

I418.11.5. Appendix 1: Kingseat Precinct

Design elements

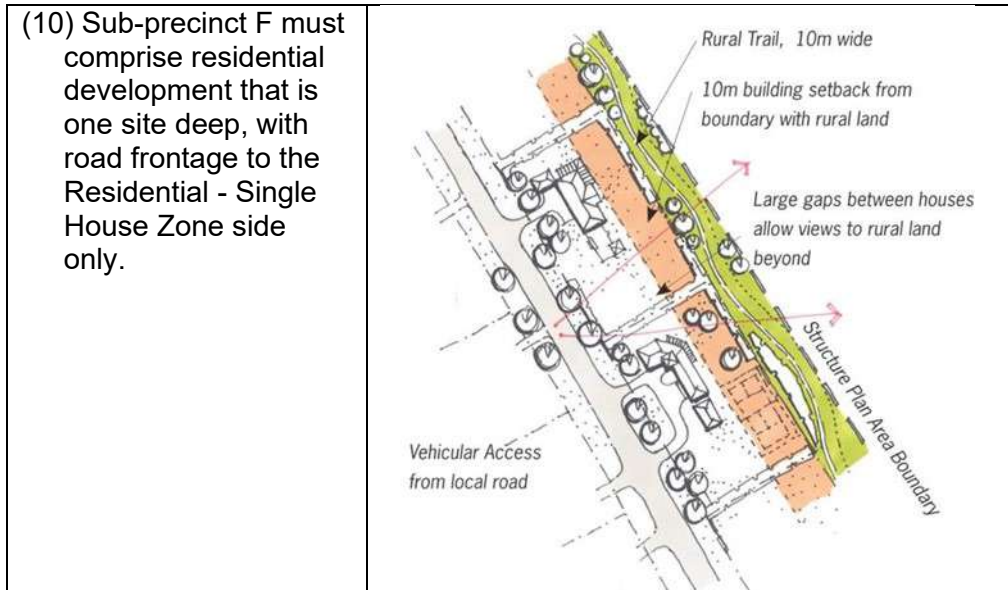
I418.11.5.1. Design element 1: Movement and access networks:

- (1) layout design, and the design of, walking, cycling, public transport and vehicular and open space networks, should support an integrated movement network, avoid conflicts between users, provides safe and convenient access and achieve accessibility to, and connectivity between, local centre, residential neighbourhoods, parks and reserves, the coastal edge and the rural hinterland (through a rural trail);
- (2) roading, development patterns and earthworks should respond to, and reinforce, identified topographical features, landscape patterns and any heritage and/or character values. Taking an integrated stormwater management approach to development should be promoted;
- (3) layout design should retain existing mature trees (including those protected trees in I418.10.3. Kingseat: Precinct plan 3 – Protected heritage places and trees of merit;
- (4) preferably in reserves or road reserves, where these contribute to amenity;
- (5) the road, reserve and access networks should make adequate provision for an integrated stormwater management approach and have regard to the impact of road gradient on options for stormwater management;
- (6) 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);
- (7) road patterns should maximise convenient access to collector routes, parks/reserves and the town centre;
- (8) road patterns should be logical and contribute to the legibility of the area.
- (9) 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;
- (10) road patterns should avoid, where possible, situations where commercial traffic uses residential roads; and
- (11) pedestrian, cycle routes and horse trails 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.

I418.11.5.2. Design element 2: Block size, site type and orientation:

- (1) Blocks should:
 - (a) be of a scale and shape to achieve a permeable street layout; and

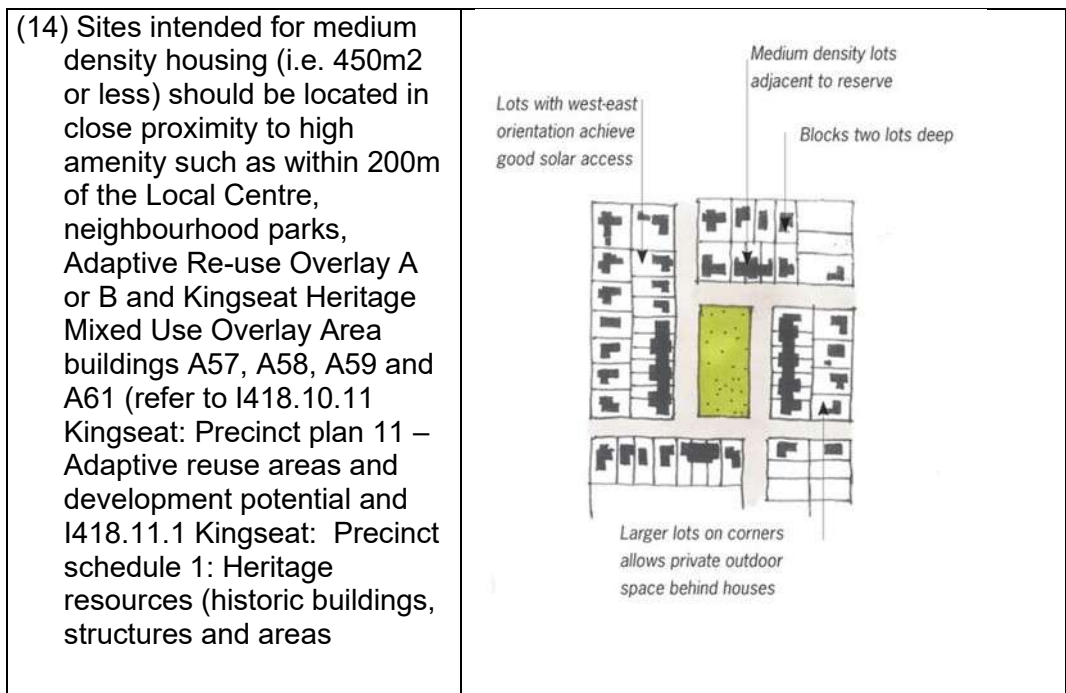
- (b) designed to enable good solar access for future dwellings.
- (c) primarily front onto, and be accessed directly from, a legal road and rear and through sites should generally be avoided;
- (2) corner sites should be designed to maximise opportunities to accommodate private outdoor space on-site, without the need for high front fences;
- (3) a variety of sites sizes should be provided. Larger sites should generally be located furthest from the local centre, neighbourhood parks, and principally within the sub-precinct F, and sub-precinct G;
- (4) sites 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 density housing in accordance with the design assessment criteria;
- (5) within sub-precincts F and G sites should be larger and 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;
- (6) sites within the former Kingseat hospital site should be designed to incorporate existing elements (scheduled buildings, structures and trees and areas) of the former Kingseat hospital site;
- (7) sites within the sub-precinct F should always gain access from internal roads within the precinct and address the road frontage with the principal building façade;
- (8) sites should avoid inappropriate road connections to the Rural - Rural Coastal and Rural - Rural Production zones (Manukau Harbour Management Area); and
- (9) Specified Building Areas within the Sub-precinct F must be sited at least 20m back from any boundary with Rural - Rural Coastal and Rural - Rural Production Zoned land, and 10m from the rural trail network.

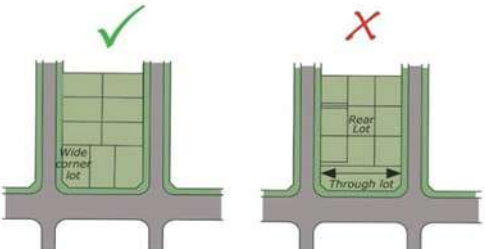



(11) sites within the Sub-precinct F will generally be wider than they are deep to provide a spacious aspect to the surrounding rural area.

(12) within Sub-precinct G subdivision layout and design should seek to minimise the need for earthworks and retaining structures, and promote an integrated stormwater management approach to development.

(13) specified building areas within Sub-precinct G should be sited at least 30 metres back from the boundary with an existing or proposed esplanade reserve or recreation zone and 50 metres back from mean high water springs (whichever is the greater, see Table Yards in Residential - Single House Zone



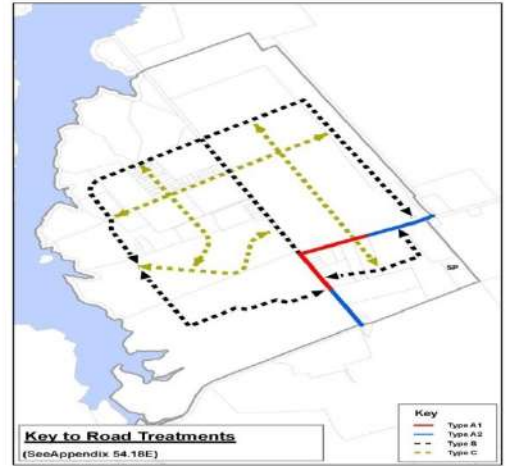
<p>(15) Through lots (lots with dual road frontage) should be avoided.</p>	
<p>(16) Subdivision and development within the Sub-precinct G should provide for and enhance public access to and from the urban areas of Kingseat and the Whatapaka Inlet/Harbour edge.</p>	

(17) All blocks and lots should be designed to 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 a catchment-wide management device where available.

(18) 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.

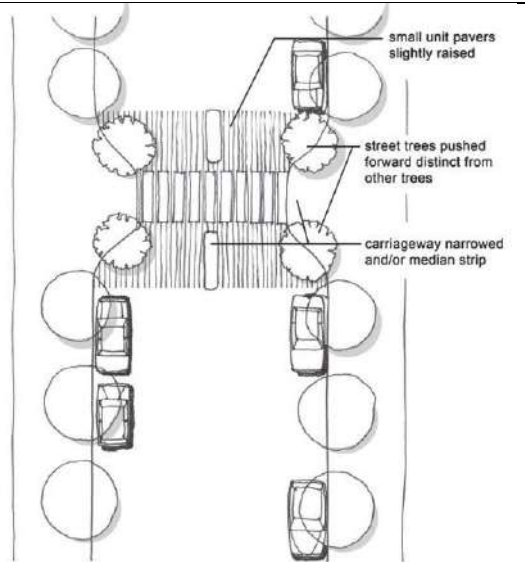
I418.11.5.3. Design element 3: Roads and accesways

(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 integrated stormwater management 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.



- (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 on minor roads.
- (3) Cyclists should generally be accommodated on the carriageway, although, if a school is to be established within Kingseat, specific design should be required for roads in proximity to the school.

(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.

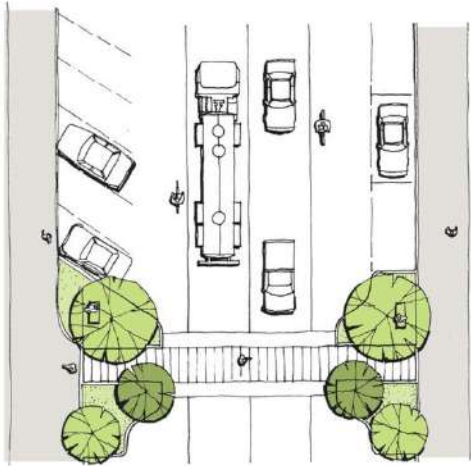


- (5) A consistent palette of traffic management tools should be used in a development area or neighbourhood.

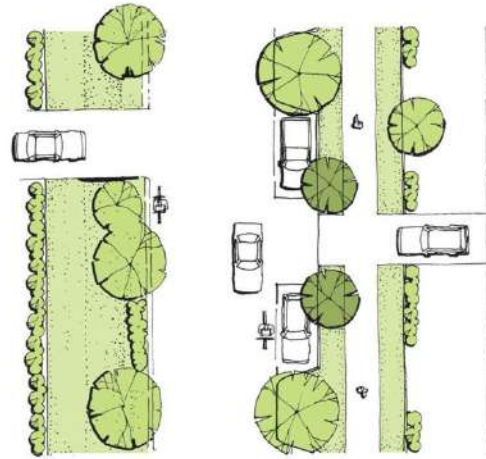
- (6) Generous avenue planting (where appropriate) and street tree planting should be provided on all roads. A street planting plan should be submitted to Council for approval with subdivision resource consent applications.
- (7) Jointly-owned accessways are not encouraged but, where required, they should be generous in width, and comply with Council's standards. Consideration of water sensitive design should be given at design stage to minimise the overall impervious nature of the accessway.
- (8) Key intersections should be designed to recognise a 'gateway' function and be sited in general accordance with the 'gateway' locations shown on I418.10.2 Kingseat: Precinct plan 2 – Development plan.
- (9) Single-stacked green streets alongside stream and stormwater reserves should 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 within the road reserve where it is alongside a riparian reserve, though protection of reserve areas, for example, from parking, should be provided.

Typical road cross sections (refer criterion 1)

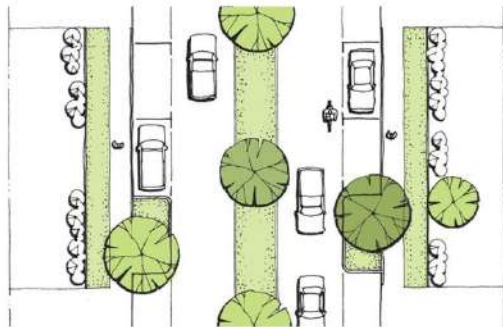
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Type A1 - Collector Route through Village Centre



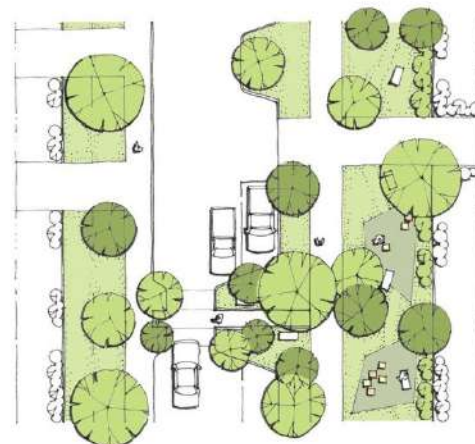
Type B1 - Village Loop Road and Village Spine



Type A2 - Collector Route with Urban Interface

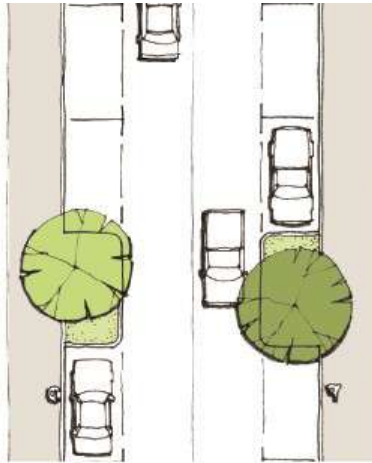


Type B2 - Local Urban in Light Industrial Area

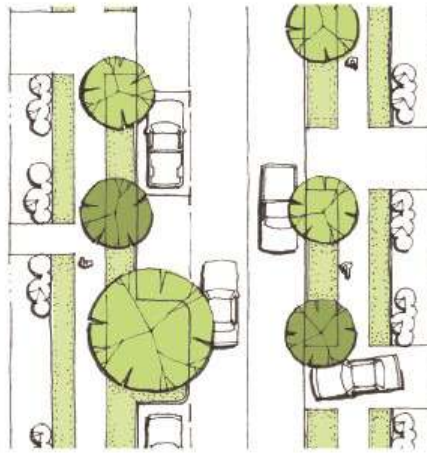


Type C - Green Street

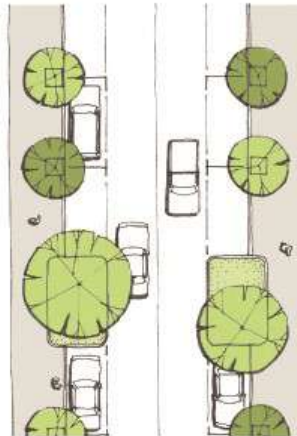
Typical road cross sections (refer criterion 1)



Local Road in Village Centre



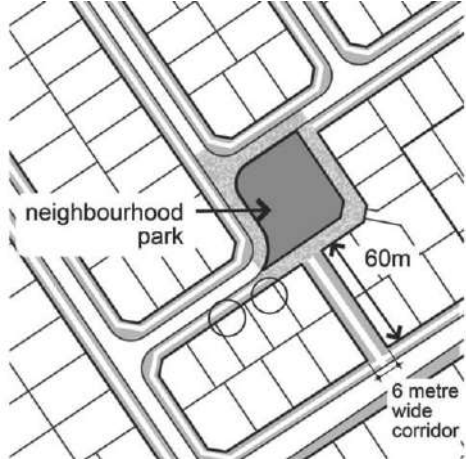
Local Road in Residential Area - Outside Village Living Area



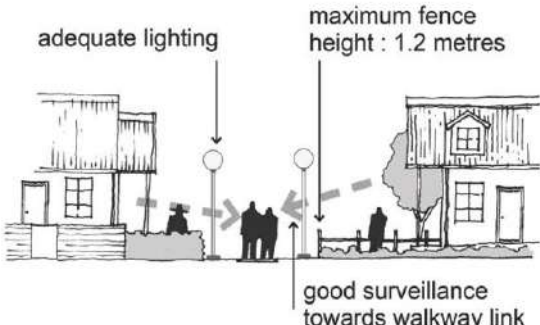
Local Road in Kingseat Village Living Area

I418.11.5.4. Design element 4: Pedestrian, cycle and horse links and routes

(1) Within the Local centre, pedestrian, and cycle links and routes (excluding the rural and coastal trails) should be primarily accommodated within a road reserve.

<p>(2) Green corridors links should provide for at least 6 metre wide corridors (accommodating 2 metre wide footpaths or 3 metre wide shared surfaces), 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>	
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(3) Links should run along the front of sites and avoid run along the rear of sites. Where sites 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 sites. Consent notices may be utilised on sites adjoining the links to ensure this outcome is achieved and is maintained.

<p>(4) 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>	
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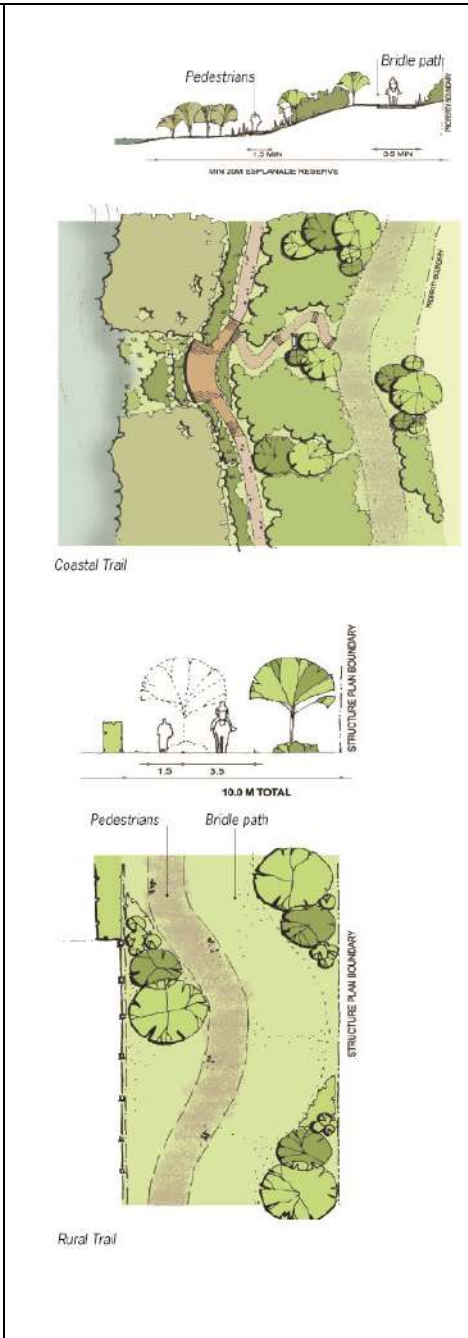
(5) Where the pedestrian, cycle and bridle path network needs to cross major roads (such as the collector route or key roads), appropriate surface level crossings should be provided. Underpasses and over-bridges should be avoided.

(6) 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.

(7) 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:

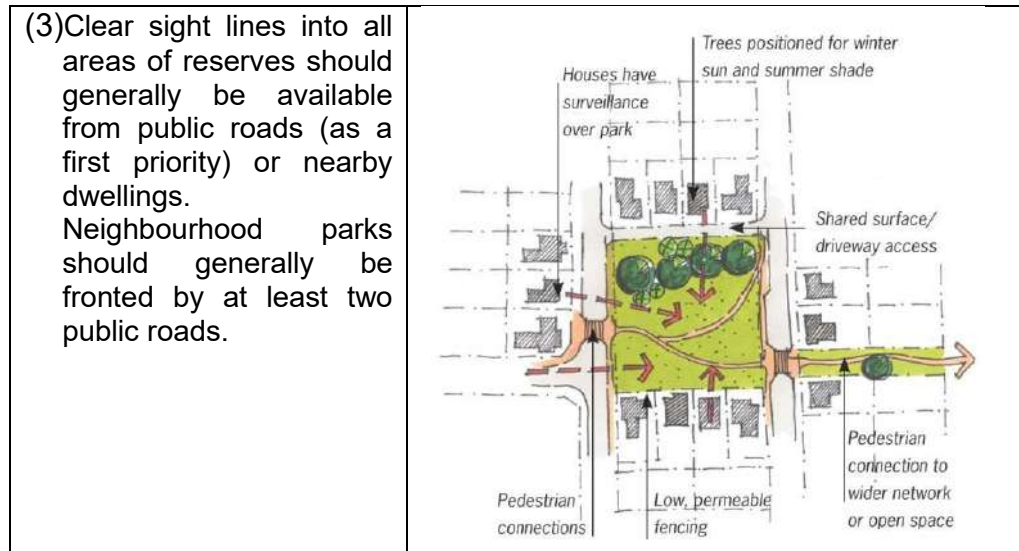
- avoid where practicable archaeological sites;
- avoid where practicable the use of construction methods necessitating earthworks;
- be culturally sensitive to the existence of archaeology; and
- consider the use of grassed and metalled areas to form pathways



I418.11.5.5. Design element 5: Reserves

- (1) Reserves should be distributed throughout the Kingseat Precinct in accordance with the locations and types shown on I418.10.2 Kingseat: Precinct plan 2 – Development plan and any other relevant precinct plan, and as described further in the explanation below, to provide a variety of recreation opportunities and to provide amenity around the town.
- (2) Neighbourhood parks should be provided in general accordance with I418.10.2 Kingseat: Precinct plan 2 – Development plan 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 I418.10.2 Kingseat: Precinct plan 2 – Development plan, have a minimum size of 1,200m² of reasonably level topography, and be designed and located to provide a focal point for the neighbourhood that it serves.




- (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.
- (5) Harbourside Parks should be provided in general accordance with I418.10.2 Kingseat: Precinct plan 2 – Development plan. 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 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 I418.10.2 Kingseat: Precinct plan 2 – Development plan. 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:
 - (a) the recreational needs of the community can be fulfilled;

- (b) public physical access is avoided, including any equine access, to the foreshore area (including car parking, vehicle or boat ramp or launching areas); and
 - (c) walkways/cycleways/bridle paths address conflicts between activities, and adverse effects, including effluent disposal, on the coastal marine area.
- (8) the protection of archaeological sites and appropriate tangata whenua access to such sites occurs.
- (a) Reserves should have relatively low maintenance planting.

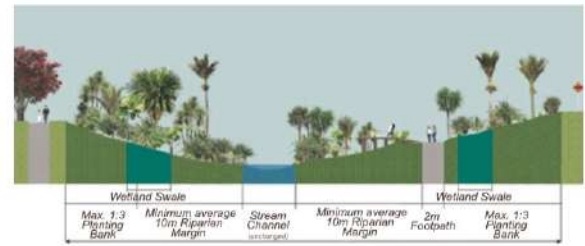
I418.11.5.6. Design element 6: Stormwater management, wastewater and water

- (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 should 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 should be submitted with resource consent applications and approved by Council.

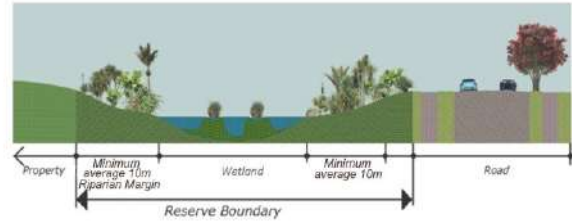
<p>(2) Where possible, stormwater reserves should be developed as a connected system with pedestrian access, creating green corridors to enhance the ecology of the area and providing a visual connection of green networks to the surrounding rural and coastal areas.</p>	
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- (3) Permanent and intermittent streams should be retained and enhanced by:
 - (a) reinstating piped streams to restore the natural stream network; and
 - (b) providing a vegetated planted buffer within the riparian margin on both sides of the channel. The appropriateness of the stream geometry and stream profile should be considered, and a suitable stream and flood profile developed.

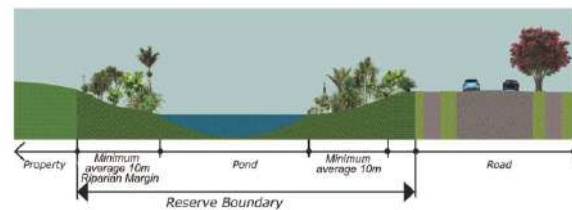
- Vegetated buffers should also be provided on the margins of streams (10m minimum average), existing ponds and wetlands which should:
- Include native specimen trees on the lower and upper banks of existing ponds, and predominantly to the north and west of existing ponds to provide shade;
- Provide 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;
- 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.



Typical Cross Section through Stream



Typical Cross Section through Wetland



Typical Cross Section through Pond

- (4) Off-line by-passes should be incorporated in stormwater management devices to locate the overflow at the upstream end of the device to direct runoff directly to the piped stormwater network.
- (5) 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.
- (6) 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 (refer I418.11.5.4 Design element 4: Pedestrian, cycle and horse links and routes above).

- (7) 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.
- (8) Wastewater treatment and disposal system, and Water treatment facilities should be comprehensively designed, or staged, to provide for the maximum probable development in the Kingseat Precinct for connection, and;
 - (a) be located to be suitable for purpose;
 - (b) possess an appropriate system’s design and operation methodology; and
 - (c) be located and constructed in a manner that will enable practical and reliable access for maintenance and renewal purposes.

(9) 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 Standard I418.6.16 Stormwater Management , and should consider the extent to which:

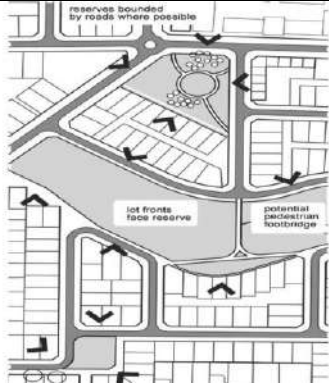

- (a) It is practicable to manage all stormwater runoff on-site, and where not practical a treatment train approach should be implemented that includes primary treatment and retention on-site; and secondary treatment and detention to a catchment-wide device(s);
- (b) A treatment train system uses vegetation, soils, and natural processes to manage water and create healthier environments;
- (c) All concentrated point discharges to streams or to the coastal environment are avoided through use of dispersal devices or techniques;
- (d) Sites in the sub-precincts F and G can reasonably achieve 100% mitigation of stormwater runoff on-site;
- (e) Light Industrial sites are served by stormwater

<p>wetlands or equivalent catchment-wide stormwater treatment devices designed to provide secondary treatment for the sub-catchment within which the zone is located;</p> <p>(f) New stormwater management devices are constructed within a catchment that has existing unmanaged impervious area it should be sized to accommodate the entire contributing catchment including existing and new impervious areas.</p>	
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<p>(10) Treatment efficiencies of stormwater wetlands should be designed using Auckland Council guidelines as a minimum standard.</p> <ul style="list-style-type: none"> • Wetland-swale systems can be located in the 1% AEP flood plain. • Wetland-swale systems should 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. 	
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I418.11.5.7. Design element 7: Interface design

- (1) Reserves/parks should be bounded by public roads on at least two sides unless there are topographical constraints.

<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>The diagram illustrates a street layout where reserves are bounded by roads where possible. It shows a central lot with a driveway leading to a house that faces the reserve. A potential pedestrian footbridge is also indicated.</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>

- (4) 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.

I418.11.5.8. Design element 8: Adaptive re-use overlay areas - Kingseat Hospital site

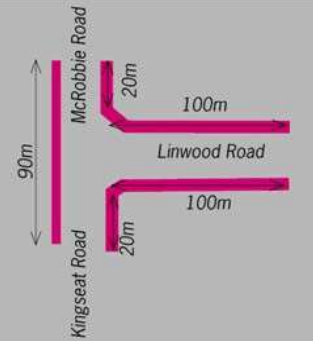
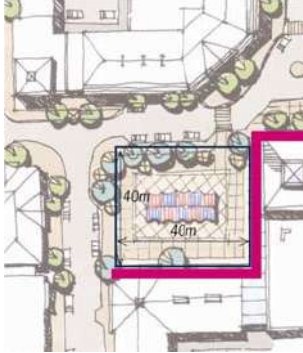

- (1) Subdivision and Development within the Adaptive Re-use Overlay Areas A and B and the Kingseat Heritage Mixed Use Overlay Area should:
- (a) be designed to incorporate existing elements (existing Buildings and Trees) within the Former Kingseat Hospital Site; and
 - (b) allow for a high degree of pedestrian access, and provide safe and attractive pedestrian routes.
- (2) 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.
- (3) Solid blank walls facing a road or internal public space should be avoided.
- (4) 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.
- (5) Car parking should be provided in appropriate places that are easily accessible and appropriately landscaped.

- (6) Internal public spaces should have active edges, should be overlooked by windows from adjoining buildings and should be visible from roads.
- (7) Where car parking is provided on sites that abut residential areas, it should be designed to include screening fencing and/or landscaping.
- (8) Vehicular movement in and around open spaces should give equal priority to pedestrians and cyclists.
- (9) Any subdivision or development should: take into account the Concept plan as shown on Sub-precinct A on I418.10.4 Kingseat: Precinct plan 4 – Kingseat Hospital site and I418.10.5 Kingseat: Precinct plan 5 – Concept plan Kingseat Hospital site; and consider 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.
- (10) Any subdivision or development should promote the function and retention of key open spaces and vegetated areas, and entrance feature roadway;
- (11) 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:
 - (a) open spaces and the creation of a sense of communal access and use both within, and to the area surrounding the Adaptive Re-use Overlay Areas; and
 - (b) 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;
- (12) The 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 Local Centre) should be retained, protected and enhanced.
- (13) The key roading layout should be integrated with the Business - Local Centre Zone and adjoining sites, while avoiding adverse effects upon the stream and open space environment.
- (14) Opportunities for buildings to be available for a variety of community uses and regeneration and employment should be promoted.
- (15) The scale and type of activities should not undermine the vibrant, sustainable development of the Local Centre, and/or its on-going vitality, function or purpose.

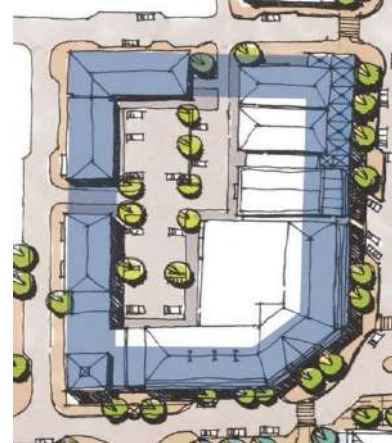
I418.11.5.9. Assessment development in Sub-precinct D

- (1) Design assessment criteria for development in Sub precinct D of the Kingseat Precinct are detailed below under “Design Elements” against which development proposals will be assessed at resource consent stage.

I418.11.5.9.1. Design element 1: Site planning

<p>(1) Buildings on sites adjoining the Main Frontage Control Line (as detailed on Precinct Plans 2 and 6) should provide a continuous building frontage along boundaries with:</p> <ul style="list-style-type: none"> (a) Kingseat Road (b) Linwood Road (c) McRobbie Road (d) At least two sides of the Village Square. <p>Setbacks from the road boundary should be avoided to maintain a continuous built form and buildings must be two storeys on the Centres main street corners, and two storeys encouraged elsewhere along this frontage.</p>	
<p>(2) A Village Square having an area of at least 1,600m² should be established in general accordance with the location shown on I418.10.2 Kingseat: Precinct plan 2 - Development area and have at least one continuous frontage to the main frontage control line. The area of the Village Square must be defined as excluding any roads or service lanes, or verandahs. The Village Square must be vested.</p>	
<p>(3) The building frontage should be provided with verandahs to provide shelter and shade to pedestrians using the footpath or square</p>	

(4) Buildings within the Local Centre zone should generally adopt a perimeter block layout where buildings address the street and parking and servicing areas are located internally.



(5) The Village Square should be capable of accommodating a shape factor of a square or rectangle with side lengths not exceeding a ratio of 2:1.

(6) No vehicular access ways/service lanes should be provided within the Main Frontage Control Line. An exception to this may be allowed if an alternative access (e.g. a service lane) providing access to the Village Square is required.

(7) The layout of streets, buildings and blocks should allow for a high degree of pedestrian access, provide safe and attractive pedestrian routes and incorporate on-site stormwater management devices. Pedestrian access from rear car parking areas is anticipated to the street network with routes through the main frontage control line.



(8) Accessways to rear parking/service areas should reduce the width and number of vehicle crossings over footpaths, which may involve shared accessways.

(9) The principal pedestrian entries to all buildings should face a road and be easily accessible and clearly identifiable from the footpath.



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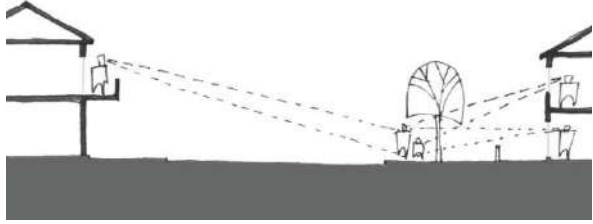
- (10) If buildings cannot be built with frontage to all road boundaries (other than within the Main Frontage Control Line where this is required), attractively landscaped areas should be provided between the building and the road frontage. The use of such areas for parking should be limited to avoid adverse effects on the streetscape and pedestrian amenity, and where car parking is required, this should have a maximum depth of a single aisle.
- (11) Outdoor storage should be avoided or concealed from view from public roads by internalisation, or appropriate configuration of the building (preferred), or by screen fencing.
- (12) Except where located in the road reserve, areas of car parking should not adjoin the Village Square.
- (13) Initial development of the local centre should occur on those parts of sites subject to frontage controls
- (14) Proposal should include a Roading Plan detailing the design of the relevant section of existing public road as defined in Precinct plan 9.
- (15) A Roading Plan prepared for the relevant section of existing public road should be consistent with the Auckland Transport Code of Practice.

Note: Auckland Transport approval is required for any works to public roads in accordance with the Local Government (Auckland Council) Act 2009.

- (16) Proposals should incorporate the required road works adjacent to the relevant development area (refer I418.10.10 Kingseat: Precinct plan 10 – Kingseat development areas) or alternatively an infrastructure roading agreement should exist that addresses these matters.

I418.11.5.9.2. Design element 2: Building form, public interface and external appearance



- (1) Buildings on sites adjoining the main frontage control line should accommodate retail, commercial or community activities at ground floor level with compatible uses (including residential) encouraged above ground floor.
- (2) When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and design variation.

<p>(3) Buildings which adjoin the Village Square should be of sufficient (and consistent) height to provide a sense of enclosure to that space and should generally be at least two stories in height</p>	
<p>(4) Buildings should be designed such that they provide for passive surveillance over roads and open spaces (including the Village Square).</p>	

(5) Solid blank walls facing a road or open space should be avoided.

(6) Verandahs should reflect the design and style of the building and accentuate entrances and window treatment.

(7) The principal pedestrian entry points of all buildings should be clear and obvious within the building frontage.

<p>(8) Buildings on corners should utilise design features to address and emphasise the corner.</p>	
<p>(9) Signage should be integrated with the design of the building, rather than freestanding, and should not extend above the eaves or parapets of buildings.</p>	

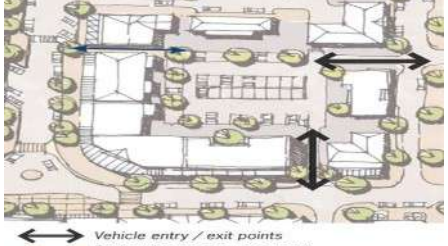
(10) Buildings should front directly onto, or face, roads and provide pedestrian entries and windows along the road frontage. Buildings adjacent to the

Village Square should front onto the Village Square, with the principal pedestrian entrance for such buildings being provided from the Village Square frontage.

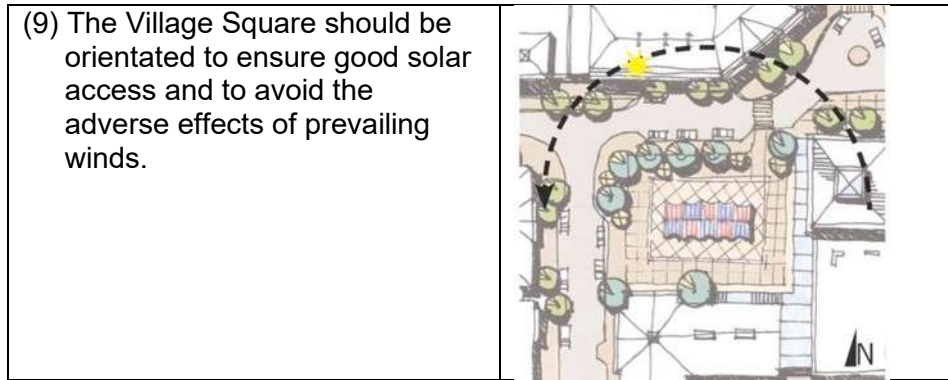
- (11) Large doors (e.g. for loading or servicing) that are not principal building entrances should be concealed from view from roads and open spaces. If they are visible from these spaces, their dominance in the frontage should be reduced, and they should be set back from the front face of the building.

I418.11.5.9.3. Design element 3: Open spaces (including the Village Square), parking areas and landscaping

- (1) Open spaces (including the Village Square) should be well designed and highly visible and accessible.

<p>(2) Car parking should be provided where appropriate, generally within the street or behind buildings, be easily accessible, appropriately landscaped and incorporate an integrated stormwater management approach.</p>	
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- (3) Open spaces should have active edges, should be overlooked by windows from adjoining buildings and should be visible from roads.
- (4) Open spaces should provide for the safe and convenient movement of pedestrians and cyclists clear of motor vehicle traffic, car parking and manoeuvring areas.
- (5) Parking and movement layouts should be designed for safe and effective movement of vehicles through an easily understood layout with appropriate surface markings and signs.
- (6) Where car parking is provided on sites that abut residential areas, it should be screened by buildings, fencing and/or landscaping.
- (7) Vehicular movement in and around open spaces should give priority to pedestrians and cyclists.
- (8) The Village Square should provide appropriate features (e.g. seating, lighting, landscaping etc.) to support its function as the 'heart' of the Kingseat precinct.



(10) The Village Square should be well connected to pedestrian and cycle routes.

(11) The Village Square should be constructed of appropriate surface materials to ensure year round use and offer opportunities to incorporate Integrated stormwater management approach.