of discovery of human remains, in addition to the above, the New Zealand Police shall be advised as soon as practicable.

Works shall not resume until necessary approvals have been given by NZHPT and the relevant Iwi/Hapu representative, and where appropriate by NZ Police.

Under the Historic Places Act 1993 it is an offence to damage or destroy an archaeological site

without an authority from the NZHPT. If any activity is likely to damage or destroy an archaeological site then the NZHPT must be contacted for information about obtaining an authority from the NZHPT to damage or destroy any site.

## 5. Methods

The following methods have been adopted to implement these policies:

- i) Structure Plan Map
- ii) Planning Maps
- iii) Zoning
- iv) Subdivision Rules and Assessment Criteria
- v) Land Use Rules and Assessment Criteria
- vi) Design Assessment Criteria
- vii) Reserves Management Plans that include measures to ensure:
  - a) Public physical access to the foreshore area is prevented (including car parking, vehicle or boat ramp or launching areas).
  - b) Walkways/cycleways/bridle paths are so designed and located as to avoid conflicts between activities, and adverse effects, including effluent disposal, on the coastal marine area.
  - c) Protection of archaeological sites, and appropriate tangata whenua access to such sites.
- viii) The preparation of a Whatapaka Creek Management Plan (WCMP) to address the sustainability of this waterbody including the recognition of its cultural heritage values.
- ix) The process of determination of street names shall include the participation of Ngati Tamaoho and other Tangata Whenua, and the consideration of Ngati Tamaoho and other Tangata Whenua history and relationship of the people to this area.
- x) Cultural monitoring at the time of development.

### 54.19.2.8 Expected Environmental Outcomes

The expected environmental outcomes for the Kingseat Structure Plan Area are as follows:

1. A compact and contained town accommodating a resident population of up to 5,000 people, and providing employment opportunities within the Structure Plan Area.
2. The provision of a range of lot sizes enabling a range of housing types that will promote housing and lifestyle choice including affordable housing options.
3. The establishment of a viable, vibrant and successful town centre focused around a Village Square providing high amenity, and providing a range of retail, commercial and community facilities and services catering for the day-to-day needs of the town, its hinterland, and the northern area of Franklin District.
4. A well-connected public realm with an integrated and legible movement network comprising roads, footpaths, cycle paths, bridle paths and rural and coastal trails.
5. Protection and enhancement of visual, landscape and ecological values of the Whatapaka Inlet of the Manukau Harbour, and the coastal edge of the Structure Plan Area.

6. Protection and enhancement of the water quality and visual, landscape and ecological values of permanent and intermittent streams.
7. Protection and enhancement of the habitat values of permanent and intermittent streams.
8. Establishment of diverse residential neighbourhoods with a high standard of amenity and supporting housing affordability and choice.
9. Well-designed medium density housing development around the town centre, and adjacent to neighbourhood parks and other open spaces of high amenity value (except in the Residential Large Lot Overlay Areas).
10. Conservation and enhancement of the heritage and amenity values within the Kingseat Structure Plan Area.
11. Establishment of a unique identity and character for the town of Kingseat.
12. The maintenance, protection and/or enhancement of significant heritage, environmental and amenity values within the former Kingseat Hospital site.

#### **Part 54.19.2.9: Electricity Infrastructure**

In response to development provided by the Kingseat Structure Plan, Counties Power will need to add a new substation to its network. This substation will be supplied by a new 110kV line from Glenbrook and a new 110kV line from Opaheke in the east. Kingseat and Linwood Roads provide the only continuous road corridor along the area (Kingseat to Karaka) for this new line. A route contained in a road corridor avoids impacts on private property. Given the design outcomes sought in the Kingseat Structure Plan Area including the location of the new Town Centre around the intersection of Linwood and Kingseat Roads, it is desirable to provide for an alternative bypass for the new line route that avoids the new Town Centre. The option is to provide an alternative route along the southern boundary of the new urban zoning, east of Kingseat Road, and then along the eastern boundary of the Structure Plan Area to Linwood Road. This open space area is proposed as a divide between urban and rural and provides an appropriate option for a utility corridor. It is desirable that an indicative route be included in the Kingseat Structure Plan in order to inform landowners and the community. Further statutory processes are required for the establishment of such a route.

#### **54.19.2.10 Procedures for Monitoring**

Part 13 of the Plan applies.

#### **54.19.3 IMPLEMENTATION**

The objectives and policies set out above will be implemented through the application of zones within the Kingseat Structure Plan Area and through rules and other methods applying to the zones. Each of the zones may have more specific objectives and policies which apply in addition to those set out above. The zones within the Kingseat Structure Plan Area are as follows:

- a) Residential 2 Zone
- b) Business Zone
- c) Light Industrial Zone
- d) Recreation Zone

#### **54.19.4 GENERAL RULES**

1. The urban subdivision rules are contained in Part 26 of the Plan.
2. The land use rules for the Residential 2 Zone are contained in Part 27A of the Plan.
3. The land use rules for MEDIUM DENSITY HOUSING are contained in Part 27B of the Plan.
4. The land use rules for the Business Zone are contained in Part 29 of the Plan.
5. The land use rules for the Light Industrial Zone are contained in Part 29C of the Plan.
6. The land use rules for the Recreation Zone are contained in Part 34 of the Plan.
7. In addition to the relevant RULES specified in Part 54.19, RULES in the following parts of the PLAN apply:
  - Part 5: Conservation of Natural Features
  - Part 7: Natural Hazards
  - Part 8: Cultural Heritage
  - Part 9: Transportation
  - Part 11: Recreation and Reserves
  - Part 12: Designations and Requirements
  - Part 14: General Duty regarding Adverse Effects
  - Part 15: Activities throughout the District
  - Part 51: RULE 51 – Parking LOADING and Access except that within the Kingseat Structure Plan (Business Zone and Town Centre Overlay Area) standard parking requirements will apply to the ground floor of the Town Centre with no parking requirements for activities within the first floor or above.
  - Part 52: Information Requirements for Resource Consent Applications
  - Part 53: Assessment Criteria for Resource Consent Applications

#### **54.19.5 DESIGN ASSESSMENT CRITERIA**

1. Applications for resource consent will be assessed against relevant design assessment criteria of Appendices 27B.1, 29.3, and those appendices listed below:

#### **APPENDICES**

Appendix 54.19A: Kingseat Structure Plan Map

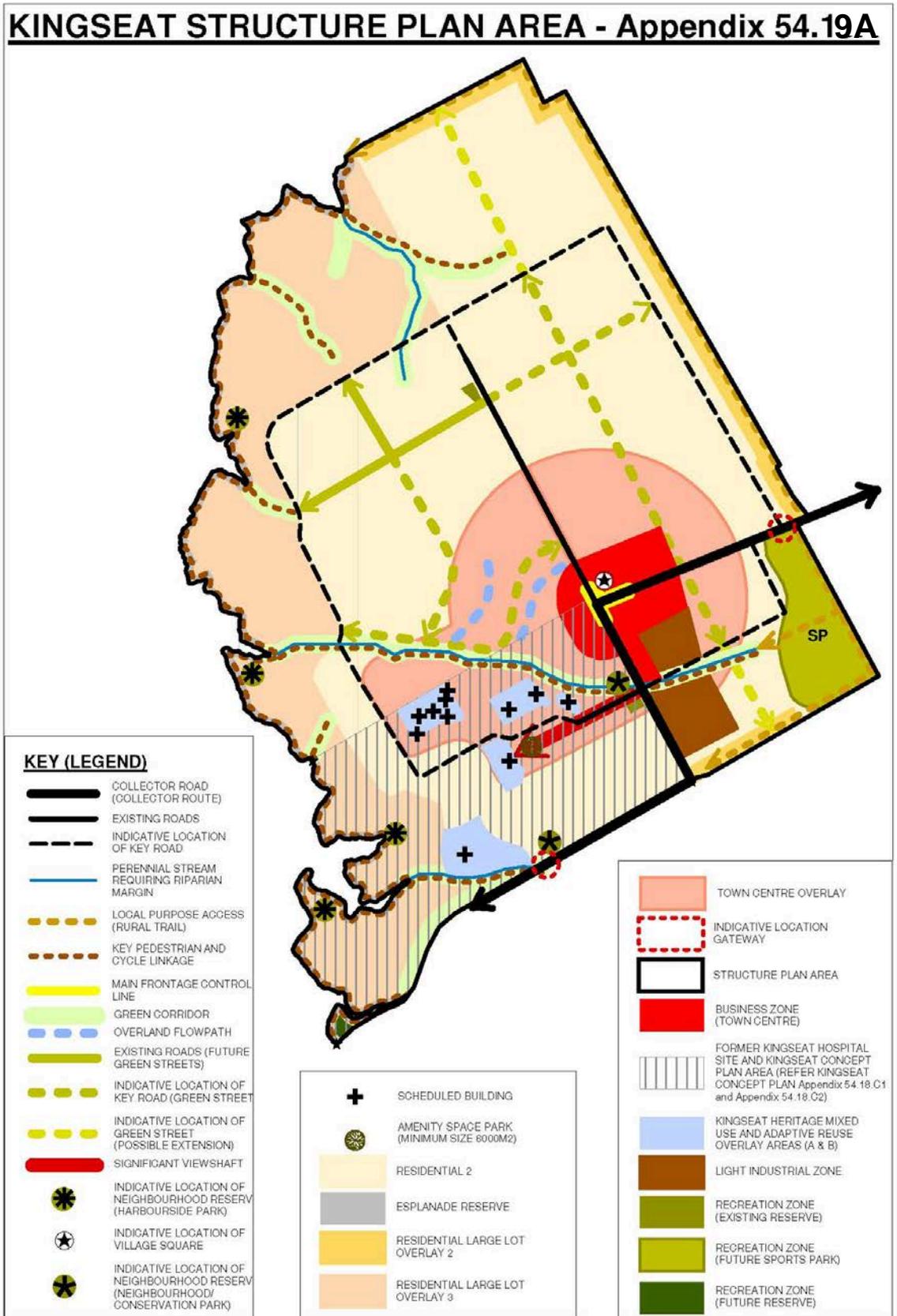
Appendix 54.19B: Subdivision Design Assessment Criteria for Residential 2 Zone and Light Industrial Zone within the Kingseat Structure Plan Area

Appendix 54.19C Kingseat: Public Road Sections Requiring a Roding Plan

Appendix 54.19C1 Kingseat Concept Plan

- Appendix 54.19C2 Kingseat Masterplan
- Appendix 54.19D Kingseat: Development Areas
- Appendix 54.19E Key to Road Treatments

1.1 APPENDIX 54.19A KINGSEAT STRUCTURE PLAN MAP



## 1.2 APPENDIX 54.19B SUBDIVISION DESIGN ASSESSMENT CRITERIA FOR RESIDENTIAL 2 ZONE, BUSINESS ZONE AND LIGHT INDUSTRIAL ZONE WITHIN THE KINGSEAT STRUCTURE PLAN AREA

### Purpose of Appendix 54.19B

Within the Kingseat Structure Plan Area, applications for restricted discretionary activity subdivision resource consent will be assessed in terms of a series of matters, to which the Council will restrict the exercise of its discretion. One of the matters which the Council will have regard to is:

“Design and Layout

Whether the subdivision is in general accordance with the relevant subdivision design assessment criteria in Part 54 ...”

The criteria will be utilised for the consideration of subdivision in the:

- Residential 2 Zone; and
- Light Industrial Zone in the Kingseat Structure Plan Area (Design Elements 1, 5 and 6)
- Business Zone in the Kingseat Structure Plan Area (Design Element 6)

In addition, the criteria will also be used in the consideration of discretionary activity applications for subdivision, as appropriate.

The Appendix sets out assessment criteria under several “Design Elements”. Accompanying illustrations are intended to support the text and represent good design solutions, but are not intended to represent the only design solutions. All illustrations are illustrative and indicative only.

Each Design Element includes an explanation that summarises the rationale for the particular Design Element, and expands on the individual criteria. The explanation should be used as further guidance in interpreting the intention of the criteria and assessing the extent to which the proposal accords with them. Any references in the explanations to the ‘Kingseat Structure Plan Map’ refer to Appendix 54.19A.

### Information Requirements

The applicant shall provide a written assessment describing how the criteria for each Design Element are addressed. Applicants will have to demonstrate that the provisions of the criteria have been acknowledged.

It is recognised that certain proposals may not achieve absolute accordance with all criteria. Where necessary, in regard to a criterion demonstrably not met, the applicant shall explain with reference to the explanation for the particular Design Element:

- Whether site constraints inhibit the ability to address the criterion, and/or;
- How the intention of the criterion is met by the proposal, and/or;
- Whether the proposal represents an equivalent or better design solution than that suggested by the criterion.

Planting plans and maintenance plans for stormwater reserves and riparian margins will need to be submitted with applications and approved by Council.

A Stormwater Management Plan prepared at a sub-catchment level to provide an integrated and comprehensive approach in accordance with Design Element 6: Stormwater Management needs to be submitted with applications.

Council will also require a full archaeological assessment (Rule 26.1.3) for subdivision or earthworks within the Historic Heritage Alert Overlay (Kingseat) and may require a full archaeological and ecological assessment anywhere within the Kingseat Structure Plan Area.

Any subdivision within the Kingseat Structure Plan Area shall be accompanied by a Roding Plan for the relevant section of existing public road (refer Appendix 54.19C). This plan should outline how the relevant section of the adjoining public road is to be upgraded to achieve consistency with the Typical Cross Sections for Kingseat (See Design Element 3: Roads and Accessways). If a previous Roding Plan detailing this information has been approved for the relevant section of public road then this requirement does not apply.

### **Design Element 1: Road, Reserve and Access Networks**

1. Roding, development patterns and earthworks should respond to, and reinforce, identified topographical features, landscape patterns and any heritage and/or character values. A Water Sensitive Design approach to development should be promoted.
2. Earthworks should be undertaken principally at the initial subdivision stage and, where appropriate, the creation of reasonably flat sites appropriate for subsequent development should occur at the bulk earthworks stage (subject to avoiding the need for excessively high retaining walls).
3. Layout design, and the design of roding and open space networks, including adjoining public road areas, should support an integrated movement network and achieve accessibility to, and connectivity between, town centre, residential neighbourhoods, parks and reserves, the coastal edge and the rural hinterland (through a rural trail). Cul-de-sac roads should be avoided unless topographical constraints exist that prevent an interconnected road network.
4. Road patterns should maximise convenient access to collector routes, parks/reserves and the town centre.
5. Road patterns should be logical and contribute to the legibility of the area.
6. Road pattern and design should promote appropriate vehicle speed, having regard to the adjacent land use activities and the level of pedestrian, cycle and equine activity likely to occur in the vicinity.
7. Road patterns should avoid, where possible, situations where commercial traffic uses residential roads.
8. Pedestrian and cycle routes should be integrated with road and reserve design in a manner that minimises or manages potential conflicts between users, and provides safe and convenient access around the town, and between the town and the coastal edge and rural hinterland.
9. Layout design should retain existing mature trees (including those scheduled trees in Part 8), preferably in reserves or road reserves, where these contribute to amenity.
10. The road, reserve and access networks should make adequate provision for Water Sensitive Design stormwater management controls and have regard to the impact of road gradient on options for stormwater management.
11. With respect to the upgrade of public roads:
  - a) Whether the proposal includes a Roding Plan detailing the design for the relevant section of public road as defined in Appendix 54.19C; and
  - b) Whether the ROADING PLAN prepared for the relevant section of existing public road is consistent with the Auckland Transport Code of Practice.

Note: Auckland Transport approval is needed for any changes to existing public roads under the Local Government (Auckland Council) Act 2009

- c) Whether the applicant proposes to undertake the Required Road Works along the frontage of the relevant Development Area (refer Appendix 54.19D) ; or
- d) Whether an infrastructure agreement exists to complete the Required Road Works referred to in clause (c) above.

**Explanation:**

Design Element 1 pertains to the general layout of the networks of roads, reserves and other movement and access linkages that make up the public space of a subdivision. These public routes should be considered in an integrated fashion together with the development blocks they create.

Criterion 1 aims to reinforce the distinct character of Kingseat. For the residential growth areas this character is predominantly derived from the landscape setting and particular landscape features. The enhancement and reinforcement of natural stream networks is sought. Natural drainage patterns and topography should inform the layouts. Earthworks should be designed to create a blending with the slope of existing features. Particular regard to retention of landform and landscape will be required where development is proposed in close proximity to the coast and a Water Sensitive Design approach is promoted so that, where possible, amenity, landscape and ecological values are protected and enhanced.

The former Kingseat Hospital Site is recognised as having heritage, environmental and amenity values and a distinct 'park like' character. Urban development should maintain and/or enhance these values.

Criterion 2 encourages the undertaking of earthworks to create building sites that are as flat as can be practically achieved given the contour. If appropriate, flat building platforms should be created at the initial subdivision stage, as this is more efficient, the effects of such earthworks can be more effectively controlled, and the total extent of retaining can be reduced (relative to extensive site-by-site earthworks and retaining undertaken by builders).

Criterion 3 refers to connectivity, (i.e. multiple road linkages between points so that there are a number of travel routes to choose from) which should be one of the key aims of any subdivision, as it reduces the length of trips and encourages walking and cycling, and in this way reduces fuel usage and emissions. Connectivity also promotes accessibility, convenience, safety and social interaction. In general, this will mean that as many roads as possible should be through routes. Recognising the topography of the land means acknowledging that cul-de-sacs may also be included. Cul-de-sacs should be avoided unless topographical or geographical issues and/or constraints prevent the development of an interconnected road network.

Criterion 3, in addition to criteria 4, 5 and 8, also refers to the integration of routes that make up the movement network for Kingseat to reinforce connectivity and accessibility for all users (including pedestrians, cyclists, horse riders and motorists) around the town, and between the town, the coastal edge, and the rural hinterland.

In considering the appropriate degree and nature of connections in regard to Criteria 3, 4 and 5, consideration should be given to probable destination. In practice, this will be achieved by roads and pedestrian and cycle routes (including the coastal and rural trails) providing linkages by way of interconnected green corridors and reserves. The road connections and indicative linkages shown on the Structure Plan Map in Appendix 54.19A should form a starting point for the layout of any subdivision proposals – there will be a much more extensive roading network than the Collector Route, key roads, and green streets shown on the Structure Plan Map. In order to achieve the identified connected pattern, connections to adjoining undeveloped blocks of land will be required upon subdivision.

Where links are provided separately from vehicular traffic routes they should be short, wide and direct (refer to Design Element 4), and through the utilisation of links through reserves, will often result in a

shorter travelling distance between destinations than by road. Pedestrian crossings, cycle ways, walkways and bridle paths should be co-ordinated to create an integrated, safe and free-flowing cycle way, walkway and bridle path system.

A legible road pattern, as promoted by Criterion 5, is one that is easily understood by the people that use it. Consistent road designs and landscape themes can further emphasise the position of each street in the road network and in the wider area. Road patterns that are logical and easy to understand and navigate make a neighbourhood feel more comfortable and help provide a sense of identity for it.

Criterion 6 seeks to ensure that road pattern and design appropriately manage vehicle speed. Roads in Kingseat will accommodate a range of users including pedestrians, and cyclists, and potential conflicts need to be either managed and/or avoided. This especially applies to areas of high pedestrian and cyclist activity, for instance adjacent to the town centre, in close proximity to sports parks and reserves, along the green streets and where trails cross roads. Here, traffic calming devices such as raised tables, changes in the use of surface materials, and controlled road crossings should be used. Road carriageway width should be reduced where appropriate to slow traffic and provide safe crossing points.

Criterion 7 seeks to ensure that road pattern and design encourage traffic to use appropriate routes in order to avoid adverse amenity or reverse sensitivity effects. In particular, road pattern and design should seek to discourage the use of residential roads by commercial traffic, which has the potential to generate noise and vibration effects, and increased emissions undesirable within a residential environment.

Within Kingseat, cycling, walking and horse-riding (in this case around the rural and coastal edge) are expected to be safe and viable options for movement, and routes should incorporate pedestrian, cycle and horse riding facilities (Criterion 8) where applicable/possible. Pedestrians should generally be accommodated on road reserves rather than along segregated routes, as being seen by drivers affords a greater sense of security. The exception to this will be along the coastal and rural trails which will generally be accommodated in relatively undeveloped parts of the town, but where clear directional signs, use of lighting, provision of unobstructed sightlines and the use of appropriate landscaping should be encouraged to promote safety for all users.

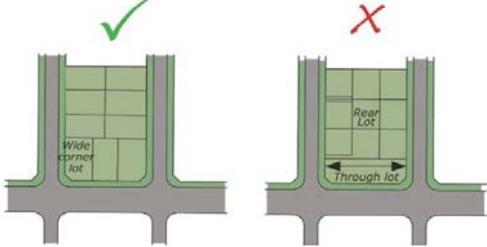
Layouts that are actively planned to incorporate existing mature trees, particularly scheduled trees (Criterion 9) can also ensure an 'instant amenity' for the subdivision, and so are encouraged.

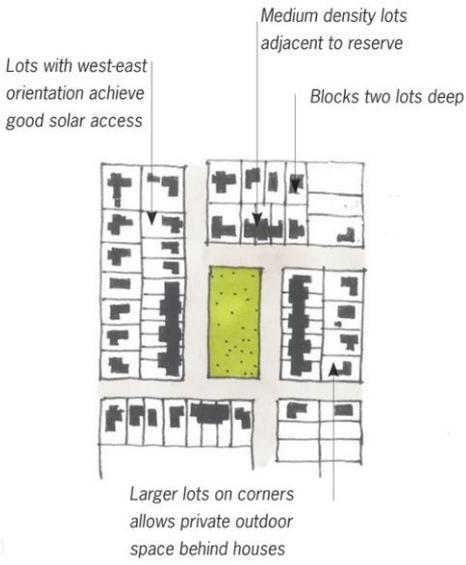
Roads, reserve and access networks offer opportunities to establish Water Sensitive design stormwater management techniques, such as swales and rain gardens, to assist with the management of stormwater from impermeable surfaces. The ability for these techniques or devices to achieve their desired function is dependent on the design, gradient and form of these networks. Consideration of appropriate stormwater management devices at subdivision planning stage will ensure that all roads are designed to incorporate appropriate stormwater management. Devices should be designed to be able to be incorporated into the treatment train system proposed for the sub-catchment.

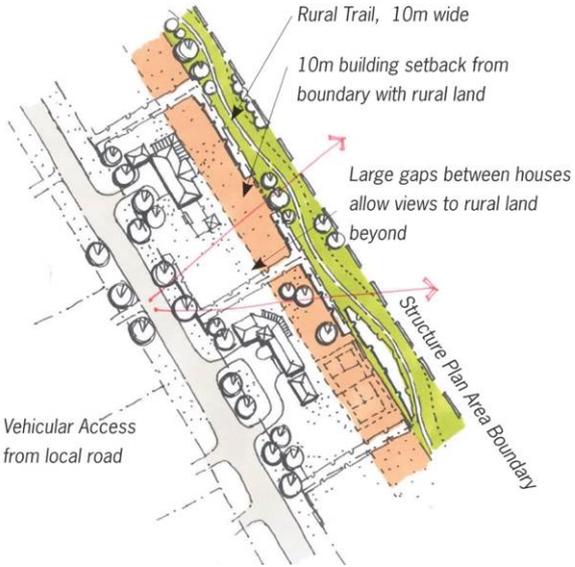
Subdivision and development in the Kingseat structure plan area will necessitate the upgrading and improvement of existing public roads in the area. Auckland Transport is the Road Controlling Authority for public roads in the Auckland Region and has indicated that it is unlikely to have available funds to upgrade the public roads to the standards required. Accordingly, at the resource consenting stage development proposals will be required to outline the road works that will be undertaken to accommodate the level of subdivision and/or development proposed. Applicants should signal the intended road works to be completed in conjunction with a subdivision and/or development proposal. In normal circumstances, it is expected this will be the upgrade of the full frontage of the Development Area in which the subdivision is occurring, to the centreline of the road. Alternatively, applicants may submit with their proposal any existing infrastructure agreement with Auckland Transport that could be used as a mechanism to co-ordinate and provide for necessary public road works. In the absence of an infrastructure agreement conditions of consent may be imposed by Council which specify the level of road works considered necessary to support the scale of subdivision and/or development

proposed. In such cases Appendix 54.19D will be used to guide the form, scale and location of public road upgrade works.

**Design Element 2: Block Size, Lot Type and Orientation**

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| <p>1. Blocks should be of a scale and shape to achieve a permeable street layout.</p>   |   |
| <p>2. Blocks and lots should be designed to enable good solar access for future dwellings.</p>  |   |
| <p>3. As many lots as possible should front onto, and be accessed directly from, a legal road. Rear lots should generally be avoided.</p>   |   |
| <p>4. Through lots (lots with dual road frontage) should be avoided.</p>  |  |
| <p>5. Corner lots should be designed to maximise opportunities to accommodate private outdoor space on-site, without the need for high front fences.</p>  |   |
| <p>6. A variety of lot sizes should be provided. Larger lots should generally be located furthest from the town centre, neighbourhood parks, and principally within the Residential Large Lot Overlay Area 2 (Rural Living), and Residential Large Lot Overlay Area 3 (Harbour Living where these lots will enable an appropriate lower density and more spacious interface with the coast and rural hinterland to be established (see Criterion 9 below) and will allow for the appropriate protection of scheduled features, and heritage, environmental and amenity values. Innovative design and layout in the Residential 2 Former Kingseat Hospital site may enable additional density where this protects and/or enhances scheduled features, <i>trees of merit</i>, and heritage, environmental and amenity values.</p> |   |
| <p>7. Lots intended for medium density housing should be of an appropriate size, shape and orientation and should have adequate frontage with a road to support the development of medium</p>   |   |

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| <p>density housing in accordance with the design assessment criteria of Part 27B.</p>  |  |
| <p>8. Lots intended for medium density housing should be located in close proximity to high amenity such as within 200m of the town centre, neighbourhood parks, Adaptive Re-use Overlay A or B and Kingseat Heritage Mixed Use Overlay Area (refer to Appendix 54.19C1 and Schedule 8A) in accordance with Rule 27B.1.</p>  |  <p>The diagram shows a rectangular residential block divided into several lots. A central vertical strip is highlighted in green. Annotations include: 'Lots with west-east orientation achieve good solar access' pointing to the left side; 'Medium density lots adjacent to reserve' pointing to the top right; 'Blocks two lots deep' pointing to the right side; and 'Larger lots on corners allows private outdoor space behind houses' pointing to the bottom corners.</p> |
| <p>9. Within the Residential Large Lot Overlay Areas, lots shall be larger to reflect the context (including topography, visual amenity, landscape, and heritage, environmental and amenity values) and to provide an appropriate low density and spacious interface with the coast and rural hinterland. More intensive forms of residential development, including medium density housing, should be avoided in these areas.</p> |  |
| <p>10. Lots should be designed to incorporate existing elements (scheduled buildings, structures, trees and areas) of the former Kingseat Hospital site.</p>   |  |
| <p>11. Lots within the Residential Large Lot Overlay Area 2 should always gain access from internal roads within the Structure Plan Area and address the road frontage with the principal building façade. Lots should avoid inappropriate road connections to the Rural and Coastal Zones (Manukau Harbour Management Area).</p>  |  |
| <p>12. Specified Building Areas within the Residential Large Lot Overlay Area 2 should be sited at least 20 metres back from any boundary with Rural and Coastal zoned land, and 10 metres from the rural trail network.</p>   |  |

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| <p>13. The Residential Large Lot Overlay Area 2 will comprise residential development that is one lot deep, with road frontage to the Residential 2 Zone side only.</p>  |  <p>Rural Trail, 10m wide</p> <p>10m building setback from boundary with rural land</p> <p>Large gaps between houses allow views to rural land beyond</p> <p>Structure Plan Area Boundary</p> <p>Vehicular Access from local road</p> |
| <p>14. Lots within the Residential Large Lot Overlay Area 2 will generally be wider than they are deep to provide a spacious aspect to the surrounding rural area (refer Part 26).</p>   |   |
| <p>15. Within the Residential Large Lot Overlay Area 3, subdivision layout and design should seek to minimise the need for earthworks and retaining structures, and promote a Water Sensitive Design approach to development.</p>                                |   |
| <p>16. Specified Building Areas within the Residential Large Lot Overlay Area 3 should be sited at least 30 metres back from the boundary with an existing or proposed Esplanade Reserve or Recreation Zone and 40 metres back from Mean High Water Springs.</p> |   |
| <p>17. Subdivision and development within the Residential Large Lot Overlay Area 3 should provide for and enhance public access to and from the urban areas of Kingseat and the Whatapaka Inlet/Harbour edge.</p>  |  <p>Houses aligned with the contour to minimise earthworks</p> <p>Public access to reserve</p> <p>Whatapaka Inlet</p> <p>Esplanade Reserve</p> <p>20m building setback from Esplanade</p>   |
| <p>18. All blocks and lots shall be designed to</p>  |   |

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| <p>adequately provide for on-site stormwater re-use and or retention of roof runoff, and treatment and retention of car parking and access areas, while ensuring connection to catchment-wide management device where available.</p> <p>Consideration of appropriate stormwater management devices at the subdivision planning stage will ensure that roads are designed to incorporate appropriate stormwater management. Devices should be designed to be able to be incorporated into the treatment train system proposed for the sub-catchment.</p> |  |
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**Explanation:**

Design Element 2 describes principles for consideration in the layout of blocks and lots within a subdivision, and is mostly relevant to vacant lot subdivision (where residential subdivision applications are accompanied or preceded by a land use consent application the house designs and layout will determine lot size and shape).

Elongating blocks in a north-south direction minimises the number of “south-facing” lots and so is encouraged. However, it should be recognised that topography, the retention of landscape features, and the protection and enhancement of ecological values will affect the ability to achieve this in some locations. For these reasons, larger lot development is appropriate and required near the coast and at the Rural and Coastal Zone interfaces. Smaller lots and more intensive residential development are to be avoided in these areas (Criteria 6 and 9).

Blocks should generally not be more than two lots deep (i.e. lots fronting roads only) to achieve Criterion 3. Maximising the potential number of dwellings that can front the road, and minimising the use of rear lots adds to safety, orientation and streetscape amenity.

Vacant lots with dual road frontage at the front and the rear should be avoided because of interface issues where a rear area intended for private use abuts a second road.

Within the Residential Large Lot Overlay Area 2, subdivision should be one lot deep only to provide an appropriate narrow buffer between the urban town and the Rural and Coastal Zone and to reinforce a contained and compact urban town (Criterion 10).

Corner lots should be typically larger than mid-block lots, and the size and proportion of corner lots should also be carefully considered in the light of front yard controls potentially affecting the ability to achieve houses with private open space on-site.

For vacant lot proposals, a wide variety of lot sizes and shapes should be provided to avoid monotony and ensure a variety of living options in Kingseat.

Criterion 7 would be achieved by lots intended for medium density housing being designed in a manner that ensures that future development can be undertaken in accordance with the design assessment criteria of Part 27B. Medium density housing should only be located in close proximity to amenity (such as around the town centre adjacent to neighbourhood parks, or Adaptive Reuse Overlay Area A or Kingseat Heritage Mixed Use Overlay Area) where the additional amenity provided will satisfactorily offset the lower on-site amenity associated with more intensive residential development (Criterion 8). Subdivision will therefore be required to demonstrate high amenity values, and provide for the neighbourhood parks in general accordance with Planning Map 105F.

Criteria 10 and 11 seek to create an appropriate interface between the urban environment and the surrounding Rural and Coastal Zones (Manukau Harbour Management Area). Maintaining appropriate setbacks from the Rural and Coastal Zone boundary should reduce the potential of reverse sensitivity issues arising, thus providing for the ongoing operation of rural activities in the rural area. Appropriate landscaping within building setbacks will also assist the visual integration of the urban area within its rural context. Larger distances between dwellings, when viewed from the surrounding rural area, will create the perception of a rural environment.

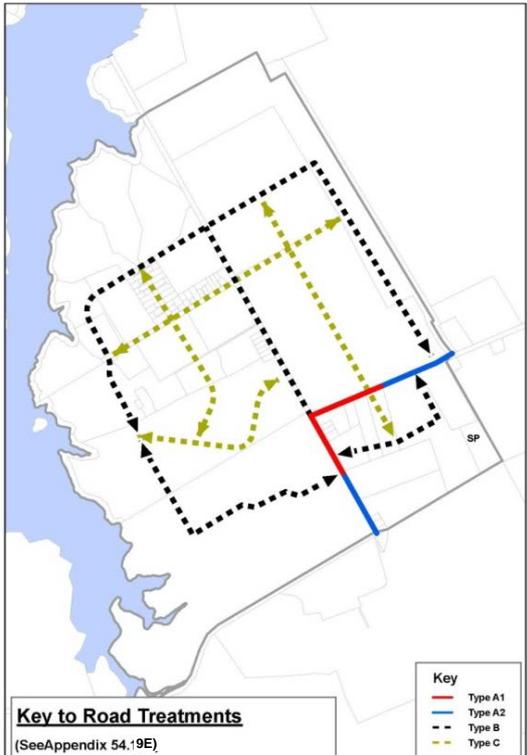
Criteria 13 and 14 apply within the Residential Large Lot Overlay Area 2 and seek to ensure that the pattern of subdivision discourages future subdivision opportunities that would create rear lot development. Such development would have adverse effects on the rural interface and undermine the principle of contained urban form, and should be avoided. Lots should, therefore, be wider (minimum 50 metre width) than they are deep.

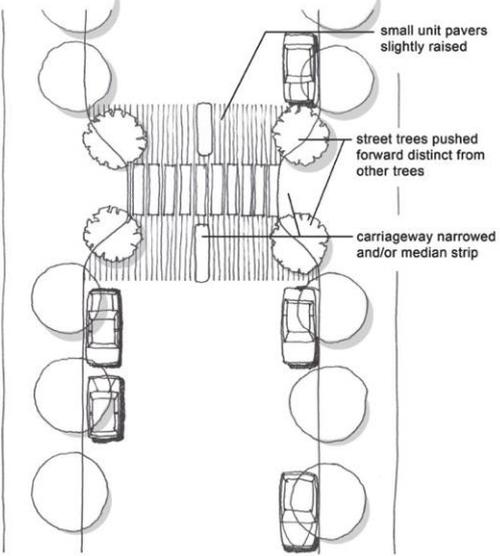
Criteria 15 and 16 apply to subdivision within the Residential Large Lot Overlay Area 3 and promote a Water Sensitive Design approach to subdivision and subsequent development. Subdivision pattern and layout should seek to provide level building platforms in locations that minimise the extent and volume of earthworks, and the need for retaining structures, and are appropriately set back from the Esplanade Reserve to protect the coastal margin.

Criterion 17 recognises the importance of maintaining visual and physical access to the Harbour edge.

Criterion 18 ensures that all development, whether for individual lots or large areas of subdivision are designed to meet the on-site stormwater management criteria, while ensuring each block or lot has the ability to connect to a catchment-wide management device where it is available.

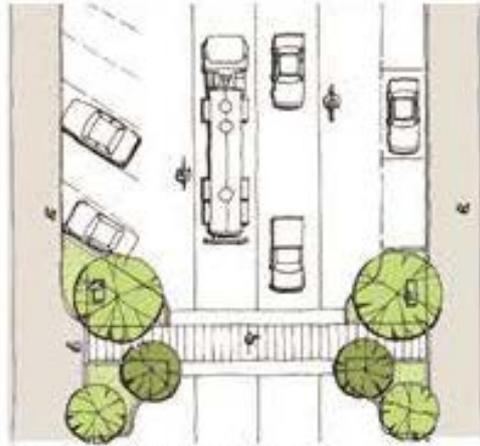
**Design Element 3: Roads and Accessways**

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| <p>1. In addition to transport engineering and NZS 4404 requirements, road cross sections, within proposed subdivisions and including adjoining public road areas, should be appropriate to the nature of the service they provide, generally be consistent with the adjacent diagram and Typical Road Cross Sections and also reflect urban design legibility considerations. Road cross sections should also provide opportunities for the establishment of effective Water Sensitive Design such as minimising kerb and channel features and adopting overland flow conveyance via vegetated swales, and incorporating stormwater management devices and connectivity to catchment-wide management device(s) where available.</p> |  |
| <p>2. On-street parking should be provided clear of traffic lanes, clearly demarcated from the moving lanes, and positioned with regard to probable driveway positions on adjacent lots. Parking should be provided informally</p>   |  |

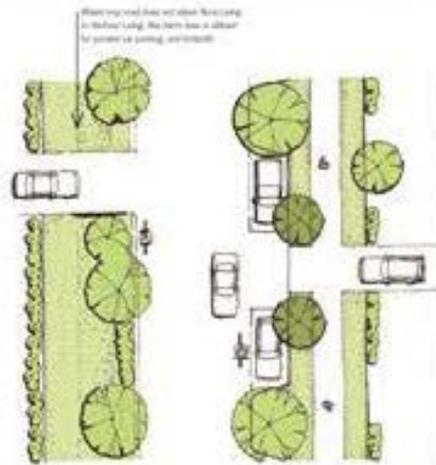
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| <p>on minor roads.</p>  |  |
| <p>3. Cyclists should generally be accommodated on the carriageway, although, if a school is to be established within Kingseat, specific design will be required for roads in proximity to the school.</p>  |  |
| <p>4. Local traffic management measures such as road narrowing, tightened intersection corners, chicanes, raised table pedestrian crossing points and material differentiation should be applied to limit the speed of vehicles on local roads to enhance safety, movement and amenity for pedestrians and cyclists. The devices to be used should, however, be appropriate to the character of the area so that devices do not adversely affect amenity, or landscape and landform values.</p> |  |
| <p>5. A consistent palette of traffic management tools should be used in a development area or neighbourhood.</p>   |  |
| <p>6. Generous avenue planting (where appropriate) and street tree planting should be provided on all roads. A street planting plan is to be submitted to Council for approval with subdivision resource consent applications.</p>  |  |
| <p>7. Jointly-owned accessways are not encouraged but, where required, they should be generous in width, and comply with Council's standards. Consideration of Water Sensitive Design shall be given at design stage to minimise the overall impervious nature of the accessway.</p>  |  |
| <p>8. Key intersections should be designed to recognise a 'gateway' function and be sited in general accordance with the 'gateway' locations shown on the Kingseat Structure Plan Map (Appendix 54.19A).</p>  |  |
| <p>9. Single-stacked Green Streets alongside stream and stormwater reserves will be subject to specific design. In such cases the model cross-section (Design Element 3 Type C – Green Street) is unlikely to have carparking, kerb and channel, footpaths or berms or stormwater management devices</p>  |  |

within the road reserve where it is alongside a riparian reserve, though protection of reserve areas, for example, from parking, will be needed.

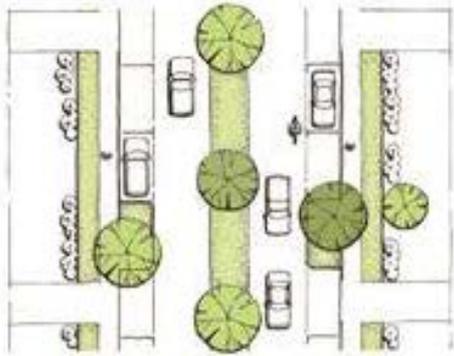
Typical Road Cross Sections (refer Criterion 1)



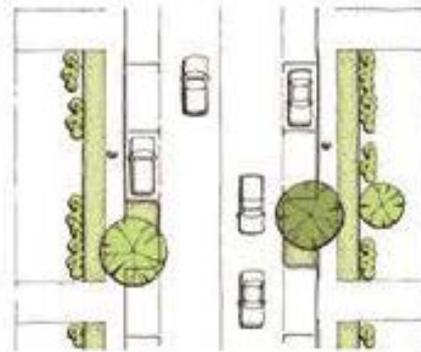
Type A1 - Collector Route through Village Centre



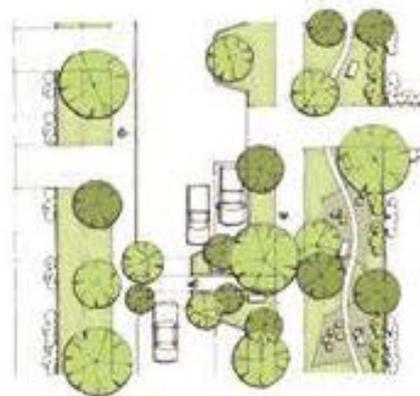
Type B1 - Village Loop Road and Village Spine



Type A2 - Collector Route with Urban Interface

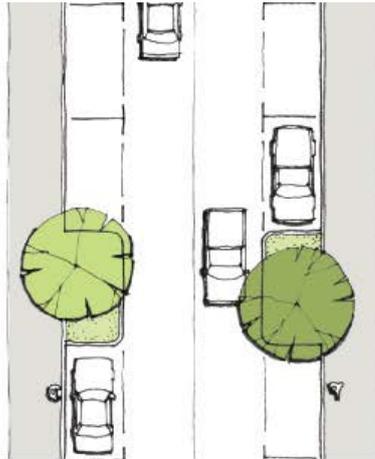


Type B2 - Local Urban in Light Industrial Area

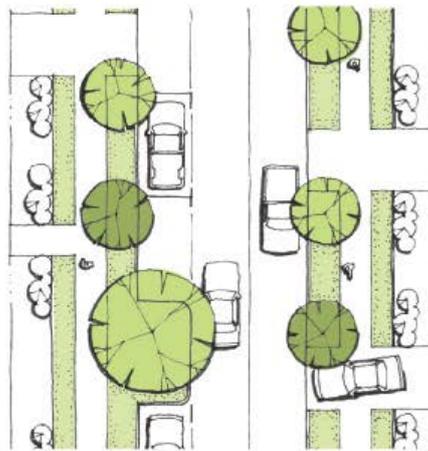


Type C - Green Street

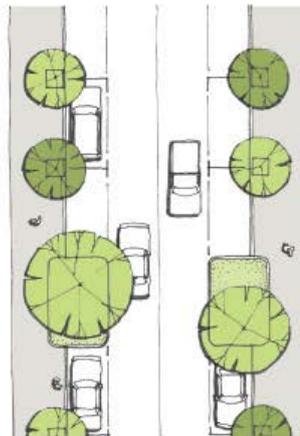
Typical Road Cross Sections (refer Criterion 1)



Local Road in Village Centre



Local Road in Residential Area - Outside Village Living Area



Local Road in Kingsseat Village Living Area

**Explanation:**

Design Element 3 pertains to principles for the design of road treatments and private vehicle accessways within subdivisions.

Whilst the primary function of the road network is to allow the free flow and safe movement of traffic between places, the road network contributes greatly to the character of an area. This character is defined not only by the carriageway and footpaths, but also by the parking arrangements, street trees, planting and lighting. The road reserve offers opportunities to contribute to establishing the look and feel of an environment and making it legible for users.

The road cross sections for Kingseat are recommended as the main cross section treatments, and have been designed to reinforce and promote character, identity, and amenity. Further design differentiation may be appropriate in the consideration of resource consent applications for subdivision.

Council will exercise discretion in respect of Council's standards, NZS 4404 and the Kingseat Structure Plan Map, however the illustrated cross sections should be used to guide the assessment of proposals. They have been derived recognising that roading should be appropriate to function and specific location and provide practical widths for vehicles, planting, and services. People should be able to easily interpret whether they are on a main road or a local road.

Locations for the main routes are shown on the Kingseat Structure Plan Map. All remaining roads should be regarded as local roads.

All roads should be through roads. Cul-de-sac roads should be avoided unless there are physical constraints that prevent a road connection being made. If this is the case, then applications should provide for alternative safe and convenient pedestrian and cycle connectivity to the wider area via public footpaths/cycle paths.

Criterion 2 notes the importance of designing parking bays in conjunction with the adjoining lots, so that development on the lots in future does not result in vehicle crossings in positions that leave short unusable sections of bay. In general, the location of driveways at the southern side of frontages should be assumed. Council may require demonstration and assurance that future driveways will be located in the preferred positions. Legal mechanisms may be necessary to protect the parking bays from the development of inappropriate driveway crossings.

Criterion 3 recognises that, whilst cyclists can generally be located on the carriageway, specific design may be required for roads in close proximity to any future school that may be established in Kingseat.

Criterion 3 further acknowledges that, throughout the town, a low speed environment is promoted. Whilst a network of rural and coastal trails, public footpaths and cycle paths is envisaged, cyclists should generally be accommodated on streets and the road cross section designs seek to accommodate them by providing dedicated cycle lanes on the main Collector Route through Kingseat, and by establishing safe streets elsewhere.

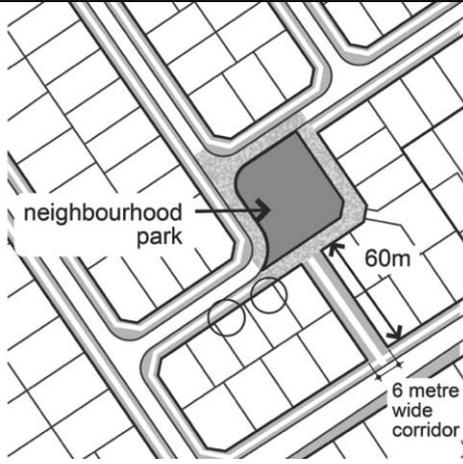
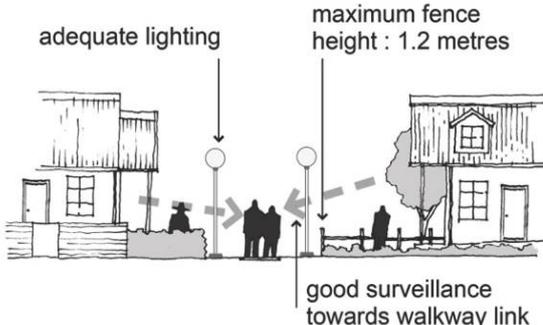
Criteria 4 and 5 note further that local traffic management measures may be appropriate in local roads, where a slower traffic environment is sought. A consistent palette of tools should be utilised in a given development area so that drivers become accustomed to them. Devices used to manage traffic should reflect the role and function of the road, and the character of the area (whether it is the rural or coastal edge, or urban town).

Criterion 6 addresses the requirement for avenue and street tree planting. Street trees provide amenity, shelter, and mitigate pollutants when incorporated into stormwater management devices such as raingardens. The provision of a consistent landscaping approach including a themed street tree planting plan will be sought by Council. Themes can be used to support and reinforce the character of the separate parts of Kingseat, and assist residents and visitors to intuitively understand and navigate their way through the town. Slender trees with higher canopies are generally sought to maintain sight lines and avoid potential entrapment spots. Street tree planting, and landscaping of roads and routes (including pedestrian and cycle routes) should be integrated with stormwater management design, and with lighting proposals to ensure that roads and routes are appropriately illuminated to provide a safe, as well as attractive, environment for users.

Regarding Criterion 7, jointly-owned access ways should be of generous legal width, ideally be straight (sharp bends should be avoided as they create blind spots) and have appropriately-dimensioned sealed carriageways while also incorporating Water Sensitive Design features to either minimise impervious area, and/or provide appropriate mitigation of stormwater runoff.

Criterion 8 recognises that certain existing and future intersections should be designed with a gateway function in mind, to help define the identity of Kingseat and slow down traffic. Those intersections that have a gateway function are shown on the Kingseat Structure Plan Map.

**Design Element 4: Pedestrian, Cycle and Horse Links and Routes**

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| <p>1. Within the town, pedestrian, and cycle links and routes (excluding the rural and coastal trails) should be primarily accommodated within a road reserve.</p>  |  |
| <p>2. Within the town (excluding the Rural and Coastal trails, and the links and routes along the green corridors), links (i.e. routes other than along roads) should be short, wide (at least 6 metre wide corridors accommodating 2 metre wide footpaths or 3 metre wide shared surfaces) and direct, matching desire lines as closely as possible. Links should, where possible, be of easy gradient (without steps and not exceeding a gradient of 1:12), include clear and coherent signage, and incorporate appropriate landscaping and lighting.</p> |   |
| <p>3. Links should run along the fronts of lots where possible, the sides where necessary, and should avoid running along the rear.</p>   |  |
| <p>4. Where lots abut links, these should be designed so that boundary fences of not more than 1.2 metres in height can be provided along the boundary of the links without compromising privacy on adjacent lots. Consent notices may be utilised on lots adjoining the links to ensure this outcome is achieved and is maintained.</p>  |  |
| <p>5. Adequate lighting provision for links should be made for safe night time use. Lighting should be integrated with landscaping to ensure that lighting is effective in providing a well-lit environment.</p>  |  |
| <p>6. Where the pedestrian, cycle and bridle path network needs to cross major roads (such as the Collector Route or Key Roads), appropriate</p>  |  |

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| <p>surface level crossings should be provided. Underpasses and over-bridges should be avoided.</p>   |   |
| <p>7. Off-street cycle and pedestrian routes and bridle paths/trails should be safe, barrier-free, be appropriately surfaced, and be located above the average yearly storm event level. The treatment and design should, in each case, reflect the role and function of paths and the character of the surrounding area.</p>  |   |
| <p>8. The Rural and Coastal Trail network should provide for active and passive recreation opportunities. As such, the design of the trails should reflect their rural and coastal interface. Surface treatments should reflect ease of access to the trail, and lighting and clear directional signage should be provided in appropriate locations to promote the safety of all users. The trails should be designed to manage potential conflicts between users, in particular potential conflicts between horses and cyclists travelling at speed. Where required, users should be segregated through the provision of separate routes. The trails and any associated works or tracks should be so designed as to avoid direct public access, including equine, to the foreshore and coastal marine area (and so prevent water access to the roosting sites of migratory birds), and provide a sufficient separation between the trail and the foreshore to avoid potential adverse effects from trail activities upon the coastal environment, and on archaeological sites. Trail location and construction within the esplanade reserve adjacent to the Whatapaka Creek should:</p> <ol style="list-style-type: none"> <li>1. avoid where practicable archaeological sites;</li> <li>2. avoid where practicable the use of construction methods necessitating earthworks;</li> <li>3. be culturally sensitive to the existence of archaeology; and</li> <li>4. consider the use of grassed and metalled areas to form pathways</li> </ol> | <p>The diagrams illustrate the design for Coastal and Rural Trails. The Coastal Trail diagram shows a cross-section with a 1.5m pedestrian path and a 3.5m bridle path, with a minimum 20m esplanade reserve. The Rural Trail diagram shows a similar cross-section with a 10.0m total width and a structure plan boundary.</p> |

**Explanation:**

Design Element 4 pertains to matters for consideration for locating and designing pedestrian and cycle links and routes.

Designing for walking and cycling is integral to the vision for Kingseat, and gives residents the option of accessing jobs, retail, services, future public transport bus services, community facilities and recreational opportunities on foot or by bicycle, in a direct, safe and enjoyable manner. Equally, recreational walking and cycling opportunities that promote public access to the coast and to the rural hinterland should be encouraged.

Kingseat's location within an area of significant equine activity also needs to be acknowledged by providing for horse access around the town, in particular at the rural and coastal interfaces, where bridle paths should be provided to encourage horse access to these important recreational resources.

The term 'link' principally refers to a pathway route which is a genuine 'short cut' for pedestrian or cyclists and thus anticipated to be an important part of the pedestrian network. Links through reserves will often result in a shorter travelling distance between destinations than by road.

Other routes through reserves are also envisaged, for amenity and recreational purposes.

As noted in Criterion 1, within the town, pedestrians and cyclists should primarily be accommodated within the road reserve. Where links and routes are provided separately from vehicular traffic routes, they should be designed to ensure that an appropriate level of personal security of users is a first priority, and that potential conflicts between users are appropriately managed and/or avoided.

Criterion 2 seeks to promote links that are short, direct, of gentle gradient, and that provide a safe and attractive environment for users. Ensuring that links are straight allows visual connection from end to end, and avoids dangerous entrapments spots. Planting should also be cognisant of retaining these views.

Criteria 3 and 4 also note that boundary treatment and location of links relative to lots are important. The aim is for pedestrian routes to be safe, and overlooked by adjacent housing or other active land uses.

Council may require demonstration of typical house position and orientation to satisfy Criterion 3 and may require consent notices on titles to prevent later development of high fences on lots as described under Criterion 4. Boundary fence details should be carefully considered to balance the need for privacy against the need for surveillance of public space.

With regard to Criterion 5, appropriate lighting may include low-level bollard lighting or high-level lighting columns (depending on location and context). The aim should be to create a safe and attractive environment for users but also to avoid potential negative effects of lighting (for instance glare) on adjacent properties.

Criterion 6 recommends appropriate design outcomes where pedestrians, cyclists and horse riders (as relevant around the town) need to cross major roads such as the Collector Route through the town, and the key roads shown on the Kingseat Structure Plan Map. Crossing design will need to reflect the characteristics of the road that it crosses, and also reflect the users of the crossing. The design response where horses need to cross roads will need careful consideration to ensure that potential conflicts and hazards are appropriately managed, and safety optimised.

Criterion 7 highlights that the design of off-street routes should reflect role and function as well as their setting (i.e. whether they are located on the rural edge, adjacent to the coast or within the town). The use of urban sealed surfaces should be discouraged at the rural and coastal interfaces, and should only be used elsewhere where the volume of traffic and frequency of use requires this approach.

Criterion 8 specifically relates to the Rural and Coastal Trails and seeks to ensure that their form and design encourages use by pedestrians, cyclists and horse riders, whilst managing or avoiding the conflicts that can arise as a result of the effects of these different user groups. Shared surfaces are to be encouraged but not at the expense of safety, and separate routes may need to be considered in locations of undulating topography where sightlines are restricted and/or steeper slopes dominate. Trail surfaces should generally comprise gravel, earth or other loose materials rather than concrete or other sealed surfaces. It is also necessary to locate trails to avoid direct public access to the

foreshore area and provide sufficient separation to avoid adverse effects upon the coastal marine area.

**Design Element 5: Reserves**

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| <p>1. Reserves should be distributed throughout the Residential 2 Zone in accordance with the locations and types shown on the Kingseat Structure Plan Map and Planning Map 105F, and as described further in the explanation below, to provide a variety of recreation opportunities and to provide amenity around the town.</p>   |  |
| <p>2. Neighbourhood parks should be provided in general accordance with Planning Map 105F to support medium density residential development in appropriate locations and to provide amenity and recreational opportunities. Neighbourhood parks should be provided in accordance with the requirements of Planning Map 105F, have a minimum size of 1,200m<sup>2</sup> of reasonably level topography, and be designed and located to provide a focal point for the neighbourhood that it serves.</p> |  |
| <p>3. Clear sight lines into all areas of reserves should generally be available from public roads (as a first priority) or nearby dwellings. Neighbourhood parks should generally be fronted by at least two public roads.</p>   | <p>The diagram shows a central green park area surrounded by residential buildings. Red arrows indicate sight lines from the houses to the park. Trees are placed around the park perimeter. A shared surface/driveway access is shown on the right. Pedestrian connections are shown as dashed lines leading to the park and further to a wider network. Low permeable fencing is indicated at the bottom of the park area.</p> |
| <p>4. Trees, and any structures, should be positioned for winter shelter and summer shade. Furthermore, they should maximise the visual qualities of the reserve, and reinforce any linkages from the reserve to the surrounding area.</p>  |  |
| <p>5. Harbourside Parks should be provided in general accordance with the Kingseat Structure Plan Map (Appendix 54.19A). These parks should provide a strong connection to, and interface with, the movement network and the coast to promote public access to the coast for passive recreation purposes. The parks should</p>  |  |

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| provide views of the Whatapaka Inlet and promote public enjoyment of these views through the provision of grassed areas and seating/picnic areas.  |  |
| 6. A sports park is to be provided at Kingseat in the location identified on the Kingseat Structure Plan Map. This park should provide for a range of organised, formal sports activities, and include the provision of facilities such as changing rooms and public conveniences. The sports park should also provide opportunities for equine-related activities, which should be appropriately separated from sports fields to avoid potential conflicts of use.  |  |
| 7. Reserves should be located and designed to retain any existing significant vegetation and/or heritage features/areas. Notwithstanding the protection of significant vegetation or heritage features/areas, sufficient land should be available outside the protected area to ensure that: <ul style="list-style-type: none"> <li>• the recreational needs of the community can be fulfilled.</li> <li>• public physical access is avoided, including any equine access, to the foreshore area (including car parking, vehicle or boat ramp or launching areas);</li> <li>• walkways/cycleways/bridle paths address conflicts between activities, and adverse effects, including effluent disposal, on the coastal marine area;</li> <li>• the protection of archaeological sites and appropriate tangata whenua access to such sites occurs.</li> </ul> |  |
| 8. Reserves should have relatively low maintenance planting.   |  |

**Explanation:**

Design Element 5 pertains to matters for consideration for locating, sizing and designing all reserves within subdivisions. Regard should also be had to Design Element 7 when considering reserves and their relationship to roads and lots.

Appendix 54.19A details indicative locations for both Neighbourhood Reserves (Harbourside Park) and Neighbourhood Reserves (Neighbourhood/Conservation Park). The location of neighbourhood parks (excluding Harbourside Parks and Neighbourhood/Conservation Parks) are not identified on the Kingseat Structure Plan. This is because the location of neighbourhood parks should be determined at the time of subdivision, having regard to the design and layout of the subdivision (to ensure that the park provides a focal point for the neighbourhood), and the needs of residents in the surrounding area.

For these reasons, Planning Map 105F defines a neighbourhood park level of service required to appropriately service each neighbourhood area. Subdivision proposals need to be in general

accordance with Planning Map 105F, and Council will expect neighbourhood reserves to be provided as part of any Medium Density Housing development, or other residential subdivisions.

Neighbourhood parks are described in the Franklin Reserve Acquisition and Development Plan 2007 (RAD Plan) as “contoured, developed and maintained as places for active and passive recreation for the surrounding residential neighbourhood”. They should have a strong visual and physical link with their respective surrounding neighbourhoods.

As noted by Criterion 2, particular attention should be given to the design of the parks in terms of their importance as focal points for nearby residents. A small, well-proportioned flat reserve designed as a focal point for a small neighbourhood through the use of planting, shelters, pergolas etc. is almost always more appropriate than a large area of “leftover” rolling land at the rear of sections.

Criterion 3 calls for careful consideration of the park (whichever type) in terms of ensuring that as much of it as possible is highly visible from public spaces as a priority, and also from lots. This will help ensure that the parks are seen and valued by the nearby neighbourhood. This is also important from a personal security and crime prevention perspective.

Criterion 4 stresses the importance of tree selection and positioning, and the position of structures to reinforce a number of functions, particularly of the Neighbourhood Parks.

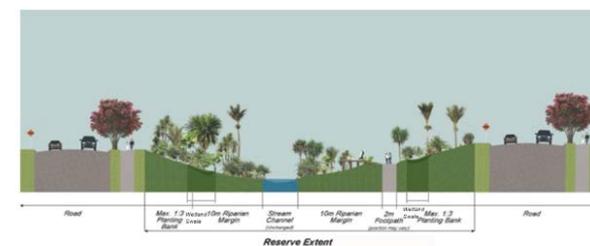
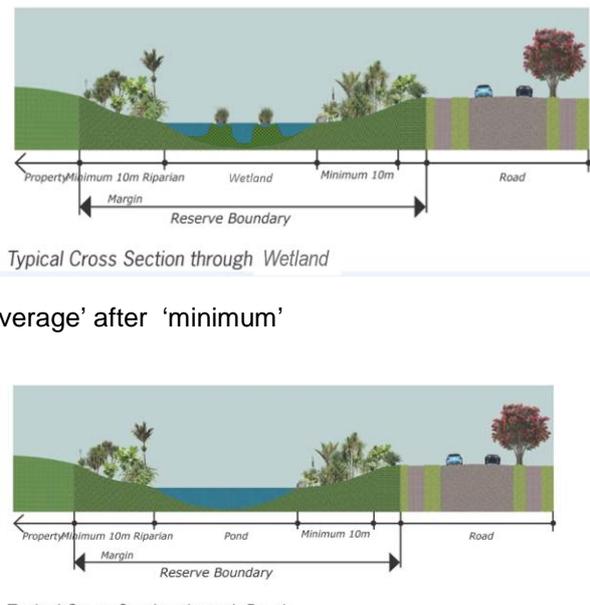
Criterion 5 relates to Harbourside Parks identified on the Structure Plan Map which are intended to provide open space at the coast that is easily accessible and promotes passive and active recreational opportunities for the residents of the town and those using the Coastal and Rural Trails. Consequently, the Harbourside Parks will be located with good access from the roading network, where car parking should be provided, and from the network of pedestrian, cycle and horse routes (including the Coastal Trail) with which strong integration and linkage should be provided. Harbourside Parks should provide views to the Manukau Harbour and provide infrastructure, such as seating and picnic areas, for people to stop, relax and enjoy the coastal environment. The Harbourside Parks should be of a minimum size (as identified on the Structure Plan Map) that reflects location, level of accessibility, role and function.

Criterion 6 relates to the provision of a Sports Park at Kingseat. The Sports Park is identified on the Structure Plan Map as being located to the south of Linwood Road, close to the eastern edge of the town, where it will have good access and visibility. The Sports Park should be of a size and form that enables a range of organised, formal sports activities, as well as providing the potential for equine-related activities. Because of the diverse range of sports activities envisaged, consideration will need to be given to managing potential conflicts between various activities and park users. Facilities such as public car parking, changing rooms and public conveniences should also be provided.

Reserves should promote public access to conservation areas of ecological value, landscape and visual value and areas of heritage value, whilst providing for the recreational needs of the community (see Criterion 7).

#### **Design Element 6: Stormwater Management, Wastewater and Water**

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| <p>1. Stormwater management devices and associated reserves and linkages should be appropriately located, consistent with an approved Stormwater Management Plan and Stormwater Discharge Consent, relevant engineering standards, relevant technical publications and approved by Council. The design and total number of public stormwater devices will be considered in the context of the full lifecycle costs to the community of maintaining this infrastructure. Planting and maintenance plans for stormwater reserves and riparian margins will need to</p> |  |
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| <p>be submitted with resource consent applications and approved by Council.</p>   |  <p>A plan view diagram showing a 'green corridor' and 'pedestrian access' routes. It includes labels for 'potential pedestrian footbridge' and shows the corridor connecting different areas across a road and stream.</p>  |
| <p>2. Where possible, stormwater reserves should be developed as a connected system with pedestrian access, creating green corridors to enhance the ecology of the area and providing a visual connection of green networks to the surrounding rural and coastal areas.</p>   |  <p>A plan view diagram showing a 'green corridor' and 'pedestrian access' routes. It includes labels for 'potential pedestrian footbridge' and shows the corridor connecting different areas across a road and stream.</p>  |
| <p>3. The extent to which permanent and intermittent streams are retained and enhanced by:</p> <ul style="list-style-type: none"> <li>• reinstating piped streams to restore the natural stream network;</li> <li>• providing a vegetated planted buffer within the riparian margin on both sides of the channel. The appropriateness of the stream geometry and stream profile will need to be considered, with a suitable stream and flood profile developed.</li> </ul>  |  <p>A cross-section diagram of a stream. It shows a central 'Stream Channel (channel)' with '10m Riparian Margin' on both sides. To the left is a 'Min. 1.2m (max. 1.0m) Riparian Planting Zone' and to the right is a '2m (max. 1.2m) Riparian Planting Zone'. The 'Reserve Extent' is indicated by a double-headed arrow.</p> <p>Typical Cross Section through Stream</p>  |
| <p>4. Vegetated buffers should also be provided on the margins of streams, existing ponds and wetlands which should:</p> <ul style="list-style-type: none"> <li>• Include native specimen trees on the lower and upper banks of existing ponds, and predominantly to the north and west of existing ponds to provide shade;</li> <li>• Provide a minimum average 10m of native planting on both sides of permanent and intermittent streams, including shallow water rushes and sedges. Additional planting may be required, and there may be cases where specific design is necessary to allow for an adequate overland flow path;</li> <li>• For wetlands and existing ponds, include native wetland species in the different planting zones as per Auckland Regional Council's planting guide "Making the most of Auckland's stormwater ponds, wetlands and rain gardens" 2008, or its successor.</li> </ul> |  <p>Two cross-section diagrams. The first is 'Typical Cross Section through Wetland' showing a 'Wetland' area between a 'Property' and a 'Road'. It includes a 'Minimum 10m Riparian Margin' and a 'Reserve Boundary'. The second is 'Typical Cross Section through Pond' showing a 'Pond' area between a 'Property' and a 'Road'. It includes a 'Minimum 10m Riparian Margin' and a 'Reserve Boundary'. The text 'average' after 'minimum' is positioned between the two diagrams.</p> <p>Typical Cross Section through Wetland</p> <p>average' after 'minimum'</p> <p>Typical Cross Section through Pond</p> |

|   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
|---|--|------|--|------|---|-----------|-----------------|-------|-----------|-----------|-----------|---|-------------|---|-------------------------------------|-----|---|
| <p>5. Incorporate off-line by-passes in stormwater management devices to locate the overflow at the upstream end of the device to direct runoff directly to the piped stormwater network.</p>   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| <p>6. Stormwater management devices, including wetlands and wetland-swale systems should be designed to complement the surrounding landscape, and should appear as a natural component of the overall setting. Steep batters should be avoided.</p>   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| <p>7. Walkways through buffer vegetation should be designed to minimise any impacts on the ecological function of the pond or buffer, and personal security should be a priority in walkway design (see Design Element 4 above).</p>  |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| <p>8. Vegetated buffers in close proximity to lots should be designed to minimise shading effects on probable living areas, and to allow visual connection with any walkway passing through the buffer.</p>   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| <p>9. Wastewater treatment and disposal system, and Water treatment facilities have been comprehensively designed, or can be staged, to provide for the maximum probable development in the Kingseat Structure Plan Area for connection, and;</p> <ul style="list-style-type: none"> <li>i) Whether the location of the system is suitable for its purpose;</li> <li>ii) The appropriateness of the system's design and operation methodology;</li> <li>iii) Whether the system is located and constructed in a manner that will enable practical and reliable access for maintenance and renewal purposes</li> </ul>   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| <p>10. Stormwater management should be designed in an integrated manner to achieve a treatment train system across each sub-catchment, which incorporates at source control and devices on-site to provide treatment, detention and retention within each lot in accordance with Rule 27A.5.13A, considering the extent to which:</p> <ul style="list-style-type: none"> <li>i) It is practicable to manage all stormwater runoff on-site, and where not practical a treatment train approach is implemented that includes primary treatment and retention on-site; and secondary treatment and detention to a catchment-wide device(s);</li> <li>ii) A treatment train system uses vegetation, soils, and natural</li> </ul> | <p>The diagram illustrates a stormwater treatment train for a residential lot. It shows the flow of water from a house through various stages: roof runoff, on-site detention, infiltration basins, and a wetland swale system. It also shows a public road with a stormwater pipe and a larger catchment-wide device. A legend on the right lists 'Best Looking Materials' and 'Treatment' stages. A legend on the left lists 'Residential Lot' components.</p> <table border="1" data-bbox="1077 1512 1236 1579"> <caption>Public Roads</caption> <tr> <td>F 10</td> <td>Asphalt - provides full treatment at source and 10 min retention</td> </tr> <tr> <td>F 10</td> <td>Gravel - same system - provides water quality treatment and detention</td> </tr> </table> <table border="1" data-bbox="1284 1489 1380 1601"> <caption>Best Looking Materials</caption> <tr> <td>Treatment</td> </tr> <tr> <td>Urban Retention</td> </tr> <tr> <td>Urban</td> </tr> <tr> <td>Retention</td> </tr> <tr> <td>Retention</td> </tr> <tr> <td>Retention</td> </tr> </table> <table border="1" data-bbox="790 1736 949 1803"> <caption>Residential Lot - On-site Infiltration</caption> <tr> <td>I</td> <td>Roof runoff</td> </tr> <tr> <td>R</td> <td>On-site infiltration basin (swales)</td> </tr> <tr> <td>T/D</td> <td>Wetland swale system - provides water quality treatment and detention</td> </tr> </table> | F 10 | Asphalt - provides full treatment at source and 10 min retention | F 10 | Gravel - same system - provides water quality treatment and detention | Treatment | Urban Retention | Urban | Retention | Retention | Retention | I | Roof runoff | R | On-site infiltration basin (swales) | T/D | Wetland swale system - provides water quality treatment and detention |
| F 10  | Asphalt - provides full treatment at source and 10 min retention   |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| F 10  | Gravel - same system - provides water quality treatment and detention  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Treatment   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Urban Retention   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Urban   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Retention   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Retention   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| Retention   |  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| I   | Roof runoff  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| R   | On-site infiltration basin (swales)  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |
| T/D   | Wetland swale system - provides water quality treatment and detention  |      |  |      |   |           |                 |       |           |           |           |   |             |   |                                     |     |   |

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| <p>processes to manage water and create healthier environments;</p> <p>iii) All concentrated point discharges to streams or to the coastal environment are avoided through use of dispersal devices or techniques;</p> <p>iv) Sites in the Residential Large Lot Overlay can reasonably achieve 100% mitigation of stormwater runoff on-site;</p> <p>v) Light Industrial sites are served by stormwater wetlands or equivalent catchment-wide stormwater treatment device designed to provide secondary treatment for the sub-catchment within which the zone is located;</p> <p>vi) New stormwater management devices are constructed within a catchment that has existing unmanaged impervious area it shall be sized to accommodate the entire contributing catchment including existing and new impervious areas.</p> |  |
| <p>11. Treatment efficiencies of stormwater wetlands should be designed using Auckland Council guidelines as a minimum standard.</p> <ul style="list-style-type: none"> <li>Wetland-swale systems can be located in the 1% AEP flood plain.</li> <li>Wetland-swale systems shall be designed to accommodate detention (temporary storage) with a volume equal to the run off volume from the 95th percentile event from all new impervious areas, and disperse flows to avoid concentrated point discharges.</li> </ul>   |  |

**Explanation:**

Design Element 6 pertains to matters for consideration for locating and designing stormwater reserves and their planted margins.

Permanent and intermittent streams provide important ecological corridors and should therefore be retained and enhanced.

Stormwater reserves can provide residents with passive recreation opportunities, enhance visual amenity, and may form part of the pedestrian, cycle, bridle and passive recreation networks. Design of related walkways requires careful consideration in respect of potential impacts on buffer vegetation, and in terms of making the experience safe and pleasant for users (refer Criteria 2, 6 and 7 and Design Element 4).

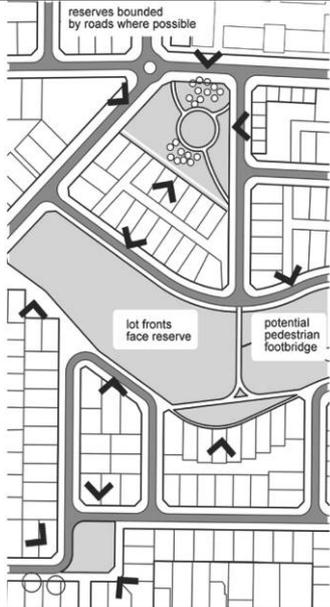
Permanent and intermittent streams shall be re-vegetated on both sides of the stream channel with riparian planting, as sought by Criterion 3.

Planting on the northern and western side of any ponds provides shade and the intention of the buffer planting should also be to enable more self-sustaining habitats to be established (Criterion 4). Stormwater ponds should, where possible, be off-line (Criterion 5) and designed to enhance the visual amenities around them through effective integration of the pond with the surrounding environment (Criterion 6).

Planting should also take into account the relationship of the stormwater reserve to areas of recreation amenity, adjoining lots and, as with walkways, design and selection of species for vegetated buffers should maximise personal safety and surveillance and minimise loss of light to adjoining properties (refer Criterion 7 and Design Element 4).

**Design Element 7: Interface Design**

Reserve Interface

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| <p>1. Reserves/parks should be bounded by public roads on at least two sides unless there are topographical constraints.</p>   |  |
| <p>2. Where a road boundary is not practical, the lot layout should ensure that the fronts of houses face onto the reserve across driveways as a next preference, and these driveways should remain unfenced so a clear line of sight and physical access is maintained.</p> |   |
| <p>3. If lots 'back onto' reserves, they should only do so on the southern edges of reserves, maximising the likelihood that houses will provide north-facing glazing looking onto reserves.</p>   |  <p>Where lots back on to the south side of a reserve, ensure road or at least driveway edge to the north side</p> |

Rural Living and Harbour Living Interfaces

1. Refer Design Element 1 above.

**Explanation:**

Design Element 7 pertains to design matters which arise with development at the interface of certain urban elements in the Residential 2 Zone.

Reserves that are largely bounded by public roads are more secure, because of passive surveillance from the road and from the houses nearby, and are thus likely to discourage criminal and anti-social activity such as vandalism, burglary, dumping, and littering. In such locations, and clearly visible to as many properties as possible, reserves are likely to attract the maximum number of users and be more valued by the community, and enhance surveillance and safety for pedestrians and cyclists using the open-space system. Ideally, reserves should not directly adjoin residential lots (Criterion 1), but as a guide, not less than half the total length of legal boundary of any reserve should adjoin legal road. However, it is recognised that there are other ways to provide an active edge (Criterion 2), and that there are certain circumstances and orientations where directly 'backing' a lot onto a reserve boundary is acceptable (Criterion 3).

### **Design Element 8: Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area**

|  |  |
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| 1. Subdivision and Development within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area should be designed to incorporate existing elements (existing Buildings and Trees) within the Former Kingseat Hospital Site |  |
| 2. Subdivision and Development should allow for a high degree of pedestrian access, and provide safe and attractive pedestrian routes.   |  |
| 3. The principal pedestrian entries to all buildings should face a road or open pedestrian space and be easily accessible and clearly identifiable from the footpath.  |  |
| 4. Outdoor storage should be avoided or concealed from view from public roads or public spaces by internalisation, or appropriate configuration of the building (preferred), or by screen fencing.   |  |
| 5. Solid blank walls facing a road or internal public space shall be avoided.  |  |
| 6. The principal pedestrian entry points of all buildings should be clear and obvious within the building frontage.  |  |
| 7. Car parking should be provided in appropriate places that are easily accessible and appropriately landscaped.   |  |
| 8. Internal public spaces should have active edges, should be overlooked by windows from adjoining buildings and should be visible from roads.   |  |
| 9. Public spaces should be safe and designed according to Crime Prevention Through Environmental Design (CPTED) guidelines with building edges and soft landscaping designed (and species selected) to avoid creating a sense of entrapment.                 |  |
| 10. Where car parking is provided on sites that abut residential areas, it should be designed to include screening, fencing and/or landscaping.  |  |
| 11. Vehicular movement in and around open  |  |

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| spaces should give equal priority to pedestrians and cyclists.  |  |
| 12. Any Subdivision or Development within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area should take into account the Concept Plan as shown on Appendix 54.19C1 and 54.19C2 "Kingseat Concept Plan and Kingseat Masterplan".  |  |
| 13. The effects of the retention and reuse of existing buildings and maintenance of their heritage value, including the extent to which the proposal maintains or enhances the character of the former Kingseat Hospital Site.  |  |
| <p>14.</p> <p>(a) Any subdivision or development should promote the function and retention of key open spaces and vegetated areas, and entrance feature roadway;</p> <p>(b) The proposal should demonstrate the manner in which new buildings will achieve integration and sensitivity to the heritage buildings and their surrounding environment and relate, in their location, scale, bulk, mass and extent, by means of:</p> <p style="padding-left: 40px;">(i) open spaces and the creation of a sense of communal access and use both within, and to the area surrounding the adaptive overlay areas;</p> <p style="padding-left: 40px;">(ii) the creation of relationship and distinctions (where appropriate) between buildings, activities and public spaces (streets and parks and communal areas) through innovative and sensitive design including the use of scale, design elements and materials that reflect and acknowledge/respond to functions, heritage, character and amenity values;</p> <p>(c) The retention, protection and enhancement of stream and riparian environments and vegetated areas, and their ecological and landscape values (notably the stream/overland flow and vegetated area immediately south of the Town Centre);</p> <p>(d) The key roading layout and its function, including its physical integration with the</p> |  |

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| <p>business zone (Town Centre) and adjoining sites, while avoiding adverse affects upon the stream and open space environment;</p> <p>(e) The promotion of opportunities for facilities available for a variety of community re-use and regeneration and employment;</p> <p>(f) Scale and type of activities should not undermine the vibrant, sustainable development of the Town Centre, and/or its on-going vitality, function or purpose.</p> |  |
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### Explanation

Design Element 8 pertains to matters for consideration in relation to the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area (refer to Appendix 54.19C1).

Criterion 1 seeks to ensure that any subdivision or development in the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area retains and re-uses protected buildings. Protected trees should also be incorporated within any proposed subdivision and/or development to protect the character of the site. This is important to ensure that the landscape and heritage values of the former Kingseat Hospital site are retained.

Criterion 4 provides guidance on outdoor storage with the aim of maintaining streetscape amenity.

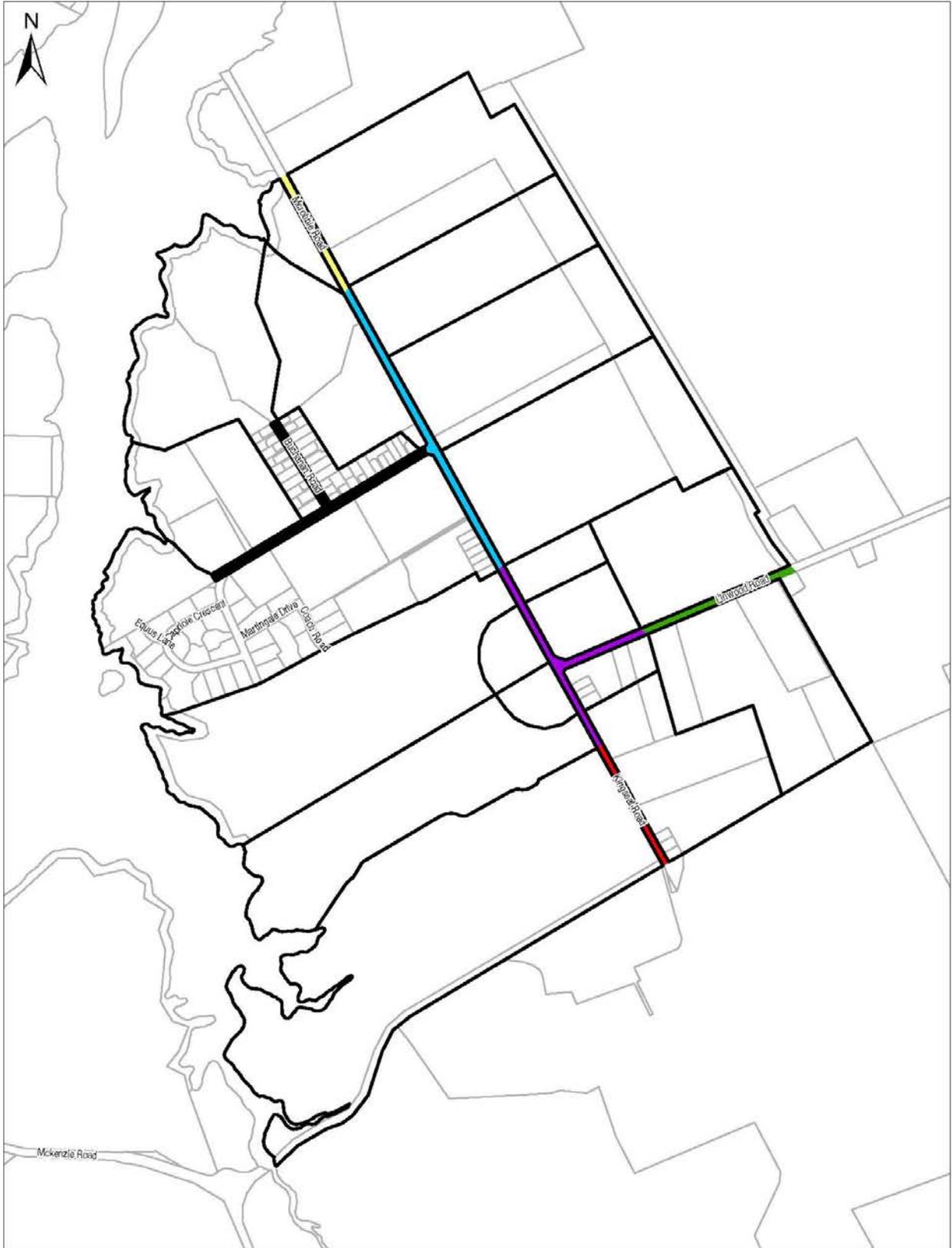
In relation to Criterion 5, blank areas of facade (i.e. without windows, doors etc.) facing a road should be avoided, in order to promote an active frontage. Where windows and doors are not feasible or practical, architectural modulation should be introduced in the form of recesses, rebates, expressed column etc., as opposed to flat treatments such as colour.

Criteria 8 and 9 seek to ensure that the public areas within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area are designed in accordance with the Crime Prevention Through Environmental Design (CPTED) principles. Any development surrounding a public area should promote passive surveillance, enable activities to spill out from the building and ensure that landscaping treatments are considered and do not result in a feeling of entrapment.

Within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area it is important that pedestrian and cyclist movement is given equal priority, Ensuring connection to pedestrian and cycle routes is thus encouraged through Criterion 11.

The Concept Plan (Appendix 54.19C1 and 54.19C2) provides an integrated vision for the Former Kingseat Hospital Site. Criterion 12 notes that any development within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area should be undertaken in accordance with this concept plan to ensure well connected, sustainable and appropriate development is achieved.

The adaptive re-use of buildings detailed in Schedule 8A or on Planning Map 105F should have regard to the heritage value of the building, heritage trees, and the potential heritage effects on the Former Kingseat Site as a whole. Criterion 13 seeks to ensure that the re-use of existing buildings has regard to its heritage values and maintains or enhances the character of the site.



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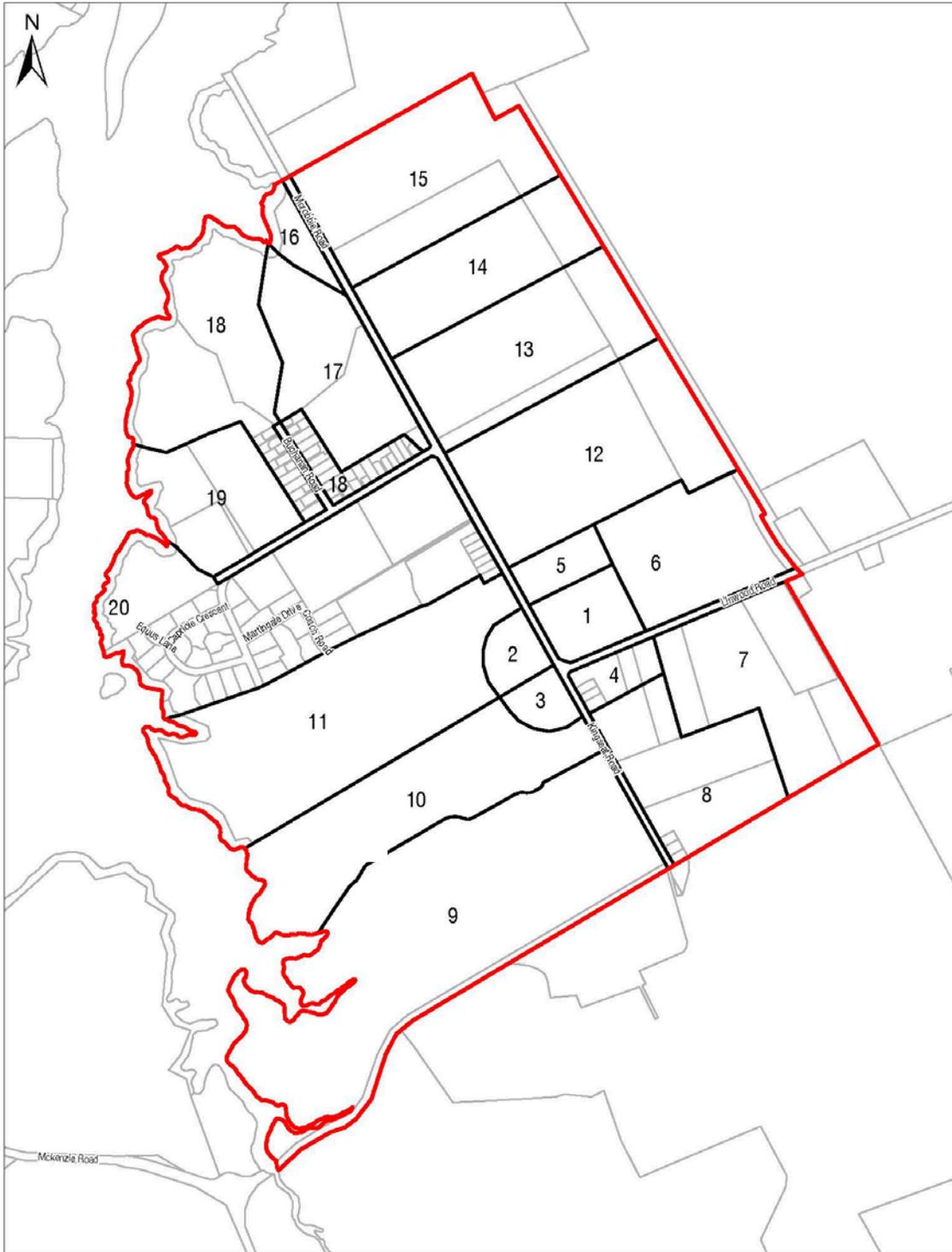
| Legend |                          |
|--------|--------------------------|
|        | PC29 Structure Plan Area |
|        | Parcel Boundaries        |
|        | Road A                   |
|        | Road B                   |
|        | Road C                   |
|        | Road D                   |
|        | Road E                   |
|        | Road F                   |

**Kingseat: Public Road Sections Requiring a Roding Plan**  
Appendix 54.19C

|                            |       |      |      |
|----------------------------|-------|------|------|
| <p>Scale 1:12,000 @ A4</p> |       |      |      |
| Date: 15/07/2014           |       |      |      |
| Drawn By:                  | Draft | Rev1 | Rev2 |







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| Legend |                          |
|--------|--------------------------|
|        | PC28 Structure Plan Area |
|        | Development Area         |
|        | Parcel Boundaries        |

**Kingseat:  
Development  
Areas**  
Appendix 54.19D

|                         |       |      |      |
|-------------------------|-------|------|------|
| <br>Scale 1:12,000 @ A4 |       |      |      |
| Date: 15/07/2014        |       |      |      |
|                         | Draft | Rev1 | Rev2 |
| Drawn By:               |       |      |      |

