DRAFT KAIPARA DESIGN GUIDE PRESENTATION

Rev 1 | June| 2020

PART 1

1.1 BACKGROUND

Many councils around New Zealand are recognising the advantage of adopting additional methods to encourage and guide development in their communities. The purpose of this is to reconcile to the greatest degree possible some of the uncertainties that many people have regarding the quality of new development.

By adopting simple guidelines development can be delivered that offers solutions appropriate to the particular community and in doing so hopefully benefit from a faster consenting pathway.

- The Kaipara District has experienced relatively fast growth in the last five years, driven mainly through rural living subdivisions and sustained growth in the Mangawhai urban and peripheral countryside areas

- Mangawhai Design Guidelines were included as an appendix of the Kaipara District Plan in 2013. These guidelines concentrate on residential subdivision and do not differentiate between urban, rural or commercial/business development

- The Kaipara District Council has recognised the importance of planning for growth and maximise the positive outcomes it can bring to the district as a whole

- Spatial Plans
  - The Spatial Plan - Key Urban Areas
  - Mangawhai Structure Plan Review
  - The Sub-Regional (District wide) Spatial

- The spatial plans will inform the upcoming review of the Kaipara District Plan and inform decisions on how to support and encourage positive social, cultural, economic, and environmental development

- Design details can encompass a variety of scales - from an individual building, a street, a subdivision or an entire town/settlement

- Design Guidelines are a proactive means to collaborate with designers and developers to guide the development process and achieve a range of positive design outcomes.

1.2 STRATEGIC CONTEXT + APPLICATION

The Design Guide has no statutory legal status in the determination of resource consent applications with direct reference to the activity status in the zoning rules of the District Plan.

The Design Guide can add weight to how the a proposed development is assessed influencing the determination of a consent application as an 'other matter' related document under s.104C of the RMA. Through this mechanism, the principles of the Kaipara Design Guide become 'material matters' in the determination of resource consent applications.

COUNCIL PROJECTS
- Public Realm
- Parks & Open Space
- Council Facilities

DEVELOPMENT PROPOSALS
- Multi Unit Development - Residential
- Commercial
- Subdivision

KAIPARA DESIGN GUIDE
- Te Aranga Design Principles

KAIPARA DISTRICT PLAN

STRUCTURE PLANS
(Urban Centres & Neighbourhoods)

1.3 PURPOSE OF DESIGN GUIDE

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Design Guidelines define the qualities of architecture, site design, street and open space that make successful projects, and are a tool for guiding individual projects towards successful design outcomes. The goal of the design guidelines is to inspire and foster design excellence.

https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/UDistrictUrbanDesign/Boards_Streetfair.pdf

The purpose of the design guide is to help facilitate the design and delivery of quality buildings and places for communities in the Kaipara District.

In a way that establishes clear expectations and parameters from an early stage in planning, between project team, project partners and key stakeholders*

So that those involved in designing and building the built environment have a shared understanding of the core design principles underpinning quality buildings and places and recognise that the process of building positive and sustainable environmental, cultural, social and economic wellbeing is a collective endeavour.

* Project team -Group provides recommendations for final outcomes.
Project Partners - Partner in each aspect of the process including the development of alternatives and the identification of the preferred solutions.
Key stakeholders - Work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered

1.4 HOW TO USE THIS DOCUMENT

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The Design Guide is formatted to reflect the steps a development would normally follow, relative to the scale of the development.

*These include_*

1. **Investigation**

2. **Concept Design**

3. **Pre-Application Meeting**

4. **Developed Design refinement**

5. **Lodge and obtain resource Consent**

6. **Detail Design and Tender Documentation**

7. **Building consent and other approvals**

8. **Construction and Practical Completion**

9. **Live and Adapt**

1.4 HOW TO USE THIS DOCUMENT CONT - TRANSECT PLANNING

The urban 'transect' mimics that of the analysis of natural habitats but replaces those natural habitats with a sequence 'urban habitats' of distinctive character. It represents a generalised position whereby a 'what fits where' approach to design is contemplated within the broader land use planning framework. The approach promotes the objectives of walkable, characterful and connected communities.

In this sense the most dense living areas are those best placed to access local services whilst the least dense fit better in the rural environment.

Conservation

Rural

Rural Residential

Low Density

Medium Density

High Density

Mixed-used Commercial

Industrial

TRIGGERS

This diagram shows the levels of complexity of a proposal, or development / activity, comparatively to when a higher degree of specialist input may be required.

The use of panels - independent from political or private influences - can provide a degree of confidence that the options development phases of a project are outcomes-focused and leads to good design outcomes.

This costs financially to someone - and having in-house specialists and up-skilled staff can cater for the larger amount of proposals sitting at the 'lower complexity' end of the spectrum shown on this diagram.

Legend:
- PANEL
- ENGAGE EXPERTS
- REGULATORS
- N/A

ACTIVITY STATUS

	Low Density			Medium Density			High Density		
Non Complying									
Discretionary									
Restricted Discretionary									
Controlled									
Permitted									

Column items:

- Single Family Home - Large Lot
- Single Family Home - Small Lot
- Single Small Home - Small Lot
- Duplex
- Terrace Housing
- Town Housing
- Retirement Village Mixed Use
- Papakainga Mixed Use
- Apartment Mixed Use

- Commercial Mixed Use
- Commercail Large Format Retail
- Commercail Business Park
- Light Industrial
- Heavy Industrial

- Pastoral Farming
- Mixed use farming
- Horticulture
- Forestry
- Maori Purpose land
- Residentail Holdings
- Network utilities & infrastructure
- Processing Activities
- Mineral Extraction

PART 2 - PRINCIPLES AND GUIDELINES

MĀORI DESIGN PRINCIPLES

Māori design principles are derived from a Māori worldview incorporating Māori knowledge and core Māori values. They are intended to unlock the potential of Māori knowledge and help to facilitate effective engagement with Mana Whenua. It is a holistic approach provides Mana Whenua opportunities to articulate their narratives, values and aspirations and contribute in a meaningful way to current and future environments.

LANDSCAPE PLANNING FRAMEWORK

The landscape planning framework provides an overview of the fundamental landscape processes, patterns and character that need to be identified, maintained, protected and enhanced. The landscape planning framework is an ecologically grounded approach to the design and planning of settlements that helps to ensure Kaipara's settlements holistically and sustainably respond to the unique and diverse natural and socio cultural landscapes of a place and the integrity the environment they are embedded in are maintained in perpetuity.

BUILDINGS AND STREETS

Buildings and streets provides an overview of the core features of quality buildings, streets and places for communities in the Kaipara District. Buildings and streets covers in mixed Use / Commercial / Business, high medium and low density residential developments and rural residential and rural living zones.

SUSTAINABLE BUILDING PRACTICES

Sustainable building practices outlines the key factors that need to be considered when designing, constructing, operating and deconstructing buildings.

Māori design principles are derived from a Māori worldview incorporating Māori wisdom and core Māori values. They are intended to unlock the potential of Māori knowledge and help to facilitate effective engagement with Mana Whenua. It is a holistic approach which provides Mana Whenua opportunities to articulate their narratives, values and aspirations and contribute in a meaningful way to current and future environments.

The Te Aranga Design Principles are derived from the core values:

Rangatiratanga - self determination
Kaitiakitanga - guardianship
Manaakitanga - hospitality
Wairuatanga - spirituality
Kōtahitanga - unity
Whānaungatanga - kinship
Mātauranga - Te Ao Māori / Māori world view

TE ARANGA DESIGN PRINCIPLES

Mana Rangatiratanga - The status of iwi and hapū as mana whenua is recognised and respected.

Whakapapa - Māori names are celebrated.

Taiao - The natural environment is protected, restored and / or enhanced.

Mauri Tū - Environmental health is protected, maintained and / or enhanced.

Mahi Toi - Iwi/hapū narratives are captured and expressed creatively and appropriately.

Tohu - Mana whenua significant sites and cultural landmarks are acknowledged.

Ahi Kā - Iwi/hapū have a living and enduring presence and are secure and valued within their rohe.

EXAMPLES OF HOW AND WHERE TE ARANGA DESIGN PRINCIPLES CAN BE INTEGRATED

The Dargaville Spatial Plan has developed some examples where Te Aranga Principles can be applied to Dargaville.

Mana Rangatiratanga

Whakapapa

Taiao

Mauri Tū

Mahi Toi

Tohu

Ahi Kā

Dargaville / Takiwira Town Centre

Te Houhanga marae

Wairoa River

Te Whare Taonga o Tunatahi
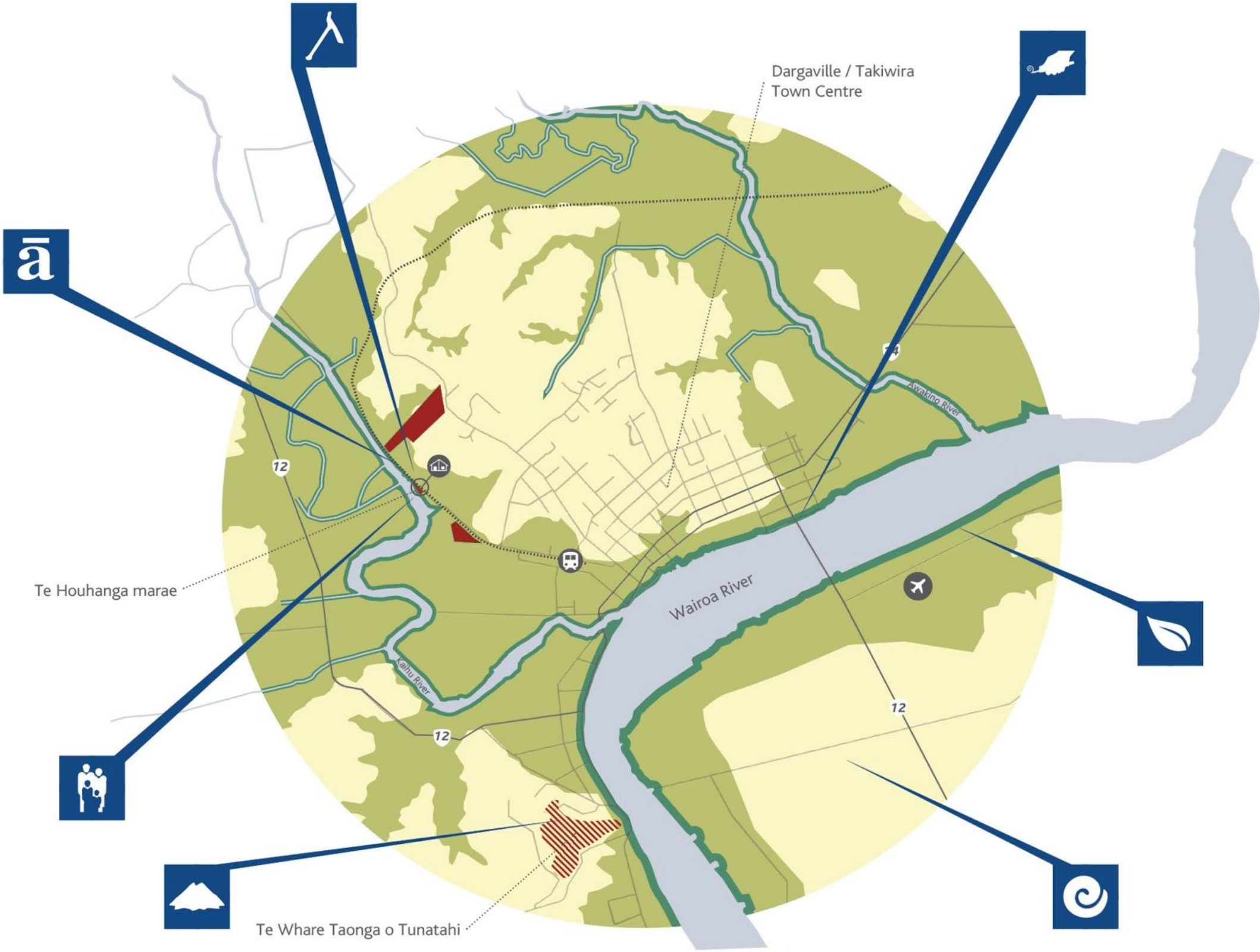
EXAMPLES OF HOW AND WHERE TE ARANGA DESIGN PRINCIPLES CAN BE INTEGRATED

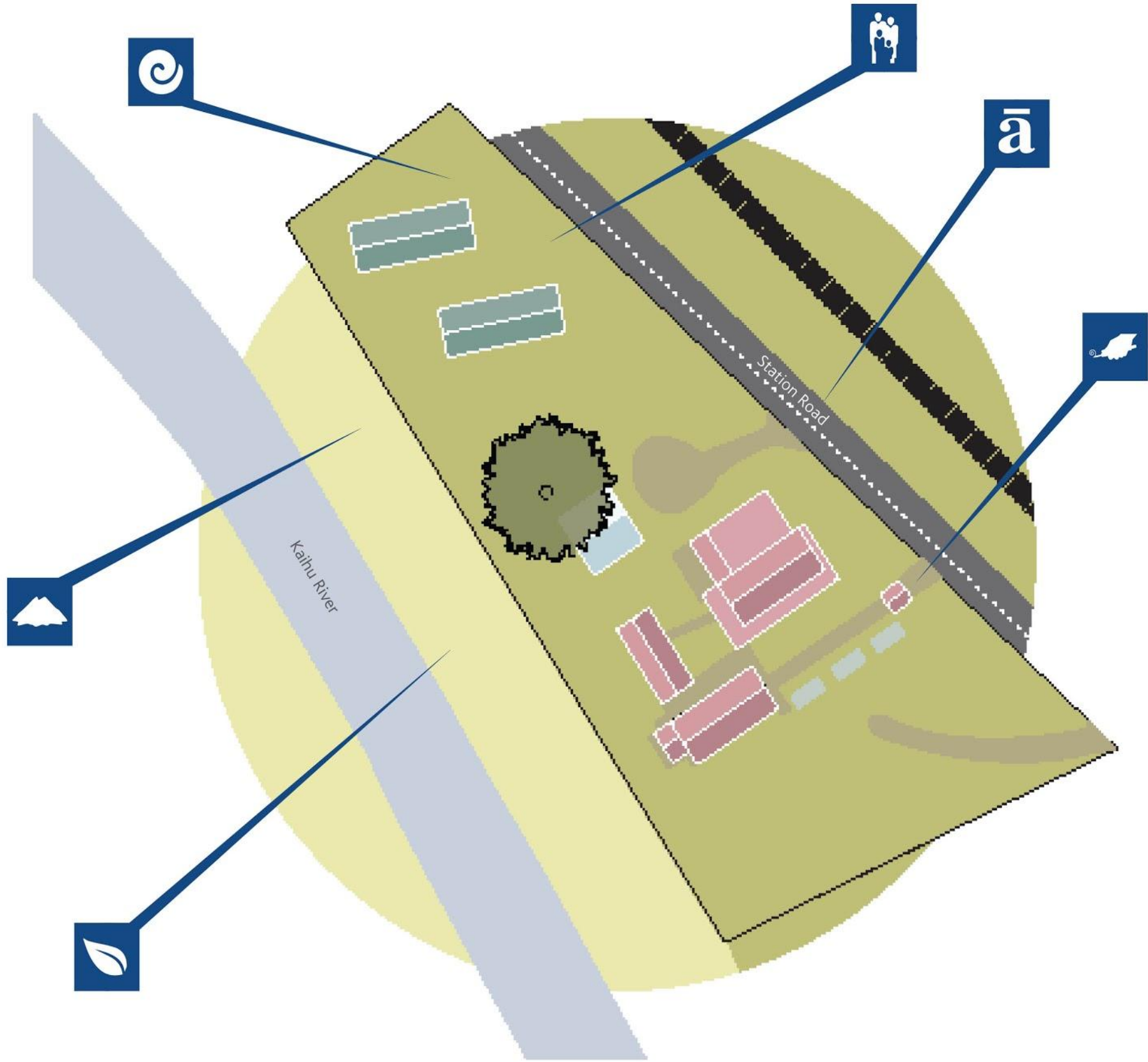*The Houhanga Marae has developed some examples where Te Aranga Principles can be applied to Dargaville.*

Mana Rangatiratanga

Whakapapa

Taiao

Mauri Tū

Mahi Toi

Tohu

Ahi Kā

The landscape planning framework provides an overview of the fundamental landscape processes, patterns and character that need to be identified, maintained, protected and enhanced.

The landscape planning framework is an ecologically grounded approach to the design and planning of settlements. This helps to ensure Kaipara's settlements holistically and sustainably respond to the unique and diverse natural and sociocultural landscapes.

Through this framework, the integrity of the environment Kaipara's settlements are embedded in is maintained over generations.

DESIGN PRINCIPLES

Design with and for Nature and Natural Systems - Identify, maintain, protect and where required, enhance critical and vulnerable landscape features such as wetlands, floodplains, and steep and erodible slopes.

Design with Water Catchments - Designing and planning at the scale of the water catchment to ensure the integration of water, ecology and land use.

Respond to Existing Landscape Character - Identify, maintain, protect and where appropriate, enhance the existing character of a place, including protecting and designing around special natural and cultural features of the site, such as notable vegetation, ridges, rocks, view lines, edges and boundaries. The design and placement of building(s) should respond sensitively to existing topography and landforms, particularly ridgelines.

Design for Climate Change - Where required, respond and where possible, design and plan for the effects of climate change, particularly with regards to coastal erosion and inundation.

Develop Live, Work, Play, Learn, Environments - Design communities and places that universally allow people to walk and cycle for all of their daily needs.

PROCESS

The following methodology outlines the key steps for planning and designing a site that is responsive to the underlying patterns, processes, and character of the Kaipara landscape.

STEP 1 - CREATE A BASE PLAN

STEP 2 - IDENTIFY CRITICAL LANDSCAPE PATTERNS

STEP 3 - IDENTIFY CORE INFRASTRUCTURE

STEP 4 - MAP POTENTIAL ECOLOGICAL NETWORKS

STEP 5 - MAP POTENTIAL LINKAGES , DEVELOPMENT BLOCKS + OPEN SPACES

STEP 6 - MAP DEVELOPMENT TYPOLOGIES

Buildings and streets provides an overview of the core features of quality buildings, streets and places for communities in the Kaipara District. Buildings and streets covers in mixed Use / Commercial / Business, high medium and low density residential developments and rural residential and rural living zones.

DESIGN PRINCIPLES

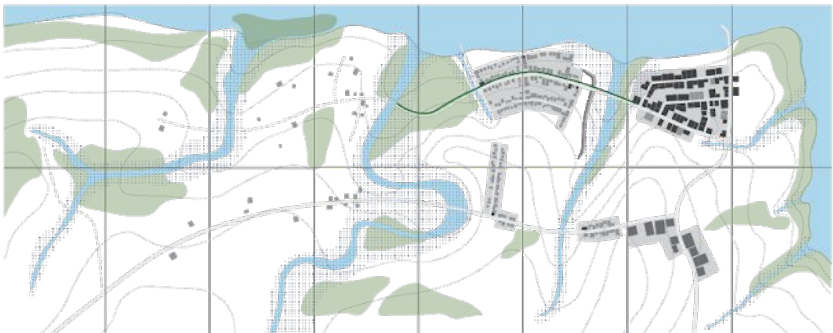**Design for the Human Scale -** Neighbourhoods are walkable. Public spaces, particularly the spaces between buildings, relate to the character and scale of the pedestrian.

Design Well-connected Communities - Kaipara towns, villages and settlements are interconnected, connected together, and to the wider landscape, through a network of walkways, cycleways and safe streets. Street networks are permeable, legible, accessible, safe and inviting to be in**.**

Integrate Different Uses - Mix and integrate uses throughout neighbourhoods and within buildings to help create vibrant and walkable live, work, play learn environments.

Sensitive Intensification - Intensify communities one transect at a time / intensify to improve people's transportation choices (i.e walking or driving), one's ability to age in one place and the community's ability to support retail and commercial uses within walking distance. The unique local identity is maintained and/or enhanced within the design and aesthetics of the townscape / streetscape or residential neighbourhood.

Design for People of All Ages and Abilities - Design universally accessible buildings and places to all without the need for adaptation or specialised design.

Revitalisation - Maintain, enhance and where appropriate, celebrate Kaipara's unique natural, cultural and built heritage, conservation and landscapes, whilst reinforcing the town's distinctive sense of place and community.

Adaptability and Celebration - Adaptable places and spaces are provided for community and cultural activation, including activities such as community events, markets, and cultural or seasonal celebrations.

2.3 DEVELOPMENT TRANSECTS_
URBAN TYPOLOGIES

LOW DENSITY

Large lots or settlements (self-serviced)

MEDIUM DENSITY

Residential urban (serviced)

MIXED USE COMMERCIAL

Town Centre - urban commercial, retail, living (serviced)

INDUSTRY

Large-footprint buildings, service yard areas, heavy vehicle access (serviced)

LOW DENSITY

Residential urban (serviced)

HIGH DENSITY

Residential (serviced)

MIXED USE COMMERCIAL

Town Centre - urban core commercial, retail, living (serviced)

LIGHT INDUSTRY

Mixed size footprint buildings, service yard areas, heavy vehicle access, includes warehousing and office spaces (serviced)

RURAL RESIDENTIAL

Standalone lots or clustered rural-residential sites (self-serviced)

RESIDENTIAL / HOUSING TYPOLOGIES

Rural & Rural Residential - consists of sparsely settled lands in open or a cultivated state. In these areas it is important to respect the character of the landscape and plan to harmonise with the established character. This can be achieved by considerately positioning or clustering development and promoting planting that is enhancing and restorative.

Low Density Residential - consists of low density residential areas that are not serviced by water supply. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

Low Density Residential Urban - consists of low density residential areas on serviced sites. More typically suburban in character, these sites may also feature the development of minor units.

Medium Density Residential - consists of sites where further subdivision or more intensive development is contemplated. Building types will remain predominantly detached or duplex housing, maintaining a strong relationship to the street.

High Density Residential - consists of multi-unit sites that may have a wide range of building types including detached, duplex, and rowhouses. Low rise, walk-up apartment developments may also occur.

MIXED USE COMMERCIAL

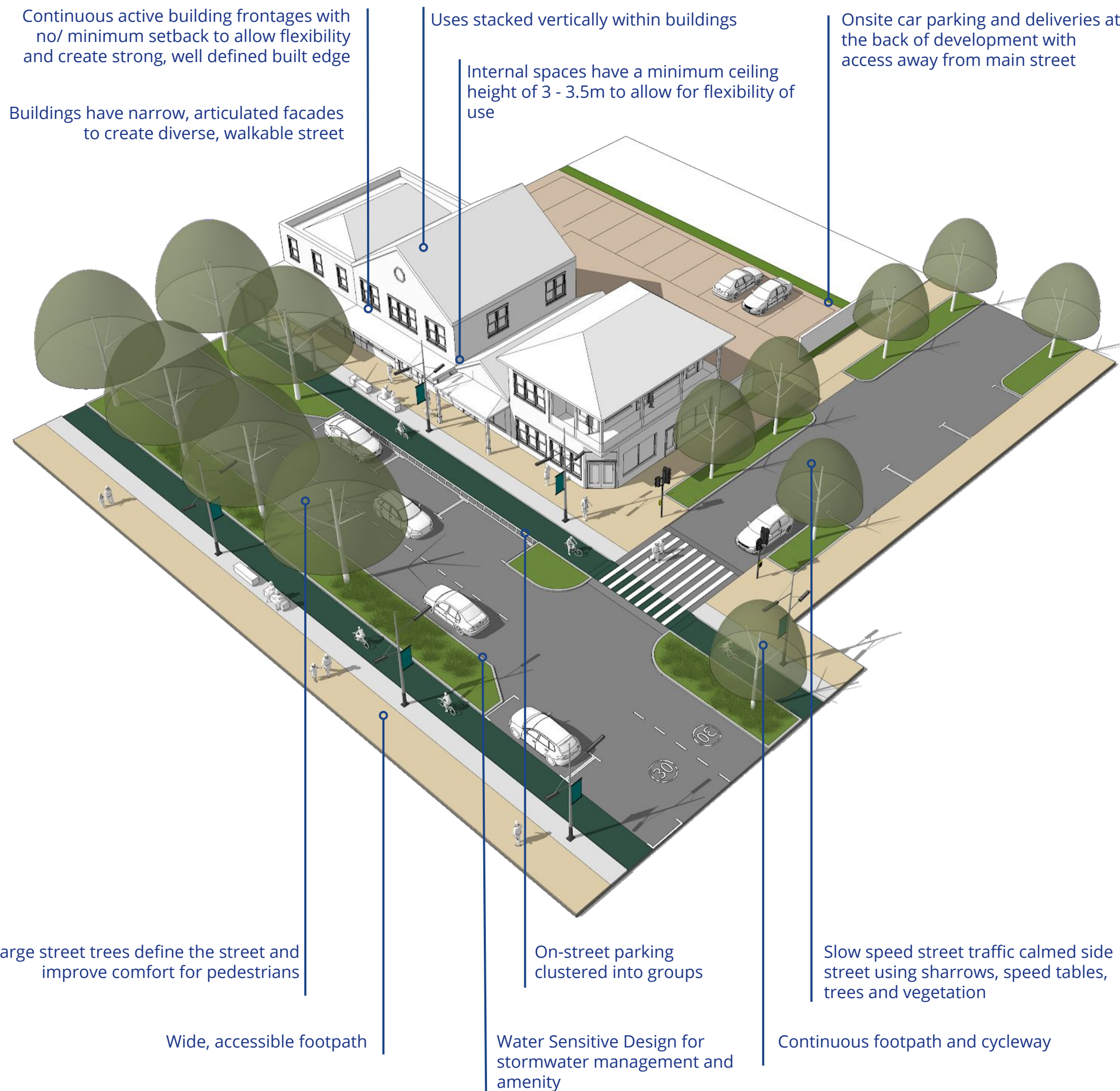*Town Centre - urban commercial, retail, living (serviced)*

Provides a wide range of activities such as residential, leisure, commercial, tourist, cultural, community and civic centres. Height opportunities within the centre will facilitate increased intensification, including office and residential at upper floors.

Desired Outcomes

- Encourage a diversity of uses including community facilities and living opportunities.
- Position buildings adjacent to the footpath to define and create the street.
- Encourage wider footpaths and provide for convenient but well integrated parking opportunities.
- Provide attractive shop frontages and facades that add to a sense of vitality and character.
- Retain a human scale and incorporate street trees and other landscape measures where appropriate.
- Manage vehicle speeds to prioritise the pedestrian environment and safety within the centre.

Supporting Infrastructure

- Fully serviced through reticulated infrastructure - water supply, wastewater, and stormwater
- Public roads created through subdivision must meet council urban road standards, with traffic calming design solutions as a focus.

Continuous active building frontages with no/ minimum setback to allow flexibility and create strong, well defined built edge

Buildings have narrow, articulated facades to create diverse, walkable street

Uses stacked vertically within buildings

Internal spaces have a minimum ceiling height of 3 - 3.5m to allow for flexibility of use

Onsite car parking and deliveries at the back of development with access away from main street

Large street trees define the street and improve comfort for pedestrians

On-street parking clustered into groups

Slow speed street traffic calmed side street using sharrows, speed tables, trees and vegetation

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity

Continuous footpath and cycleway

Sustainable building practices outlines the key factors that need to be considered when designing, constructing, operating and deconstructing buildings.

DESIGN PRINCIPLES

Passive Design - Design buildings and spaces that are responsive to the prevailing climatic conditions with consideration of orientation, access to sun, glazing, thermal mass, natural ventilation and installation.

Responsible Water Use - The intent of this principle is to encourage projects to treat water like a precious resource, minimising waste and the use of potable water, while avoiding downstream impacts and pollution.

Energy and Carbon Reduction - The intent of this principle is to treat energy as a precious resource and minimise energy-related carbon emissions that contribute to climate change.

Healthy Interior Environment - The intent of this principle is to promote good indoor air quality and a healthy interior environment for all occupants.

Responsible Materials - The intent of this principle is to set a baseline for transparency, sustainable extraction, support of local industry and waste diversion for all projects.

Universal Access - The intent of this principle is to allow equitable access to, and protections from any negative impacts resulting from the development. Maintain access to fresh air, sunlight and natural waterways.

Flexibility in Design - Design buildings and spaces that are flexible and allow for a range of uses to occur over time.

PART 3 - MONITORING AND EVALUATION

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Monitoring the design outcomes of completed developments will give the council opportunity to assess the effectiveness of the urban design guidelines and reassess the appropriateness and effectiveness of the urban design controls.

Evaluation of the design outcomes will show council if there is need to make changes and/or improvements to the urban design guideline process.

A shortfall with urban design guidelines is that they are often not monitored and evaluated once they are incorporated into council processes. It is important that council recognises the need to reflect on 'lessons learned' and feed into ongoing improvements and refinements that arise overtime to ensure the guidelines are achieving their purpose and are improving design outcomes in Kaipara.

APPENDIX

PROCESS

The following methodology outlines the key steps for planning and designing a site that is responsive to the underlying patterns, processes, and character of the Kaipara landscape.

STEP 1 - CREATE A BASE PLAN

STEP 2 - IDENTIFY CRITICAL LANDSCAPE PATTERNS
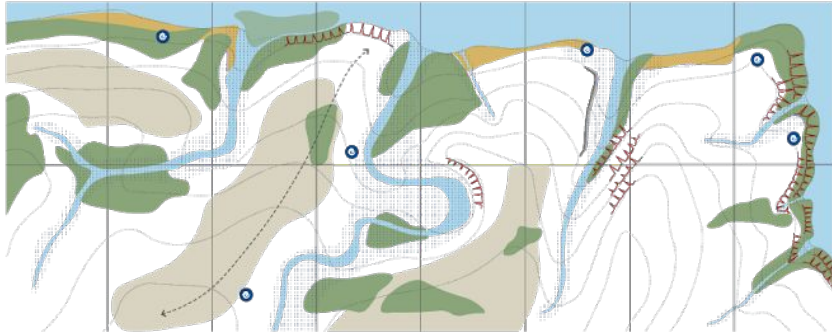
STEP 3 - IDENTIFY CORE INFRASTRUCTURE

STEP 4 - MAP POTENTIAL ECOLOGICAL NETWORKS

STEP 5 - MAP POTENTIAL LINKAGES , DEVELOPMENT BLOCKS + OPEN SPACES

STEP 6 - MAP DEVELOPMENT TYPOLOGIES

STEP 1 - CREATE A BASE PLAN

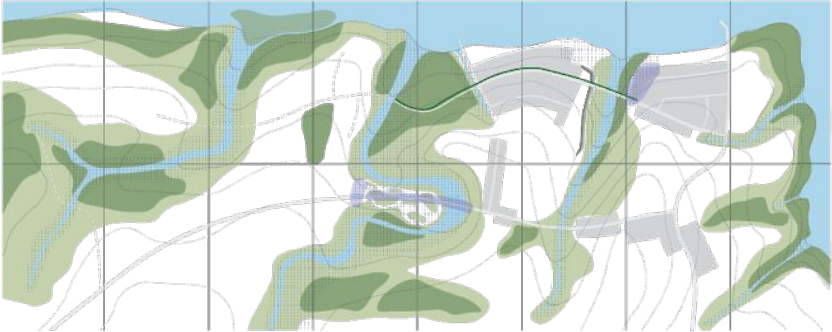*Create a base map identifying key landscape features including coastal / river edge, contours, main roads, built-up areas, existing areas of vegetation, sites of cultural significance, and key infrastructure such as streets, bridges and stopbanks.*

KEY

- —— Main roads
- —— Local roads
- - - - Unsealed roads
- ⊚ Site of cultural significance
- ⌇ Stopbank
- ⊛ Existing cycle routes

- ▬ Streams and waterways
- ▬ Beaches
- ▬ Rural land
- ▬ Significant natural areas
- ▬ Existing development

Mixed-used Commercial

Industrial

| Conservation | Rural | Rural Residential | Low Density | Medium Density | High Density |

STEP 2 - IDENTIFY CRITICAL LANDSCAPE PATTERNS

Map the landscape features critical to ensuring Kaipara's natural environment is healthy and regenerative in perpetuity. These landscape features include ridge line, gullies and overland flow paths, waterways and water bodies, flood plains, steep and erodible slopes, existing areas of vegetation, and highly fertile soils.
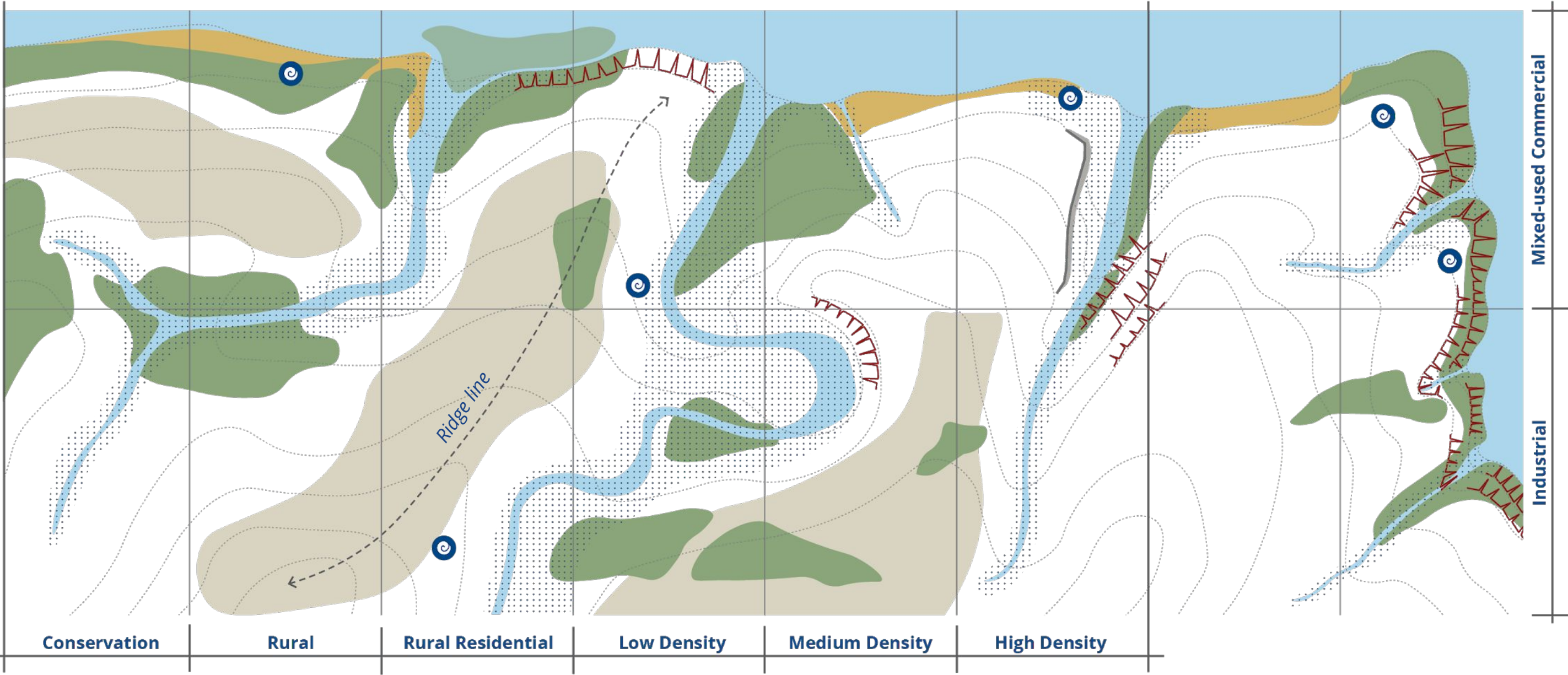
KEY

- Streams and waterways
- Beaches
- Significant natural areas
- LUC 1-3

- Flood plains
- Steep terrain + erodible slopes
- Site of cultural significance

Ridge line

Mixed-used Commercial

Industrial

Conservation   **Rural**   **Rural Residential**   **Low Density**   **Medium Density**   **High Density**

STEP 3 - IDENTIFY CORE INFRASTRUCTURE

Map the core infrastructure that creates the conditions for settlement, development, economic activities and transport. These include main roads, built-up areas, dominant land uses, stormwater, drinking water, wastewater, land drainage and flood protection, parks and open spaces, public transport, community facilities, and waste management.

KEY

— Main roads
— Local roads
--- Unsealed roads
∿ Stopbank
🚲 Existing cycle routes

■ Mixed-use development
■ Industrial
■ Residential
▦ Floodplains

Mixed-used Commercial

Industrial

Conservation | **Rural** | **Rural Residential** | **Low Density** | **Medium Density** | **High Density**
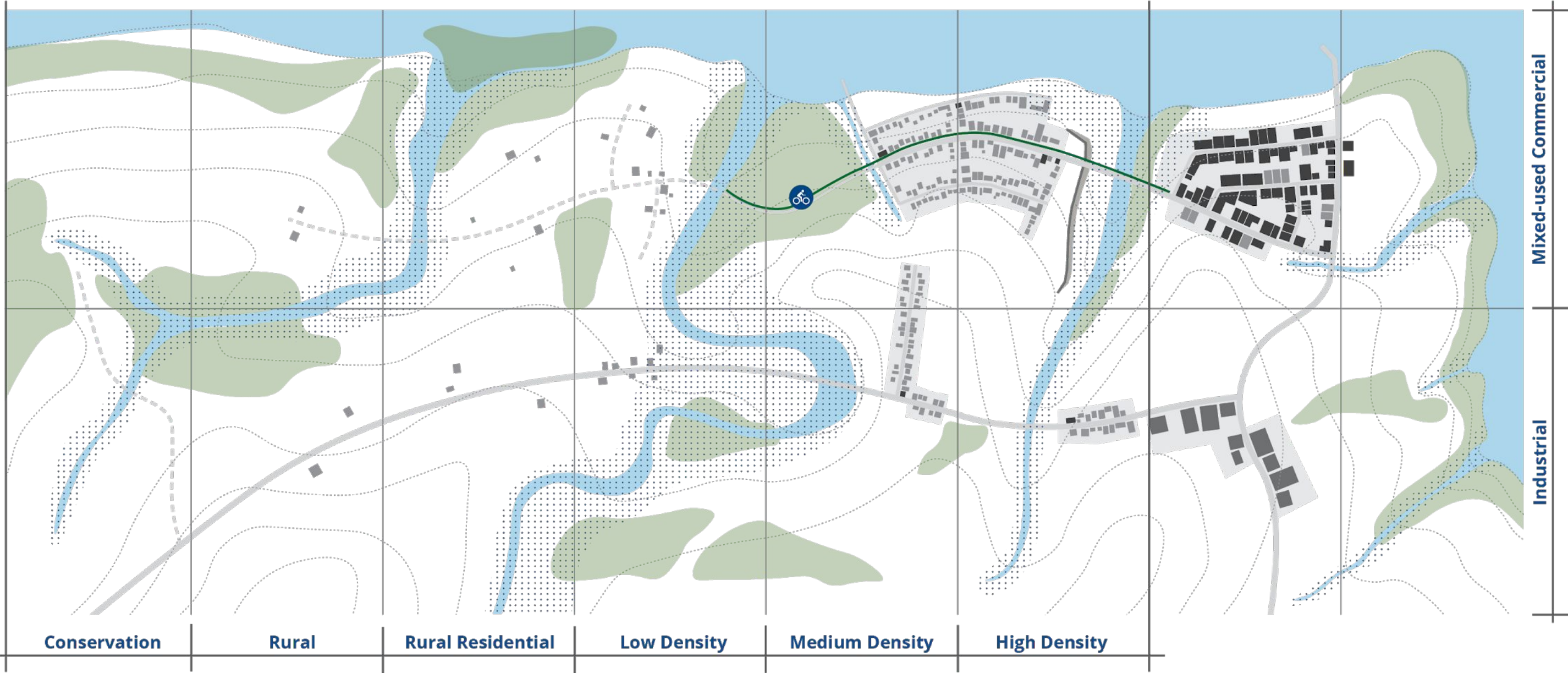
STEP 4 - MAP POTENTIAL ECOLOGICAL NETWORKS

Design an ecological network of forests and wetlands that captures the core features mapped in the second step and identify core infrastructure that is compromised and/or vulnerable through this process - for example, flooding.

KEY

— Main roads
— Local roads
---- Unsealed roads
〰 Stopbank
🚲 Existing cycle routes

● Development + infrastructure within floodplains
■ Significant natural areas
■ Potential ecological networks
□ Extent of existing development
▦ Floodplains

Mixed-used Commercial

Industrial

Conservation | Rural | Rural Residential | Low Density | Medium Density | High Density
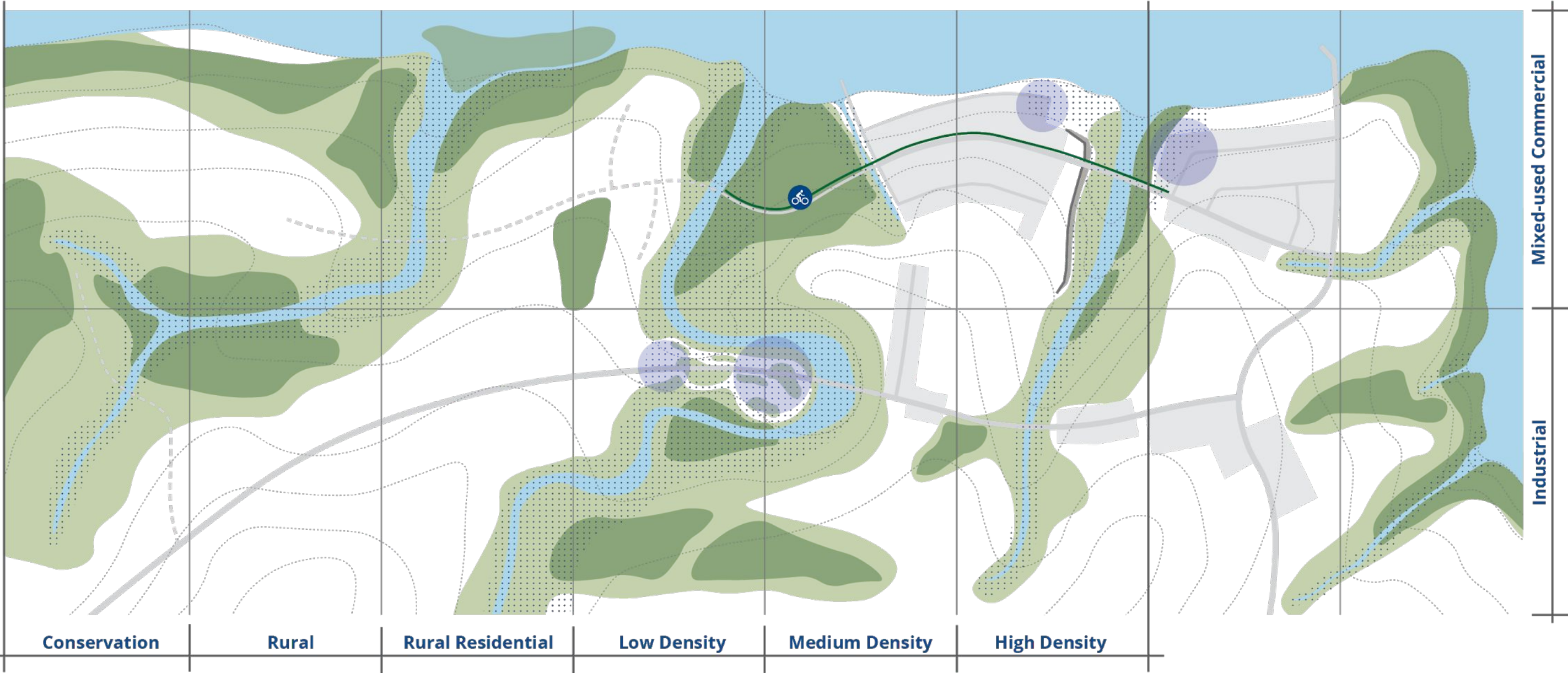
STEP 5a - MAP POTENTIAL DEVELOPMENT BLOCKS AND CONNECTIONS

Map the areas outside of the potential ecological networks which are more suitable for development.

KEY

— Main roads
— Local roads
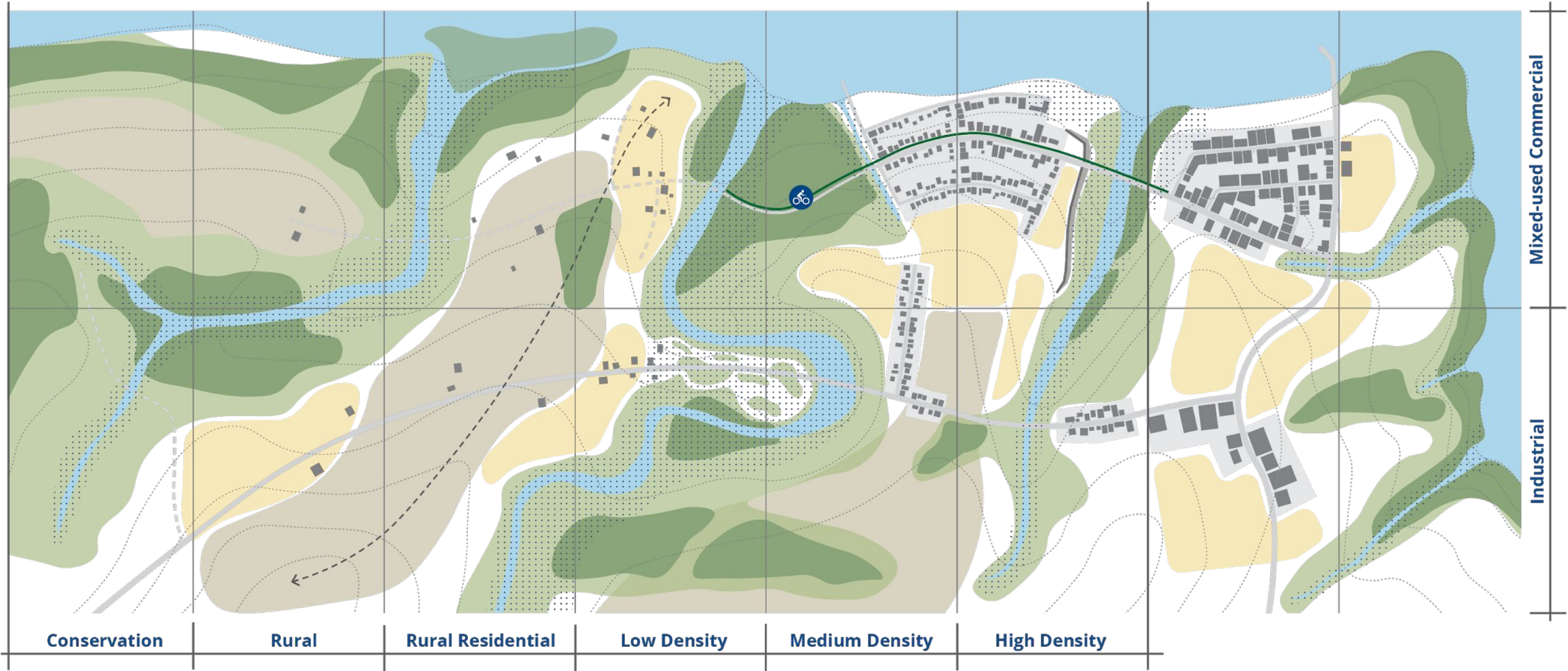- - - Unsealed roads
∿ Stopbank
🚲 Existing cycle routes

▢ Areas suitable for development
▢ Significant natural areas
▢ Potential ecological networks
▢ Extent of existing development
▦ Floodplains

Conservation   **Rural**   **Rural Residential**   **Low Density**   **Medium Density**   **High Density**

Mixed-used Commercial

Industrial

STEP 5b - MAP POTENTIAL OPEN SPACE NETWORKS

Identify connections through the potential development blocks and into the surrounding street and path network in a way that contributes to the creation of an integrated street and path network.

Note that connections should be identified first in mixed-use commercial, high and medium density housing connections and brownfield developments.

KEY

——	Main roads
——	Local roads
- - -	Unsealed roads
⌒	Stopbank
——	Existing cycle routes
←-→	Future road connections
·····	Future cycle routes

▨	Areas suitable for development
▨	Significant natural areas
▨	Potential ecological networks
▨	Existing development
▨	Areas suitable for urban intensification
▦	Floodplains
▨	Open space networks

Conservation | Rural | Rural Residential | Low Density | Medium Density | High Density

Mixed-used Commercial

Industrial
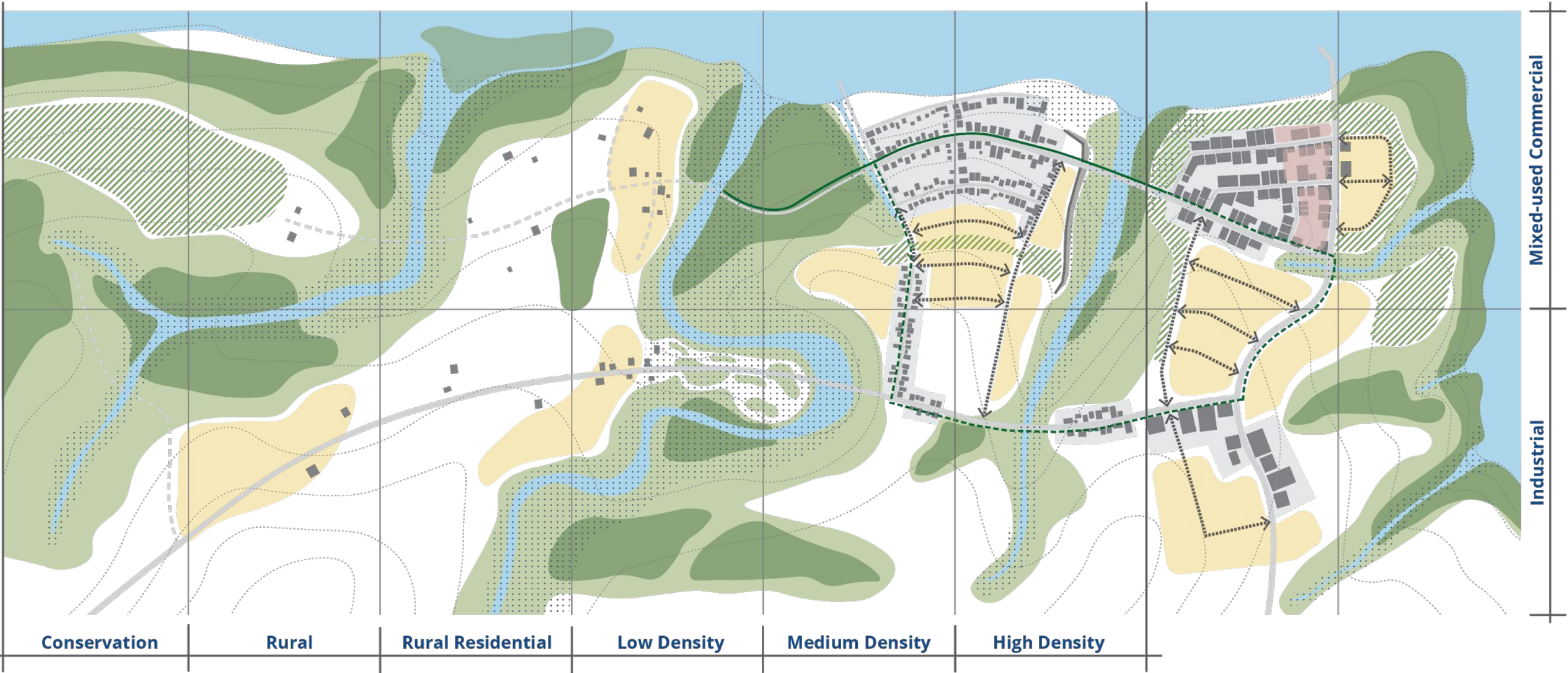
STEP 6 - SPATIAL / STRUCTURE PLAN

Develop a final plan that clearly identifies existing and potential ecological networks, core infrastructure, key connections and areas for development as the basis for identifying suitable building and street typologies - outlined in the following section.

KEY

▬▬	_Main roads_
──	_Local roads_
----	_Unsealed roads_
∿	_Stopbank_
🚲	_Cycle routes_

▨	_Open space networks_
▨	_Significant natural areas_
▨	_Potential ecological networks_
▨	_Existing development_
■	_Proposed development_

Mixed-used Commercial

Industrial

Conservation   **Rural**   **Rural Residential**   **Low Density**   **Medium Density**   **High Density**

2.3 DEVELOPMENT TRANSECTS_
URBAN TYPOLOGIES

LOW DENSITY
Large lots or settlements (self-serviced)

MEDIUM DENSITY
Residential urban (serviced)

MIXED USE COMMERCIAL
Town Centre - urban commercial, retail, living (serviced)

INDUSTRY
Large-footprint buildings, service yard areas, heavy vehicle access (serviced)

LOW DENSITY
Residential urban (serviced)

HIGH DENSITY
Residential (serviced)

MIXED USE COMMERCIAL
Town Centre - urban core commercial, retail, living (serviced)

LIGHT INDUSTRY
Mixed size footprint buildings, service yard areas, heavy vehicle access, includes warehousing and office spaces (serviced)

RURAL RESIDENTIAL
Standalone lots or clustered rural-residential sites (self-serviced)

RURAL LIVING
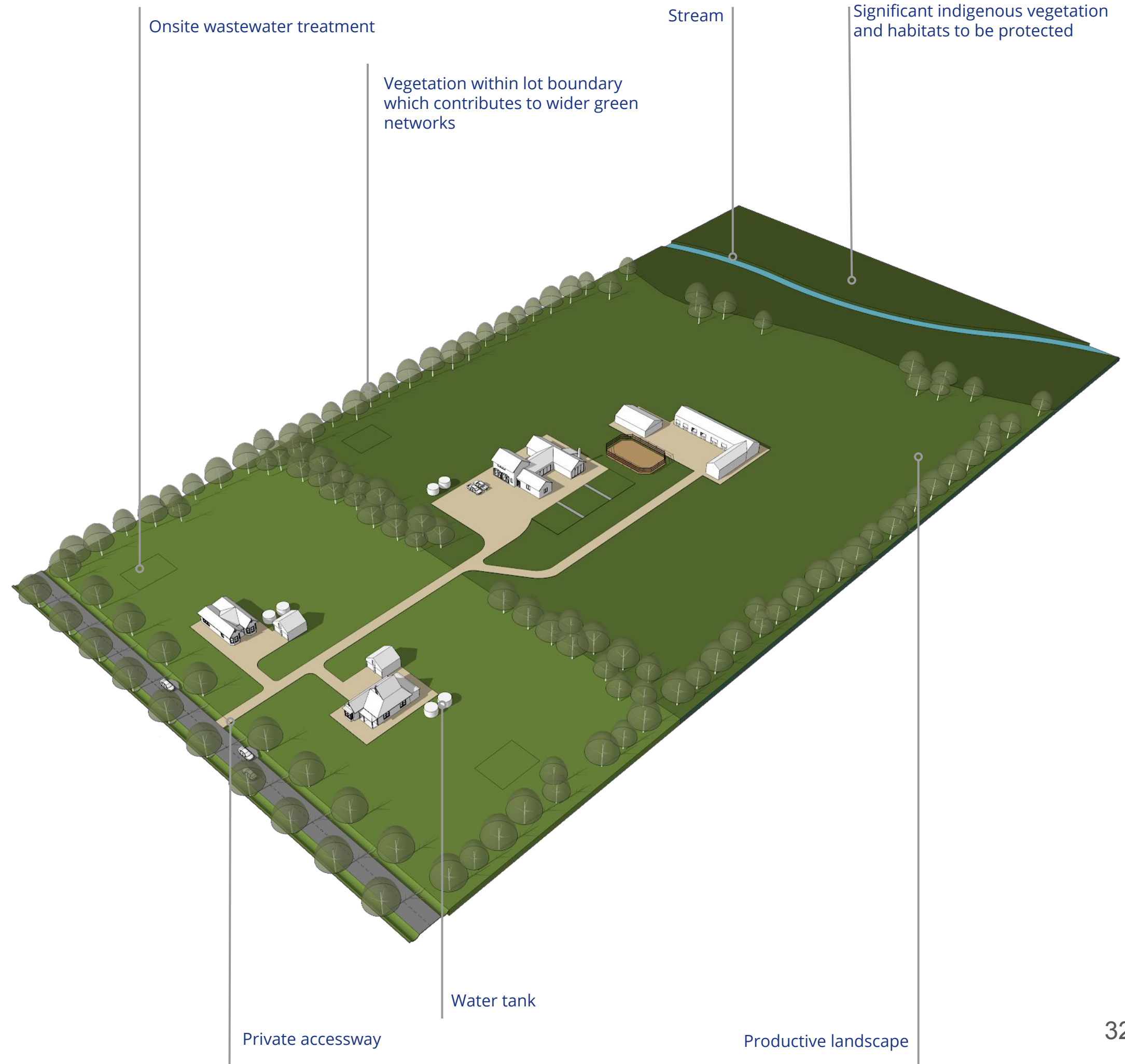*Standalone sites - rural production activities present (self-serviced)*

The Rural Living Zone applies to rural and coastal landscapes. The zone limits lot sizes and/or development to avoid adverse effects on water and land and to maintain rural and coastal character. Non-residential uses of a scale and intensity that serve the local population are provided for.

Desired Outcomes
- Rural character and amenity is maintained.
- Areas of significant indigenous vegetation and significant habitats of indigenous fauna are protected.
- Transportation corridors are planned and reserved in coordination with land use.
- A range of appropriate allotment sizes in character with the surrounding rural environment are provided.
- More innovative development and integrated management approaches resulting in better environmental outcomes.

Supporting Infrastructure
- Generally self-serviced through onsite septic tanks (wastewater) and water tank supply (potable water and firefighting).
- Private roads are narrow and should be limited in extent and visual appearance.
- Public roads created through subdivision must meet council's rural road standards. Generally no footpaths available, narrow carriageway and ideally, sealed roads (not gravel) where servicing rural production and post-harvest activities.

Onsite wastewater treatment

Stream

Significant indigenous vegetation and habitats to be protected

Vegetation within lot boundary which contributes to wider green networks

Water tank

Private accessway

Productive landscape

RURAL RESIDENTIAL

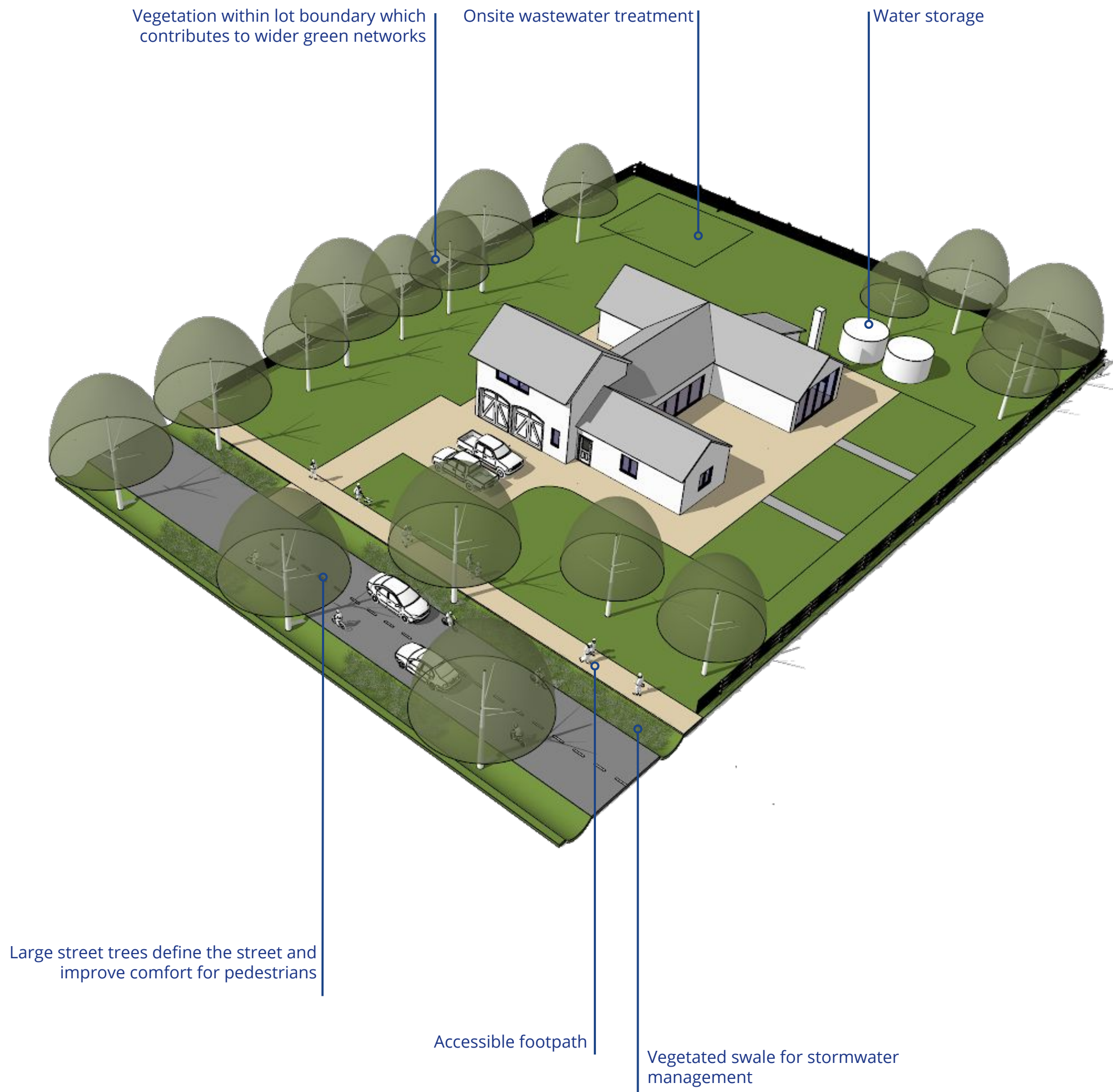*Standalone lots or clustered rural-residential sites (self-serviced)*

Rural Residential Zone refers to small rural and coastal settlements. Variable lots sizes are permitted to provide diversity and design flexibility. Includes commercial and social infrastructure to support and service residents.

Desired Outcomes

- The characteristic modest scale of rural buildings and ancillary structures are maintained.
- Extra potable and firefighting water storage tanks are installed to help mitigate unforeseen emergencies.
- Dwellings are oriented to the sun and sited to provide shelter from prevailing winds.
- Activities of daily living are within walking distance of most dwellings.
- Public gathering spaces are safe, equitable and support community identity.

Supporting Infrastructure

- Generally self-serviced through onsite septic tanks (wastewater) and water tank supply (potable water + firefighting).
- Private roads are narrow and should be limited in extent and visual appearance.
- Public roads created through subdivision must meet council rural road standards. Generally no footpaths available, narrow carriageway and ideally, sealed roads (not gravel) due to higher levels of traffic in these areas.

Vegetation within lot boundary which contributes to wider green networks

Onsite wastewater treatment

Water storage

Large street trees define the street and improve comfort for pedestrians

Accessible footpath

Vegetated swale for stormwater management

LOW DENSITY
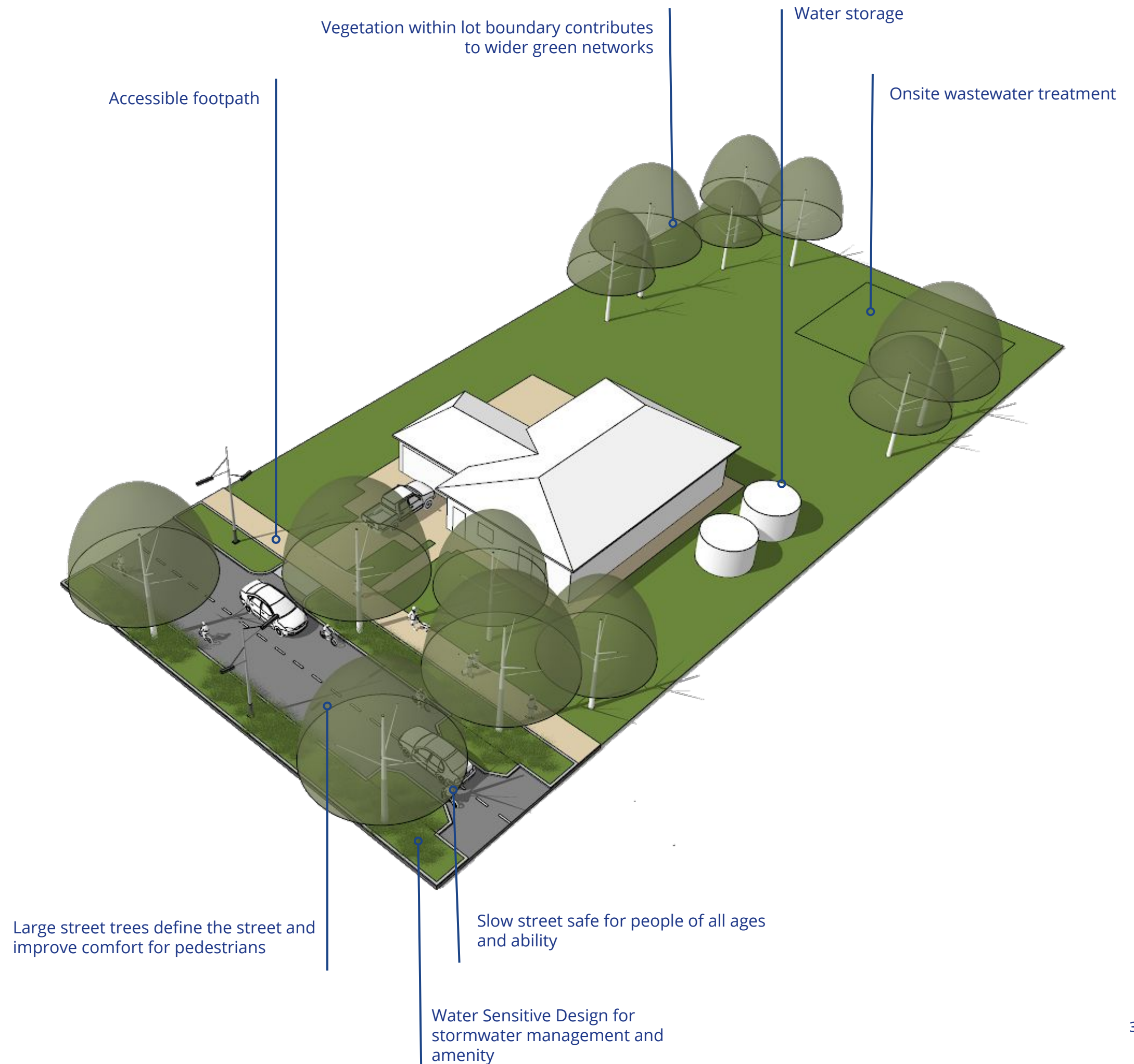*Large lots or settlements (self-serviced)*

Purpose of low density housing is to provide residential development while maintaining and enhancing the amenity values of established residential neighbourhoods. Dwellings will typically be detached and sites clustered to contain development, preserve open space and protect productive soils.

Desired Outcomes
- Enable a form of low density development that contributes to a connected movement network.
- Contributes to the landscape character of the area.
- Positions buildings to maintain a relationship to the public realm, albeit set further back on the Lot.
- Encourage a built form that is relative to the lot size and consists of primary and secondary building masses.
- Position water tanks and outbuildings in a sympathetic manner to avoid adverse visual effects.

Supporting Infrastructure
- Untreated site detention tanks possible, a fully serviced site is preferred. Extra water tank supply (potable water + firefighting) recommended.
- Public roads are slow speed environments.

Accessible footpath

Vegetation within lot boundary contributes to wider green networks

Water storage

Onsite wastewater treatment

Large street trees define the street and improve comfort for pedestrians

Slow street safe for people of all ages and ability

Water Sensitive Design for stormwater management and amenity
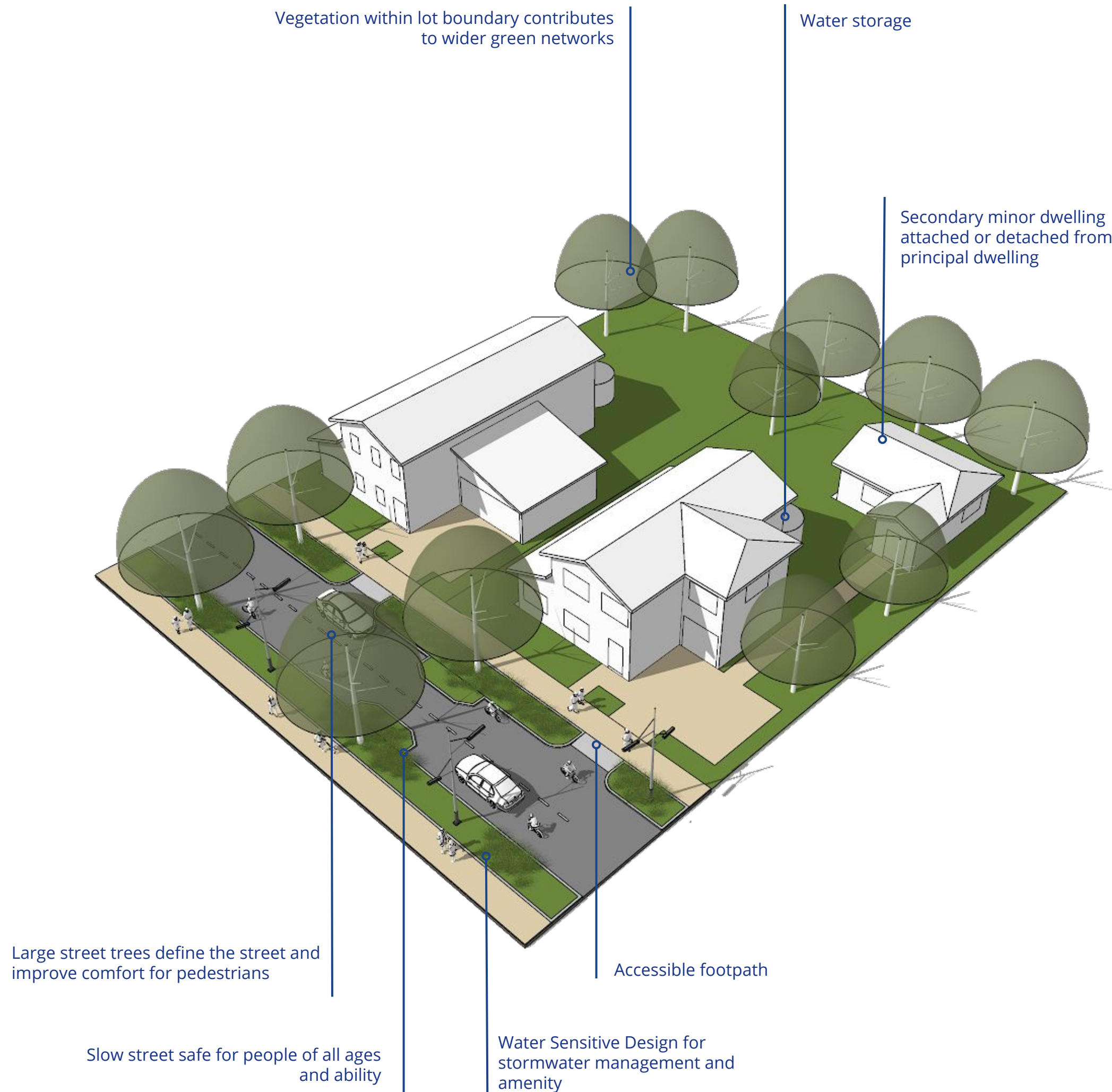
LOW DENSITY
Residential urban (serviced)

The zone consists of existing large lot residential and enables residential intensification through site redevelopment, accommodating larger dwellings or the addition of a minor dwelling.

Desired Outcomes

- Encourage more intensive development of one and two storey buildings that maintain a good relationship to the street.
- Manage the effects of building massing and provide for well positioned and private outdoor living areas.
- Enable some more intensive use of the site through the development of minor dwellings if appropriately planned.
- Positively manage and design for onsite car parking, including the potential visual effects of garages to the street scene.

Supporting Infrastructure

- Untreated site detention tank possible, fully serviced site is preferred. Extra water tank supply (potable water + firefighting) possible.
- Public roads are slow speed environments, providing high amenity and safety conditions.

Vegetation within lot boundary contributes to wider green networks

Water storage

Secondary minor dwelling attached or detached from principal dwelling

Large street trees define the street and improve comfort for pedestrians

Accessible footpath

Slow street safe for people of all ages and ability

Water Sensitive Design for stormwater management and amenity

MEDIUM DENSITY
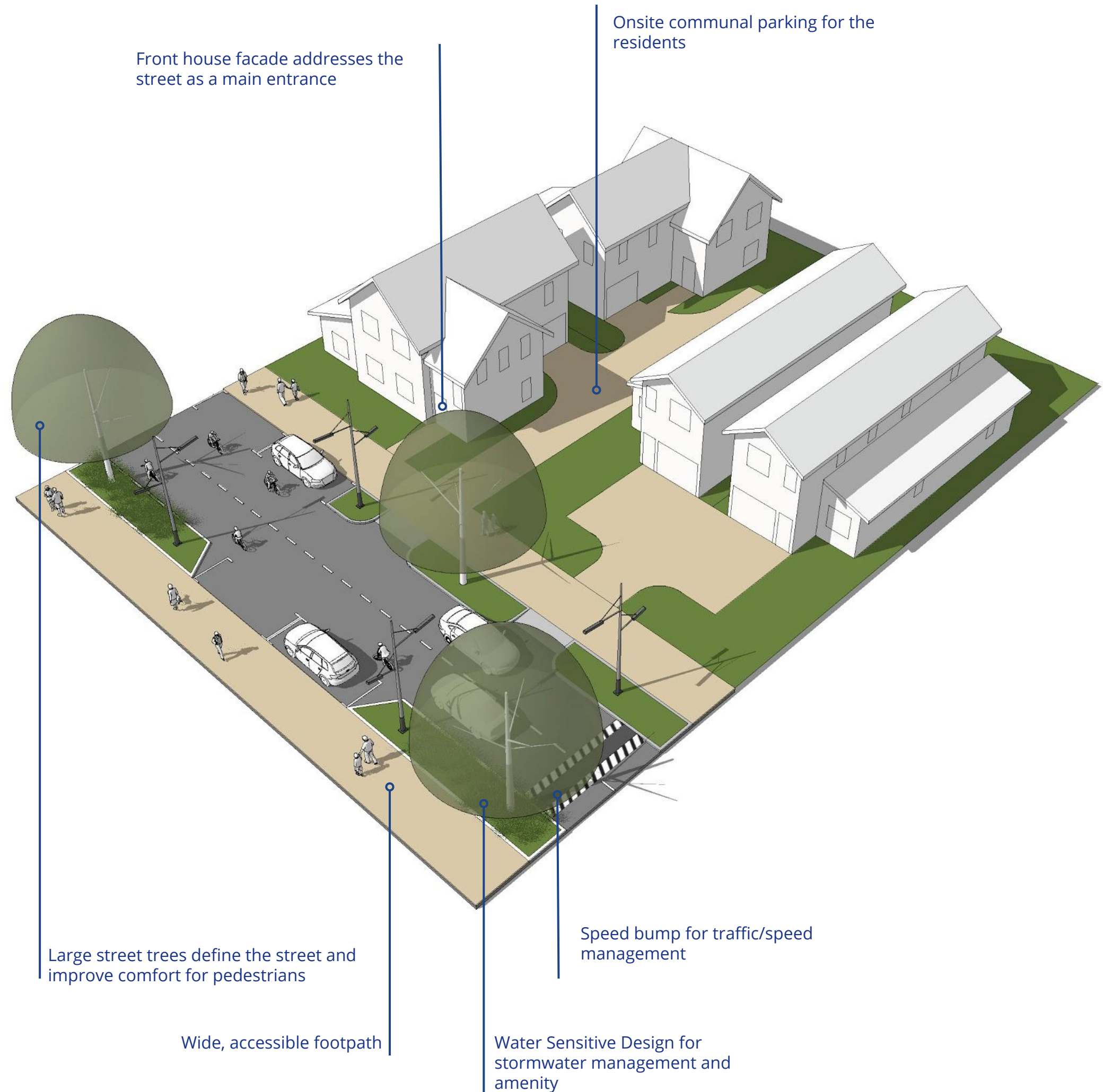*Residential Urban (serviced)*

———

This zone removes restrictions on density to enable housing supply and choice. It plays a key role in minimising urban sprawl and increasing housing supply. The zone supports limited non-residential activities to enhance residential amenity.

Desired Outcomes
- Allow for more intensive development of sites comprising detached and duplex building types.
- Manage the effects of building massing and provide for well-positioned and private outdoor living areas.
- Positively manage and design for onsite car parking, including the potential visual effects of garages to the street scene.
- Maintain a good relationship with the street including good quality boundary treatments.

Supporting Infrastructure
- Generally fully serviced, however could also use step or untreated site detention tanks for gardens and fire emergencies.
- Public roads are slow speed environments, providing high amenity and safety conditions.
- Enables 'walkable communities' with the focus being on locating land-use in close proximity to destinations - schools, village centres, and play spaces.

Onsite communal parking for the residents

Front house facade addresses the street as a main entrance

Large street trees define the street and improve comfort for pedestrians

Speed bump for traffic/speed management

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity
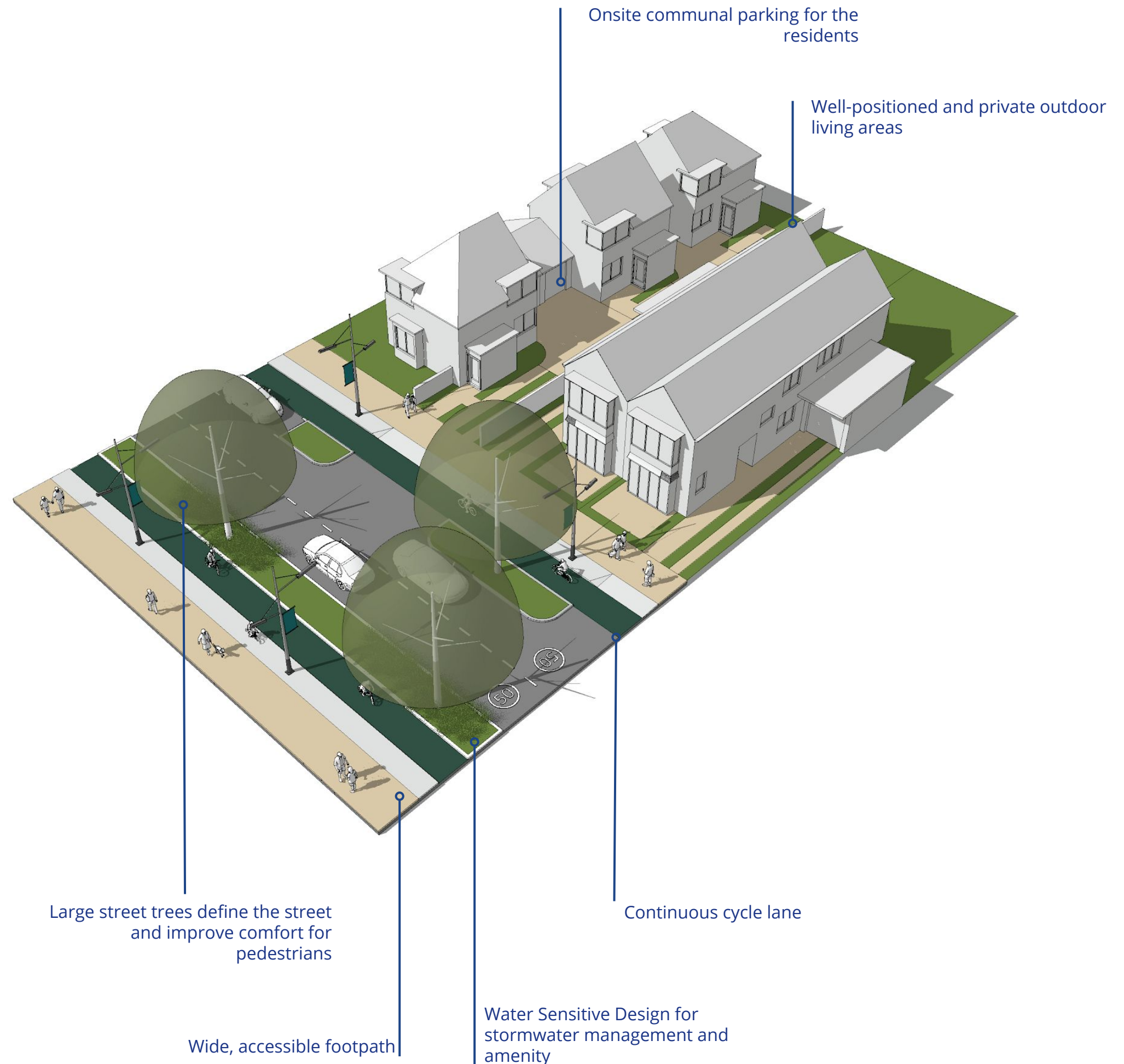
HIGH DENSITY
Residential (serviced)

High-density zones act as transitional areas within proximity to town centres with accessible public transport, cycle and walkways. This zone ensures greater diversity of housing supply, supports the function of town centres and diverts residents from the use of private transport.

Desired Outcomes
- Allow for more intensive development of sites comprising detached, duplex, terraced housing and low-rise apartment building types.
- Manage the effects of building massing and provide for well-positioned and private outdoor living areas.
- Positively manage and design for onsite car parking, including the potential visual effects of garages to the street scene.
- Maintain a good relationship with the street including good quality boundary treatments.

Supporting Infrastructure
- Generally fully serviced however could also use step or untreated site detention tanks for gardens and fire emergencies.
- Public roads are slow speed environments providing high amenity and safety conditions, plus addition of dedicated cycleways.
- Enables 'walkable communities' with the focus being on locating land-use in close proximity to destinations - schools, village centres, and play spaces.

Onsite communal parking for the residents

Well-positioned and private outdoor living areas

Large street trees define the street and improve comfort for pedestrians

Continuous cycle lane

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity

MIXED USE COMMERCIAL

Town Centre - urban core commercial, retail, living (serviced)

Provides a wide range of activities such as residential, leisure, commercial, tourist, cultural, community and civic centres. Height opportunities within the centre will facilitate increased intensification, including office and residential at upper floors.

Desired Outcomes

- Diversity of uses including community facilities and living opportunities will be encouraged.
- Buildings placed adjacent to the footpath will help define and create the street.
- Encourage wider footpaths and provide for convenient but well-integrated parking opportunities.
- Provide attractive shop frontages and façades that add to a sense of vitality and character.
- Retain a human scale and incorporate street trees and other landscape measures where appropriate.
- Manage vehicle speeds to prioritise the pedestrian environment and safety within the centre.

Supporting Infrastructure

- Fully serviced through reticulated infrastructure - water supply, wastewater, and stormwater.
- Public roads created through subdivision must meet council urban road standards, with traffic calming design solutions as a focus.

Continuous active building frontages with no or minimum setback to allow flexibility and creates a strong, well-defined built edge

Buildings have narrow, articulated façades to create a diverse, walkable street

Uses stacked vertically within buildings

Internal spaces have a minimum ceiling height of 2.7 to 3m for upper floors to allow for flexibility of use, and 3.5m at ground floor for retail and commercial uses

Onsite car parking and deliveries at the back of development with access away from main street

Large street trees define the street, and improve comfort for pedestrians

On-street parking clustered into groups

Slow speed street. Traffic calmed side street using sharrows, speed tables, trees and vegetation

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity

Continuous footpath and cycle way

MIXED USE COMMERCIAL

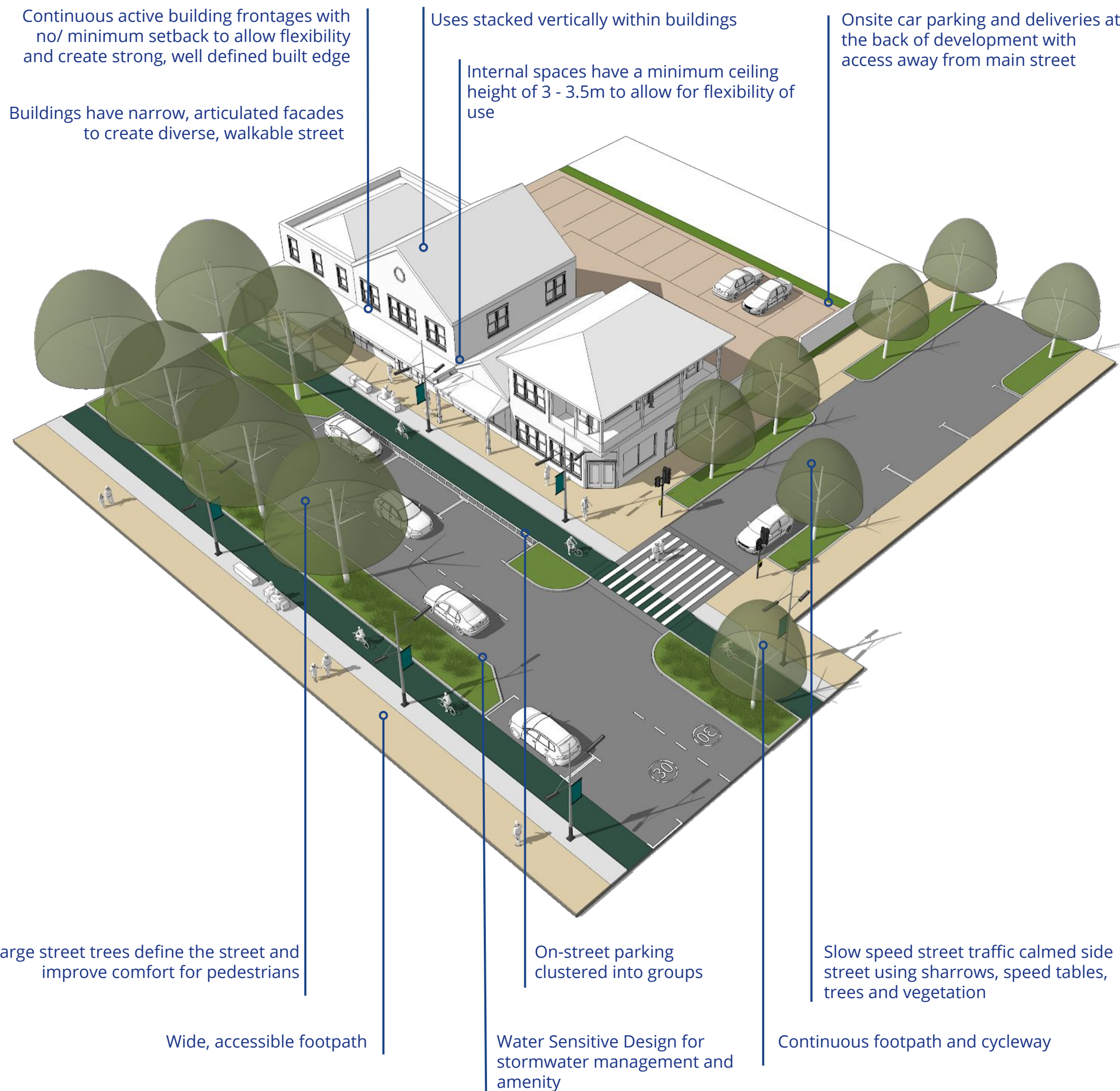*Town Centre - urban commercial, retail, living (serviced)*

Provides a wide range of activities such as residential, leisure, commercial, tourist, cultural, community and civic centres. Height opportunities within the centre will facilitate increased intensification, including office and residential at upper floors.

Desired Outcomes

- Encourage a diversity of uses including community facilities and living opportunities.
- Position buildings adjacent to the footpath to define and create the street.
- Encourage wider footpaths and provide for convenient but well integrated parking opportunities.
- Provide attractive shop frontages and facades that add to a sense of vitality and character.
- Retain a human scale and incorporate street trees and other landscape measures where appropriate.
- Manage vehicle speeds to prioritise the pedestrian environment and safety within the centre.

Supporting Infrastructure

- Fully serviced through reticulated infrastructure - water supply, wastewater, and stormwater
- Public roads created through subdivision must meet council urban road standards, with traffic calming design solutions as a focus.

Continuous active building frontages with no/ minimum setback to allow flexibility and create strong, well defined built edge

Buildings have narrow, articulated facades to create diverse, walkable street

Uses stacked vertically within buildings

Internal spaces have a minimum ceiling height of 3 - 3.5m to allow for flexibility of use

Onsite car parking and deliveries at the back of development with access away from main street

Large street trees define the street and improve comfort for pedestrians

On-street parking clustered into groups

Slow speed street traffic calmed side street using sharrows, speed tables, trees and vegetation

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity

Continuous footpath and cycleway

INDUSTRY

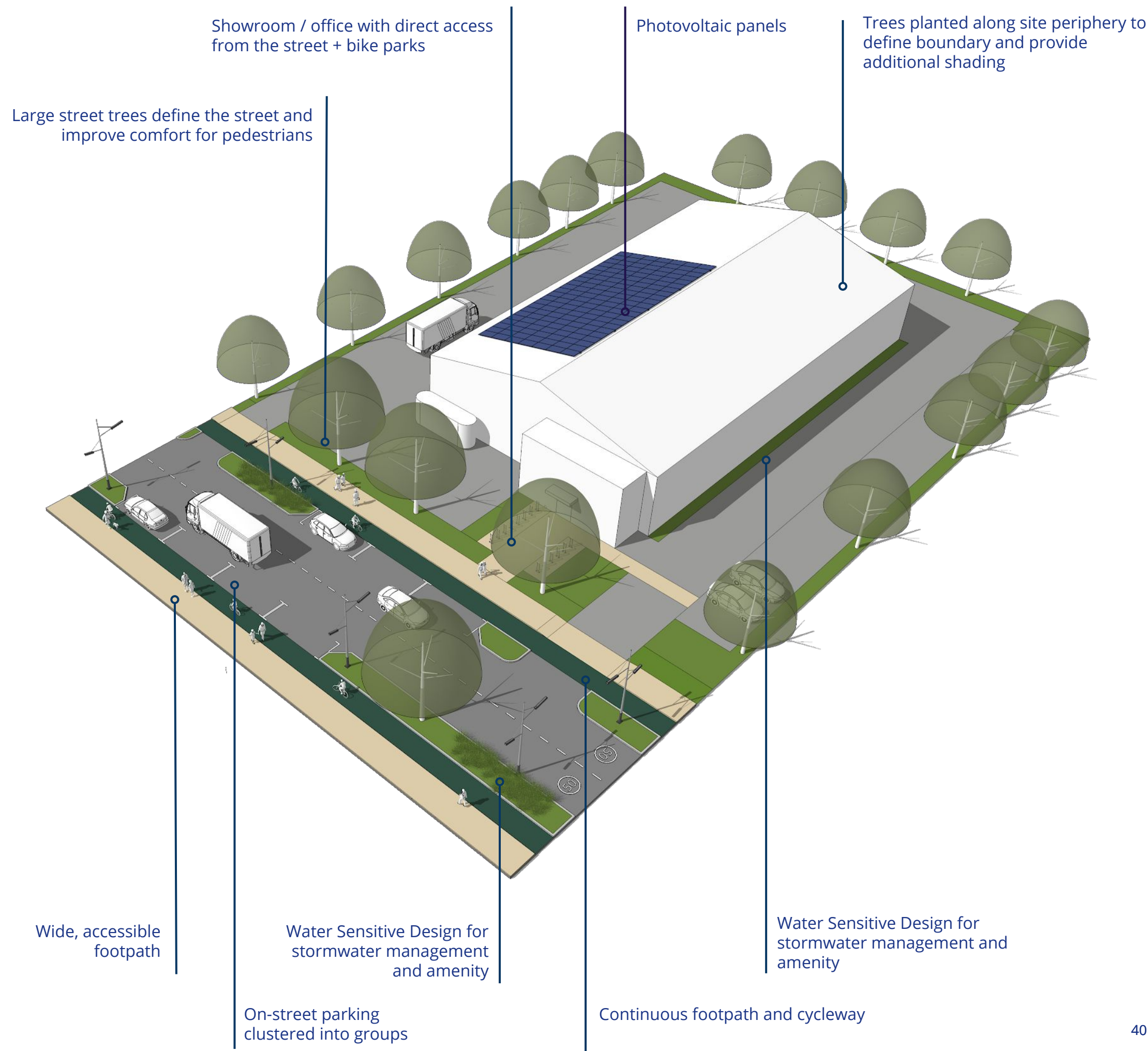*Large-footprint buildings, service yard areas, heavy vehicle access (serviced)*

Industrial zones provide for either heavy or light industrial activity. Heavy industry primarily contains sites large enough to accommodate large-scale industrial activities and may produce objectionable odour, dust and noise emissions. The zone is typically located within proximity of key freight routes, provides onsite parking and separate trade vehicle access.

Desired Outcomes

- Efficient site planning that effectively handles visitor (if appropriate) and trade vehicle access and circulation.
- Clear relationship to the street with any office or showroom element clearly visible and directly accessible.
- Mitigate the negative impacts of large, hard surface areas through the use of landscape elements and permeable surfaces.
- Consider boundary treatments to lessen visual and potentially acoustic nuisance to neighbours.
- Energy saving infrastructure is utilised.
- Polluted stormwater runoff is treated through water sensitive design.

Supporting Infrastructure

- Fully serviced through reticulated infrastructure - water supply, wastewater, and stormwater
- Public roads must meet council urban road standards, with heavy vehicles needs balanced with traffic calming design solutions as a focus.

Showroom / office with direct access from the street + bike parks

Photovoltaic panels

Trees planted along site periphery to define boundary and provide additional shading

Large street trees define the street and improve comfort for pedestrians

Wide, accessible footpath

Water Sensitive Design for stormwater management and amenity

Water Sensitive Design for stormwater management and amenity

On-street parking clustered into groups

Continuous footpath and cycleway

LIGHT INDUSTRY

Mixed size footprint buildings, service yard areas, heavy vehicle access, includes warehousing and office spaces (serviced)
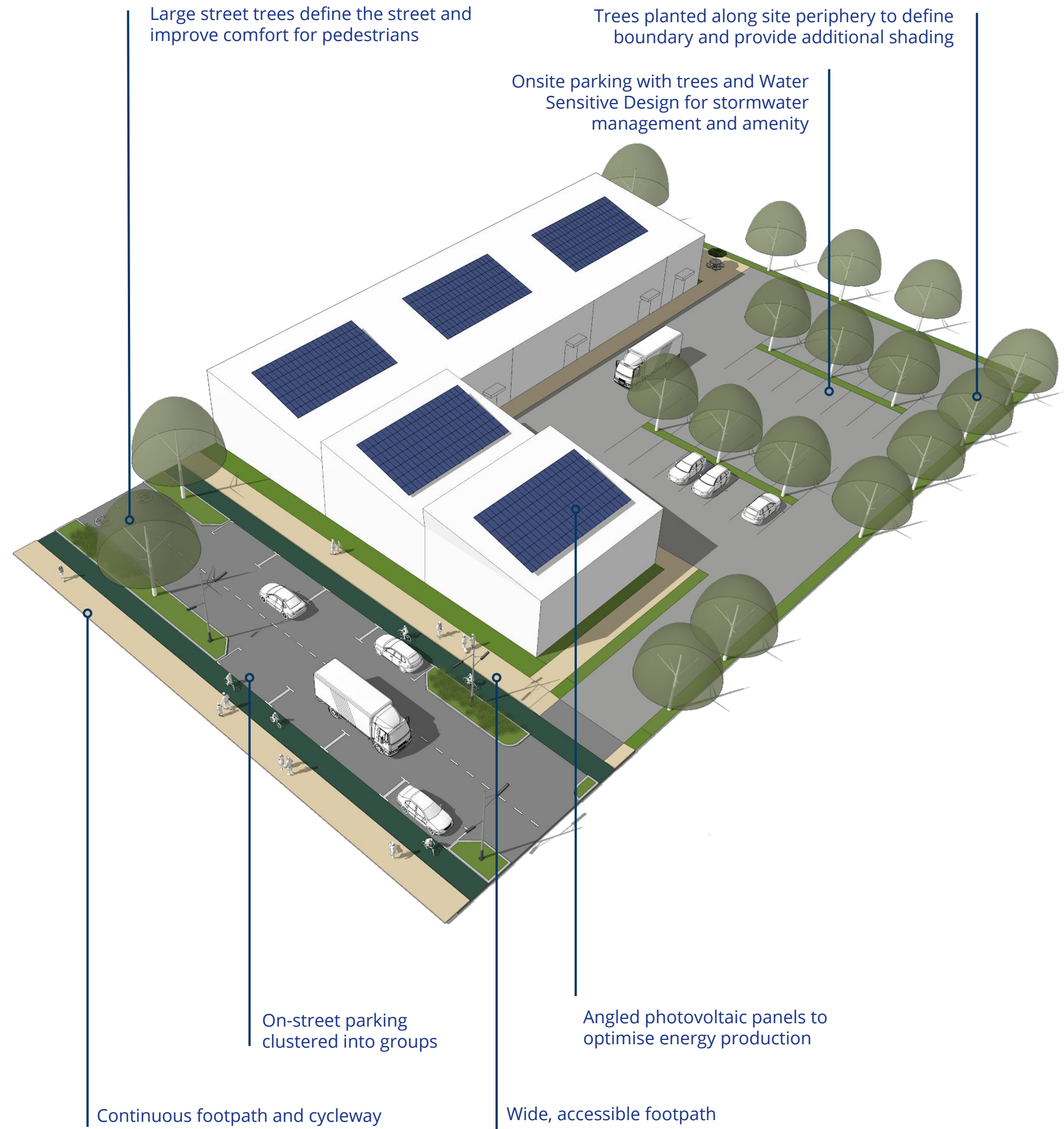
Light industry activities include production, manufacturing, logistics, storage, transport and distribution activities. The zone is typically located within proximity of key freight routes and provides onsite parking and combined visitor and trade vehicle access.

Desired Outcomes

- Efficient site planning that effectively handles visitor access, parking and circulation.
- Clear relationship to the street with any office or showroom element clearly visible and directly accessible.
- Mitigate the negative impacts of large hard surface areas through the use of landscape elements and permeable surfaces.
- Consider boundary treatments to lessen visual and potentially acoustic nuisance to neighbours.
- Energy saving infrastructure is utilised.
- Polluted stormwater runoff is treated through water sensitive design.

Supporting Infrastructure

- Fully serviced through reticulated infrastructure - water supply, wastewater, and stormwater
- Public roads must meet council urban road standards, with heavy vehicles needs balanced with traffic calming design solutions as a focus.
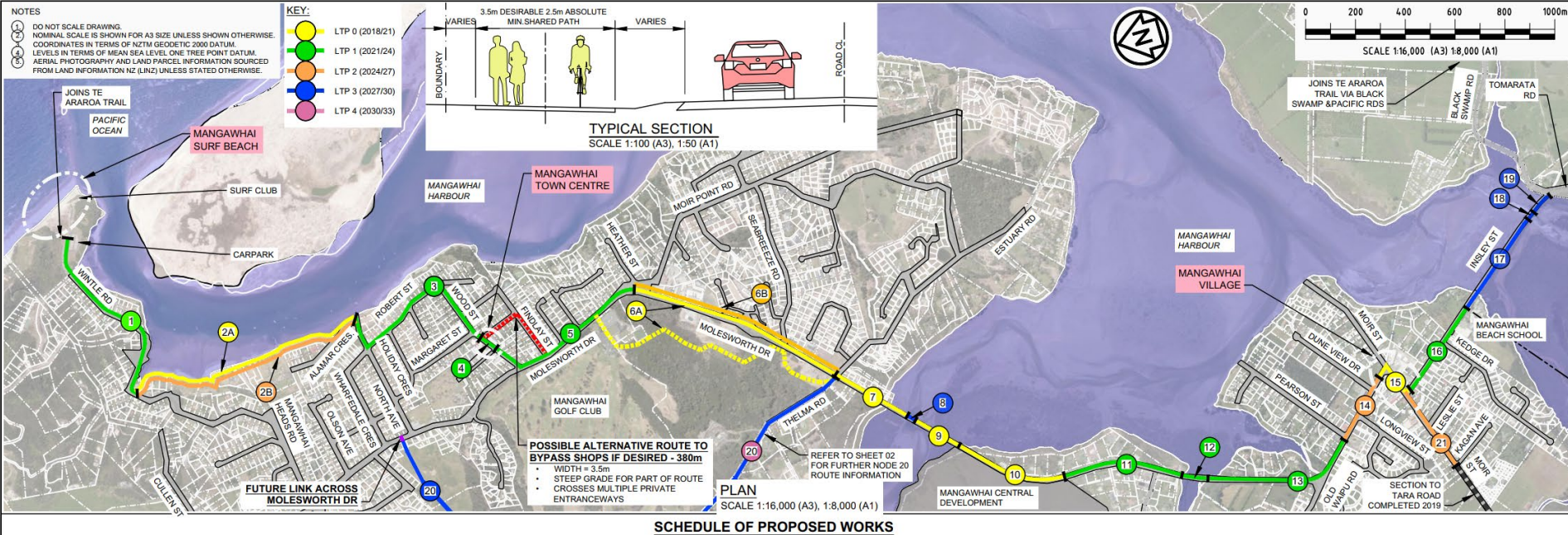
Large street trees define the street and improve comfort for pedestrians

Trees planted along site periphery to define boundary and provide additional shading

Onsite parking with trees and Water Sensitive Design for stormwater management and amenity

On-street parking clustered into groups

Angled photovoltaic panels to optimise energy production

Continuous footpath and cycleway

Wide, accessible footpath

MCP – Shared Path

SCHEDULE OF PROPOSED WORKS

Investment levels over the 3-year funding periods		
3-year LTP period	**Years**	**Investment**
0	2018/21	$4,465,200
1	2021/24	$6,630,900
2	2024/27	$3,366,050
3	2027/30	$2,345,900
Total		**$16,808,050**
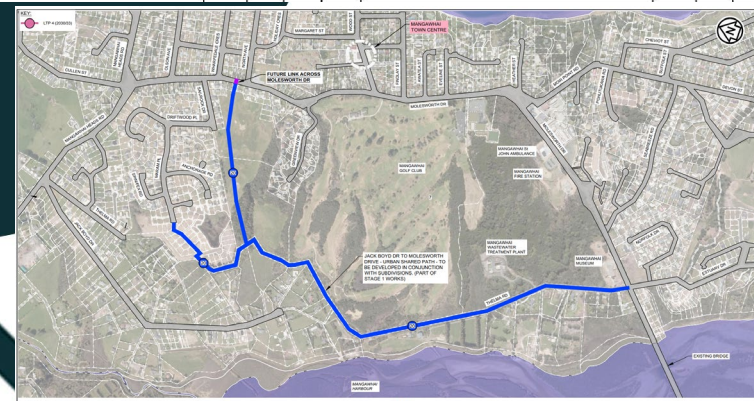
Figure 3: Recommended programme

Figure 1: Warkworth to Wellsford Project Summary Plan

Concept Masterplan

Regional Economic Development

The opportunity?

Convert Northland Inc to a Regional CCO to deliver economic development for Te Tai Tokerau on behalf of all Northland's Councils

What is a Council Controlled Organisation (CCO)?

- A separate entity that provides arm's length delivery of a particular activity for a Council or group of Councils

- Council controlled = 50% or higher voting rights or can appoint 50% or more of the directors

- Council sets the high level strategy and direction/plans and monitors performance

- CCO Board, Chief Executive and employees implement the activity based on what the Council sets

CCO, wait what?

Northland Inc

- Currently a CCO of NRC
- Approximately 20 staff, 6 Directors
- NRC, WDC and externally funded

Some current initiatives

- Extension 350
- The Pick
- The Orchard
- Regional Business partner Network
- Tai Tokerau Northland Economic Action Plan

What's in it for Kaipara?

Advantages

- Operates at arms length
- Economies of scale
- Value for money
- Hub and spoke business model – presence in Kaipara
- Regional approach and cooperation
- Ability to be broader e.g. Māori economic development
- Best practice model which provides stability (according to Martin Jenkins review)

Disadvantages

- Operates at arms length
- There is a cost to delivery and implementation

Stage 1

1. Annual Plan 20/21

- KDC funded $25k to Northland Inc
- Appointment of board representative

- Input into appointment of Directors and Statement of Intent and Letter of Expectation process

Stage 2

1. LTP 2021/31

Proposal process

- Councils to agree to include the proposal in their draft LTPs for consultation

- Consult with their community

- Make decision in June 2021

Proposal detail

- Population based cost calculation (KDC 13% currently)
- 6 year transitionary funding model for affordability
- KDC 13% proportion from $25k (2020/21) to $180k (2026/27)
- Moves to a 60% NRC, 40% District Councils funding proportion by year 6
- Equal shareholding for each council
- Joint committee to govern the CCO (suggestion of 2 members from each council)
- Joint committee decision-making to be consensus based, moving to proportionally weighted votes linked to funding input if consensus fails

KAIPARA DISTRICT

Direction

Report to July council meeting to include the Regional CCO proposal in our LTP consultation?

KAIPARA DISTRICT