

PART II – APPENDIX 2: URBAN DESIGN GUIDE

Applies at the Motueka West, Richmond South, Richmond West, Richmond Intensive, Mapua and Mapua Special development areas

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1. INTRODUCTION

The Richmond South Development Area (RSDA), the Richmond West Development Area (RWDA) and the Richmond Intensive Development Area (RIDA) are priority areas for Richmond's development over a 20-year outlook to be established following the Richmond Development Study. This study was considered by the community in 2003 and since then Council has considered the community response. That process identified a need and significant support for the concept of a planned approach to the subdivision and development of the RSDA and RWDA and intensification through redevelopment in RIDA to ensure that both a quality living environment and an efficient use of the land takes place. This Urban Design Guide is intended to help in achieving those aims.

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The Mapua Development Area and Mapua Special Development Areas (MDA and MSDA) are priority areas for Mapua's development over a 20-year timeframe following the Mapua/Ruby Bay Development Study in 2004 and a structure planning exercise in 2008. These processes have identified a need and support for a planned approach that ensures a quality living environment and sustainable and efficient use of land.

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The Motueka West Development Area (MWDA) is a priority area for Motueka's development over a 50-year timeframe following a structure planning exercise in 2009. This process has identified a need for a consolidation of the town through a planned approach that ensures a quality living and working environment.

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2. PURPOSE OF THE DESIGN GUIDE

The successful development and function of a quality residential environment relies on carefully considered design. Creating a place where people can live comfortably, and particularly where this is more closely together, requires attention to overall layout and details. Accordingly, this design guide sets out some specific matters for attention.

Because the process of evolving a good design requires experience and skills, it is recommended that the appropriate skills be applied to development planning and design. Typically the skills needed will include a combination of urban design, landscape design, building design, survey, engineering and resource management planning. Some companies or people will have capacity in several of these fields.

The evolution of the design will also suit an iterative process and Council encourages developers and applicants to work through the guidelines with Council advisers.

3. RELATIONSHIP OF THE DESIGN GUIDE TO THE TASMAN RESOURCE MANAGEMENT PLAN

This design guide covers a range of urban design matters integral to the subdivision layout and development planning of the RSDA, RWDA, RIDA, MWDA, MDA and MSDA. The design guide is intended to provide a clear preferred direction for any proponent of a development in the RSDA, RWDA, RIDA, MWDA, MDA and MSDA. The guide contains provisions that relate to both subdivision and development within the RSDA, RWDA, RIDA, MWDA, MDA and MSDA.

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The district plan provisions associated with the development of the RSDA, RWDA, RIDA, MWDA, MDA and MSDA are contained in the Tasman Resource Management Plan (the Plan) – these guidelines form part of the Plan as Appendix 2 to Part II. The design guide applies in relation to the following Plan rules:

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- 16.3.3.1 Controlled Subdivision (Residential Zone – Standard Density Development)
- 16.3.3.1A Controlled Subdivision (Residential Zone – Specific Location: Richmond Intensive Development Area)
- 16.3.3.2A Restricted Discretionary Subdivision (Residential Zone – Standard Density Development)
- 16.3.3.2B Restricted Discretionary Subdivision (Residential Zone – Specific Location: Richmond Intensive Development Area)
- 16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)
- 16.3.3.4 Discretionary Subdivision (Residential Zone)
- 17.1.3.3 Controlled Activities (Building Construction or Alteration – Compact Density Development)
- 17.1.3.4 Restricted Discretionary Activities (Building Construction or Alteration – Standard Density Development)
- 17.1.3.4A Restricted Discretionary Activities (Building Construction or Alteration – Comprehensive Development)
- 17.1.3.4B Restricted Discretionary Activities (Building Construction or Alteration – Specific Locations: Development Areas)
- 17.1.3.4C Restricted Discretionary Activities (Building Construction or Alteration – Specific Locations: Richmond Intensive Development Area)
- 17.1.3.4D Discretionary Activities (Building Constructions or Alteration – Specific Locations: Richmond Intensive Development Area)

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The design guide should be read in conjunction with the Plan provisions, including the Plan's policies and the rules listed above. The design guide will provide a basis for the assessment of applications for resource consent for both subdivision and buildings.

For permitted buildings in the RSDA, RWDA, RIDA, MWDA, MDA and MSDA, the design guide may help in successful design. For controlled and restricted discretionary subdivision and buildings in the RSDA, RWDA, MWDA, MDA and MSDA, and for discretionary subdivision and restricted discretionary and discretionary buildings in RIDA, consistency with the design guide is a matter for considering in either imposing conditions or considering granting or declining applications (restricted discretionary activities only).

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4. HOW TO USE THIS DESIGN GUIDE

There is no prescribed way to create attractive, liveable, functional, enduring living environments and the guidelines are intended to provide some flexibility in the approach. Accordingly each part describes the subject to be guided and describes the aims with a diagram or image which is for explanatory value.

The design guide should be considered when first beginning to develop any subdivision or building development proposal in the RSDA, RWDA, RIDA, MWDA, MDA and MSDA.

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A. Allotment Layout

The allotment layout in a new urban area will pre-determine the position and aspect of resultant houses and other development. Accordingly, attention needs to be given at the outset of the design process to the type of development that will result from the layout prescribed at the time of subdivision.

To achieve the desired environment for the RSDA, RWDA, MWDA, MDA and MSDA, guidelines for allotment layout are set out below.

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Guideline A1 GREENWAYS AND RESERVES RELATIONSHIP *Refer to Figure A1a and A1b*

Encourage dwellings to be designed and constructed to have living spaces that overlook greenways and reserves through the allotment layout and orientation.

It is important to have this dwelling to greenway/reserve relationship because:

- the people in houses provide passive surveillance that make for safer greenways and reserves
- the amenities of the residential properties can benefit from the relationship with the green space.



Figure A1a

Example of greenway and residential dwelling relationship
– houses overlook greenway and no fences between.

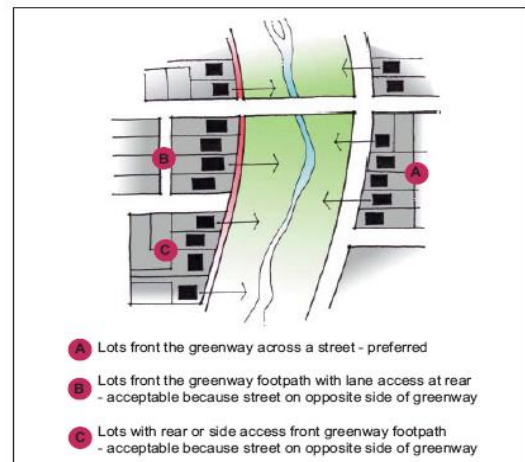


Figure A1b

Guideline A2
NEIGHBOURHOOD CENTRE PROVISION
Refer to Figure A2a and A2b

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Encourage within any larger new area of urban development, the (future or immediate establishment of a neighbourhood centre (a 'heart' where people meet and access basic day-to-day commercial goods like bread and milk) by:

- Providing sufficient space for a small centre which can accommodate car parking, bus stop (future or existing service), and public space.
- Identifying a place for a centre that is within a radius of 10 minutes' walk of the primary residential catchments area.
- Identifying a place for a centre that is at the intersection of collector streets and other movement paths such as walkways and greenways.

It is important to provide neighbourhood centres because they provide:

- an option for getting day-to-day goods locally – milk, bread and paper, for example – which limits the need for vehicle trips to a larger centre
- an opportunity for social interaction between people living in a neighbourhood
- a neighbourhood focal point, orientation, and identity.



Figure A2a

Example of a neighbourhood centre – social and retail functions provided for.

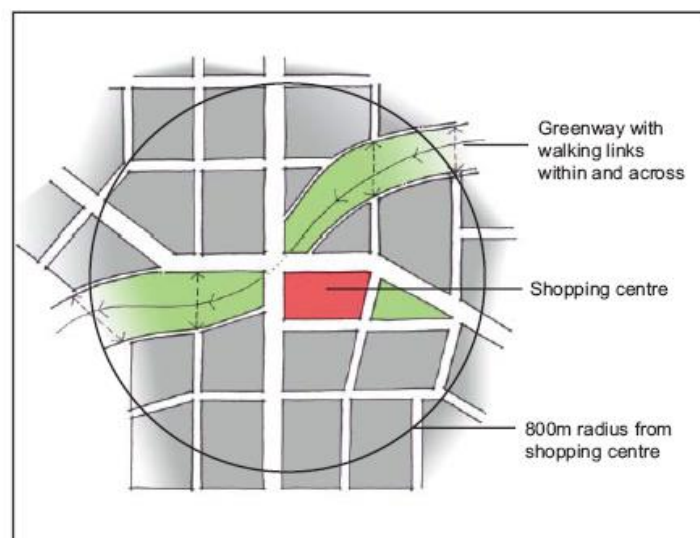


Figure A2b

Guideline A3
TOPOGRAPHY
Refer to Figure A3a and A3b

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Encourage the retention of primary topographical and landscape features in an allotment and street layout by:

- Enabling dwelling types that follow the natural slope of the land, in street layout and allotment design.
- Creating streets with widths as narrow as practicable (see street layout guidelines) to minimise the cross slope cuts required.
- Allowing steeper gradients for access streets and lanes to enable streets to follow contour and reduce cut and fill extent.
- Integrating existing tree and amenity plantings within streets and allotments to enhance amenity values.

It is important to retain topography and minimise earthworks because:

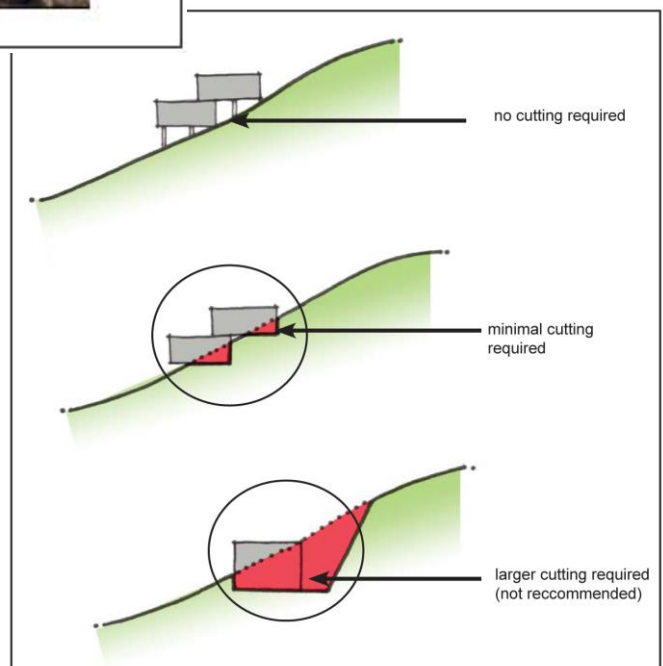
- the character of a place is contributed to by the existing natural features including landform
- the scale of walling that occurs on street edges where cuts are high is difficult to manage to create attractive streetscapes
- the loss of topsoil and earth during construction has a negative effect on the biological capacity of the land and can lead to siltation of waterways
- this reduces the scale and cost of engineering interventions required to construct the development.



Figure A3a

Example of a dwelling where no cutting is required.

Figure A3b



B. Dwelling Size

The efficient use of the land in new growth areas is important. Land is a finite resource and should be judiciously used to retain a context of productive working land and natural landscapes as these are important to the regional economy, biodiversity and quality of life. The compactness of settlements is also important as it assists servicing efficiency, accessibility of residents to facilities (schools, shops, etc), reduces travel times and energy use, and presents opportunities for various forms of transport. It is recognised in Richmond, Motueka and Mapua that the different dwelling sizes and types will need to be provided for if people are to be comfortable living in Richmond, Motueka and Mapua at various stages of their lives. Part of that difference is recognising the need for a mixture of family homes with large sections and smaller houses with less land to look after, and more opportunities for social contact for people living alone. With an aging population in Tasman, incorporation of universal design principles in the initial design of dwellings in RIDA is encouraged. To encourage efficient land use, the provision of different house types, and an urban form that is compact, guidelines to encourage different forms of development in the RSDA, RWDA, RIDA, MWDA and MSDA are set out below.

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GUIDELINE B1 DWELLING SIZE MIX *Refer to Figures B1a to B1c*

Encourage an efficient land use and range of dwelling sizes (i.e., family or single person homes) by:

- Creating areas with a suitable size and location (such as next to greenways, or close to a neighbourhood centre) that may allow for smaller dwellings in more compact forms of development
- Designing for quality in more compact forms of development through the use of appropriately skilled and experienced design professionals.
- Considering comprehensively the whole living environment for possible compact forms of development to ensure that they are good places to live.
- Considering the use of “party” walls and attached buildings to eliminate unusable narrow side yard spaces.
- Incorporating universal design principles according to Lifemark™ certification in the initial design of dwellings in RIDA, or other certification that is functional for elderly and disabled residents.

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It is important to provide for different dwelling sizes because it:

- enables people to live in different dwellings that suit their needs while remaining in the same community
- encourages an efficient use of the land by enabling more compact forms of development.



Figures B1a to B1c
Examples of different sized dwellings for different sized households.

Guideline B2
COMPATIBILITY
Refer to Figure B2a

Create a coherent streetscape in areas of mixed dwelling forms and sizes (especially between detached and attached buildings) by:

- Breaking into groups the sections of streets that are of one type or another so there is not a random mix.
- Using a lane, street or reserve/greenway to separate one building type from the next.
- Considering the existing context and repeating the predominant type of building form of the block the site is located within.

It is important to provide for compatibility between different dwelling types because:

- it ensures that with a mix of dwelling types that there is not a visually incoherent streetscape;
- there are practical building construction benefits in knowing the adjacent dwelling type;
- the comprehensive design and development of compact forms of dwellings can benefit from taking a block approach rather than a site-by-site approach.

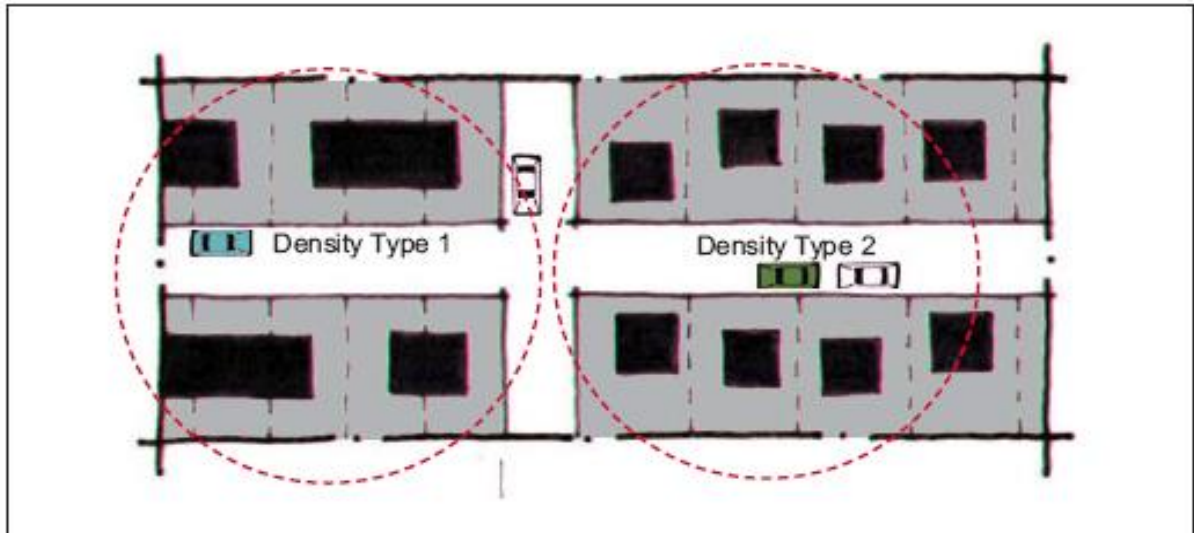


Figure B2a
Example of compatibility

Guideline B3
ENABLE FURTHER SUBDIVISION
Refer to Figure B3a

Encourage through subdivision and development design that where allotment sizes are of a medium or larger size (above 800 m²) that further subdivision could occur in the future to create a quality functional new house space by:

- Locating the initial building on the site to leave sufficient space for a new dwelling at a later date.
- Providing the future building space in a way that recognises the amenity of the initial house (and new house), such as privacy, sunlight, access, parking, noise and outdoor living space.

It is important to consider the potential for further development because it:

- will enable the most efficient use of the limited land resource over time
- recognizes that future dwelling needs may change from those currently and provides some flexibility for the future
- encourages future new dwellings to fit within the existing development pattern without causing significant adverse effects.

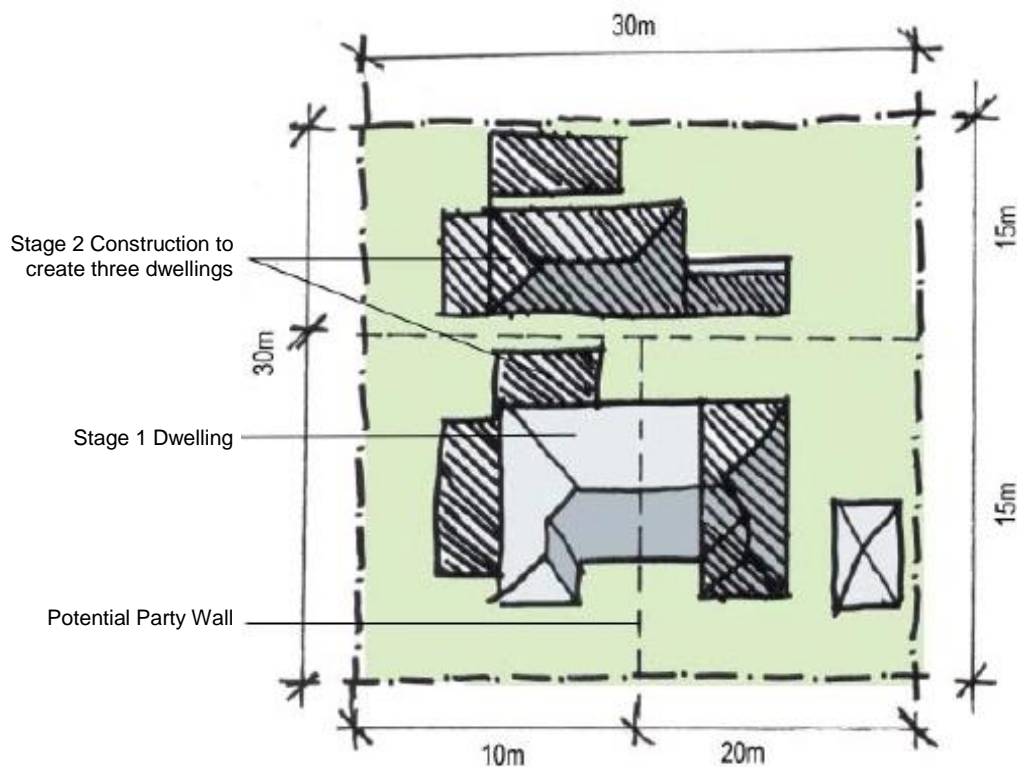


Figure B3a

C. Street Network

The street network is the principal way people will get to and from the places they use within Richmond, Motueka and Mapua. These movements are made every day by a range of people with a range of mobility levels and a range of access to vehicles. Movements typically include a child going to school, workers going to work, or an older person going for a walk. Primarily the movement network is provided by streets, but in the RSDA, RWDA, RIDA, MWDA, MDA and MSDA there will also be pathways on greenways and these are addressed separately. To achieve the desired environment for the RSDA, RWDA, RIDA, MWDA, MDA and MSDA, guidelines for the street network are set out below.

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Guideline C1 STREET TYPE *Refer to Figure C1a*

Provide a clear hierarchy in street type – from vehicular traffic at 50kph (on collector streets) down to slower traffic, walking priority streets at 5kph (on access streets and lanes) – by:

- Encouraging the use of access streets and lanes by people that live there, and not drivers passing through by designing narrow sections and other forms of speed restrictions.
- A spread of local traffic by interconnected streets that enable a choice of routes.
- Collector streets that are efficient in their function and not compromised by multiple site accesses.
- Lane ways which are for accessing allotments that are small where widths are narrow for development fronting open space in some situations (refer to Guideline A1), or where parking is provided at the back (refer to Guideline D1).

It is important to have a street hierarchy because it:

- provides for greater levels of pedestrian comfort – this will encourage walking
- will improve safety – by reducing through-traffic out of residential areas and keeping speeds low in residential areas
- will increase amenity – this is providing attractive, green quiet residential streets where busy traffic is encouraged away
- makes navigating around an urban area easier.



Figure C1a

Guideline C2
STREET CONNECTEDNESS
Refer to Figure C2a

Encourage maximum accessibility within the urban area by:

- Creating streets that are interconnected with other streets and with minimal dead ends or cul-de-sacs.
- Making collector streets that provide for walking, cycling and easy navigability around a neighbourhood by direct routes.
- Ensuring that cul de sacs (where they are rarely provided for) have walking and cycling links to adjacent streets and to provide for a potential vehicle connection in the future.
- Providing cycleways on main routes to Richmond, Motueka and Mapua town centres and schools.
- Creating regular street intersections and limited block lengths.
- Providing clear and safe access to greenway networks from the street network with direct visual and walking links across that follow the street alignment.

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It is important to have high levels of accessibility because it:

- assists reduced travel distances (walking or driving) between destinations
- enhances walkability by providing reasonably direct routes between places
- enhances the ease with which people can find their way around a place by providing minimal dead ends.

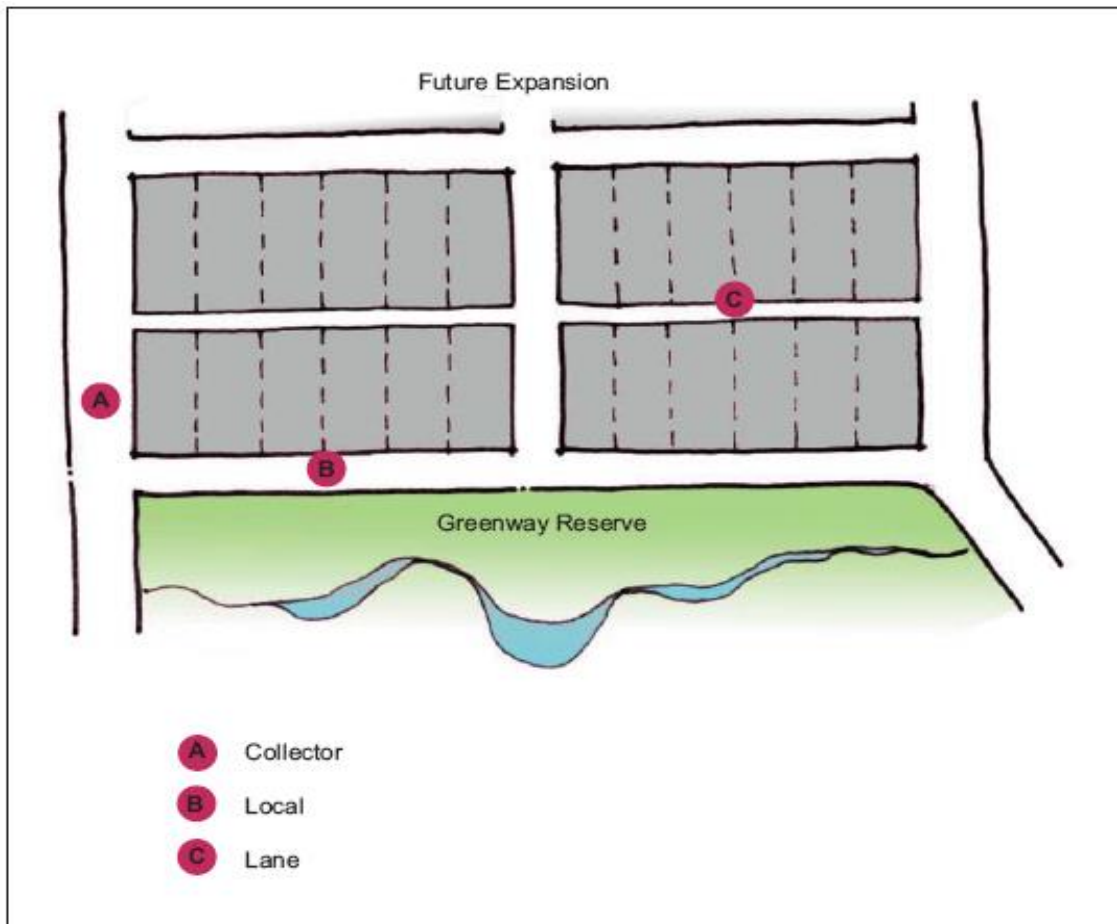


Figure C2a
 Connected street network

Guideline C3
STREET SWALES
Refer to Figures C3a and C3b

Encourage the minimisation of stormwater discharges to the reticulated system by the use of street edge swales or rain gardens to collect run-off from street surfaces and to disperse it to ground by:

- Swale design in accordance with the TDC Engineering Standards.
- Consultation with experienced engineers regarding the design of swales.
- Using swales where the ground conditions are appropriate for achieving soakage.
- The choice of plant types for swales that are appropriate for the function.

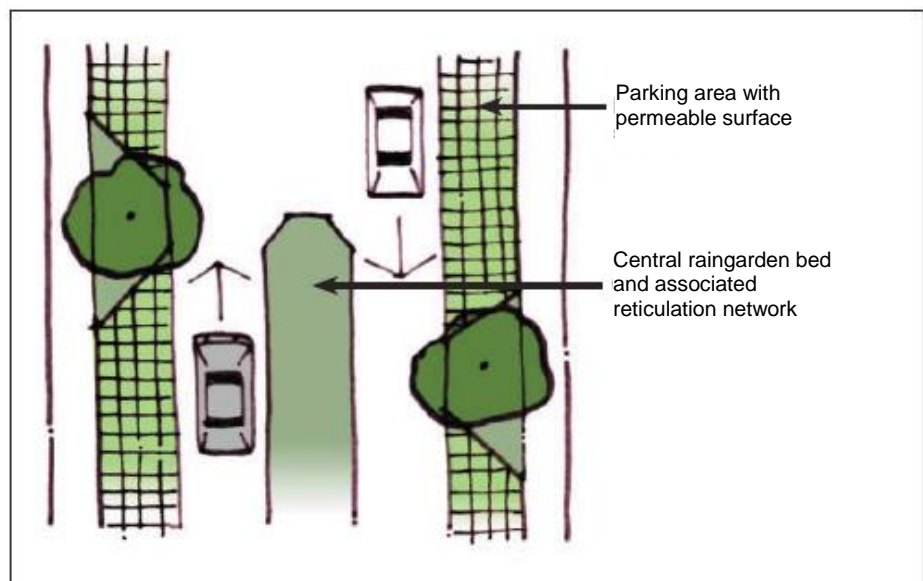
It is important to use swales and other systems that replenish groundwater from stormwater because it:

- reduces the speed of stormwater flows to the reticulation system which is limited in its capacity
- aids in recharging the groundwater system to enable the water to be extracted for other purposes
- reduces contaminant flow to the stormwater system.



Figure C3a
Rain garden in a residential street

Figure C3b



Guideline C4
STREET TREES
Refer to Figure C4a

Provide a consistent and appropriate street tree planting within new streets by:

- Deciding a tree type as part of design and using this for the complete street length.
- Using trees that will grow well locally – either native or exotic.
- Using trees that will assist with the take up of stormwater run-off in conjunction with swales and/or rain gardens, where they occur.
- Having a tree type with a form that is clear stemmed and a canopy at maturity which underneath is at least 2 metres above ground level.
- Reflecting the street hierarchy through the use of larger tree types on the wider streets.
- Ensuring street design for services so their function and maintenance will not interfere with successful growth and maturity of the street tree.
- Placing trees at regular intervals — 10 metres between stems is an appropriate distance between larger trees.

The tree type is important to provide:

- Pedestrian comfort – this will encourage walking
- Safety – by providing trees that can be seen under the canopy rather than shrubby which blocks sight lines
- Amenity – this is providing attractive, green residential
- Legibility and wayfinding – by distinguishing between main and local roads it will be easier to find the way between places.



Figure C4a
Example of street trees

D. Garaging and Carparking

The quality of the Richmond, Motueka and Mapua environment as places to live will need to move towards providing an appropriate balance between provision for private motor vehicles and other forms of transport, and walking as a way of moving around the urban area. Part of that balance is about making the urban environment work well for vehicles and for people moving around in other ways – aspects of this balance are addressed by the street network guidelines. Other guidelines below which address a balanced way of providing for vehicles on private property are also important to the quality of the living environment.

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Guideline D1
GARAGES AND PARKING
Refer to Figure D1a and D1b

Provide for car parking on site, as required, which is functional and convenient, but does not dominate the site or the street as a public space by:

- Designing the size and arrangement of allotments to allow for on-site parking without dominating the primary frontage – avoid wide garage doors facing the street forwards of and/or wider than the main building.
- Placing garages and carports accessed from the front of the site (ie not by a back lane) behind the front wall of the main building.
- Considering grouping car parking in one area for several dwellings to make efficient use of land, and use parking bays on the street for visitor parks.
- Considering the use of lanes at the rear of houses to enable garages and parking which is not at the front.
- Minimising the open parking standing areas at the front and use trees to give street amenity where they occur.

It is important to consider garaging and car parking because:

- garages which dominate the residential streets are not attractive for walking and create multiple crossings that impinge on walking and cycling safety;
- dwellings which face the street and where garages at the rear recognise that the dwelling is the primary function, not the garages;
- rear garage space enables the more 'service' nature of garage spaces to be out of the public view;
- they make way-finding easier.



Figure D1a



Figure D1b
 Example of garages on a back lane

E. On-site Amenity

Proposed as at 2 August 2014

The RSDA, RWDA, RIDA, MWDA, MDA and MSDA are new urban growth areas that will encourage (although not require) a range of house sizes and types to be provided by development to meet projected demand for this by future populations. It is anticipated that some development in the RSDA, RWDA, RIDA, MWDA and MSDA will take the form of town dwellings, or building formats where people may live closer to one another than they would in single detached dwellings. One essential element of a quality living environment is maintaining the on-site amenity - visual and aural privacy, functionality (rubbish storage, letterboxes), drying of washing, outdoor living - where people are living in closer proximity to one another. The guidelines below encourage the consideration of and provision for amenity in the RSDA, RWDA, RIDA, MWDA, MDA and MSDA.

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Guideline E1 OUTDOOR LIVING SPACE *Refer to Figure E1a*

Provide for a reasonable level of outdoor private space amenity on site by:

- Providing a primary (the main space that is 20m² (or 30m² in MSDA and MWDA) in accordance with the TRMP rules) outdoor living area adjacent to the primary interior living areas and at the rear of the house.
- Locating backyard/courtyard living space where it will receive good sunlight access and with direct access to interior living space.
- Avoiding windows from living rooms and kitchens which directly overlook neighbours' primary outdoor living space.
- Providing for an outlook from outdoor space to views of the wider area where this does not conflict with the privacy of neighbours.
- Use of on-site planting to provide greenness and screening to neighbours.

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These guidelines for amenity are important because:

- in more compact forms of development, the design for privacy needs to be considered at the outset and cannot be left to later as there may not be a sufficient space, and the opportunities for the function to be good may be lost
- outdoor living space that is private is of a high value where people are living in closer proximity to one another.

Guideline E2 FUNCTIONALITY

Provide for the functionality of living spaces for the benefit of the residents by:

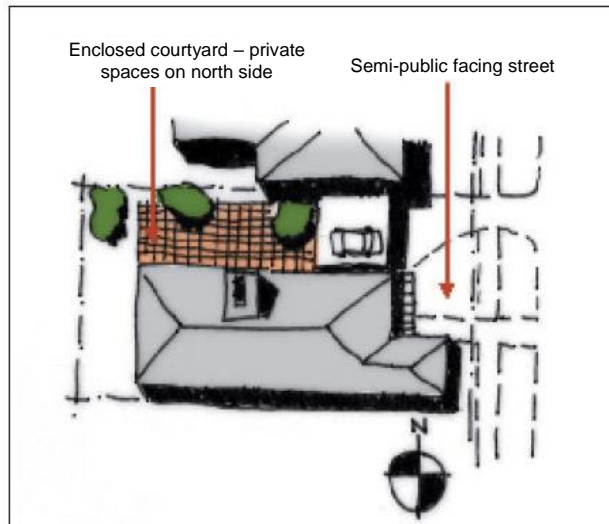
- Providing for acoustic privacy in joined houses in accordance with the NZ Building Code: G6 – Airborne and Impact Sound
- Incorporating universal design principles according to Lifemark™ certification in the initial design of dwellings in RIDA, or other certification that is functional for elderly and disabled residents
- Providing for rubbish storage in the outdoor living areas or other utility space for each dwelling
- Providing letterboxes at the front of each house
- Providing a place where washing can be dried outside

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These guidelines for functionality are important because:

- lack of aural privacy between houses has a negative effect on the quality of life
- provision for rubbish storage, mail and washing need to be provided for at the outset of subdivision and development design.

Figure E1a
Providing outdoor private space



GUIDELINE E3
PRIVACY FOR INTERNAL SPACES

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- Position windows or otherwise restrict or direct outlook so that the short-range view from one dwelling is not directly into the main internal living areas of any neighbouring dwellings, both within the development, or on adjacent sites.
- Where windows are to be located overlooking public or communal areas, position them so as to minimise loss of privacy from passers-by, while still letting people inside look out. This can be achieved by a range of means including positioning the internal space above outside areas, and locating windows of main living areas where they are not in close range view directly along a public way.

This guidelines for privacy is important because:

- Many areas in a house require privacy, and the best time to consider this is at the site planning stage and by the careful design and placement of windows. Such measures to achieve privacy need not unduly affect the outlook or daylight to the dwelling and may avoid the need for residents to resort to screening devices such as blinds or curtains.
- While total privacy is not reasonably achievable, housing can be designed so that in the normal course of events – sitting at the dining table, in a living room, or working in the kitchen, the view is not directly into the main windows or into the private space associated with a residential building on a neighbouring site or in the view of passers-by on a public way. Distance increases privacy, so privacy generally ceases to be of concern with views across a street.

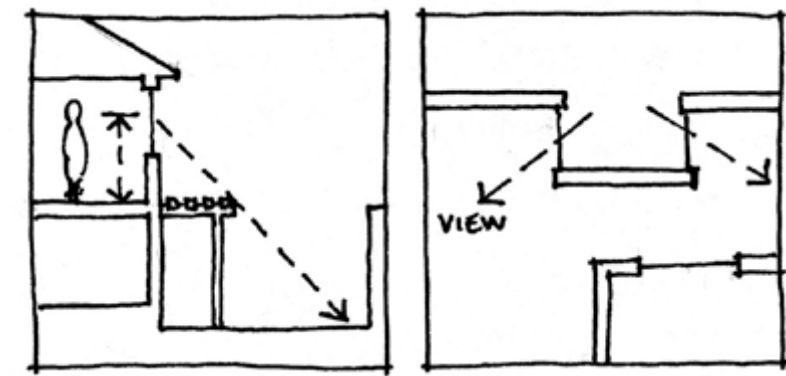


Figure E3a
Visual privacy by screening, position and orientation of windows

F Frontages

The space between the front of a building and the street is the “public space” and presents the face of urban areas. The quality of the public environment in urban areas is strongly influenced by the characteristics of these spaces. That quality includes safety, amenity and walkability.

To achieve the desired environment for the RSDA, RWDA, MWDA, RIDA, MDA and MSDA, guidelines for frontages are proposed as set out below.

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Guideline F1 INTER-VISIBILITY *Refer to Figure F1a*

Encourage potential for visual interaction between people on streets and people in buildings and the space in front of buildings on private land by:

- Locating front doors and living spaces – dining, kitchen, lounge, family rooms – on the street side of the dwelling and forward of any garage.
- Avoiding high solid fences fronting to streets - keep fences low as high fences reduce personal safety for people using the street and on private property, by preventing informal surveillance between the property and street.
- Using tree and vegetation types which will suit the size of the space when they mature. Vegetation or trees which can be seen past or under, rather than thick tall hedges are preferable.

It is important that there is this interaction because:

- The safety of people in urban areas is improved where there are people passively observing what is happening there.
- The safety of private property is enhanced by the ability of people on the street or passing in vehicles to see the front of the dwelling – secluded areas behind high solid fences make easy places for crime to occur, such as breaking and entering
- The sense of community is enhanced where there are opportunities (even if these are not taken) for interaction between people across the private/public interface.

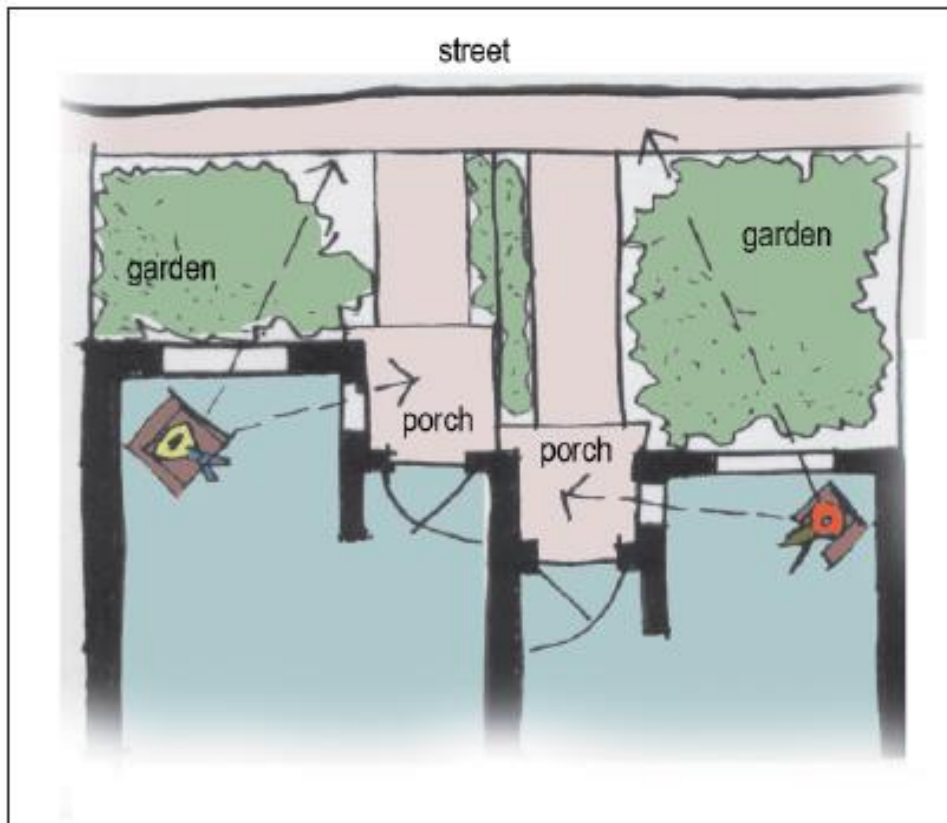


Figure F1a
Providing for visual interaction

Guideline F2

FRONTAGES

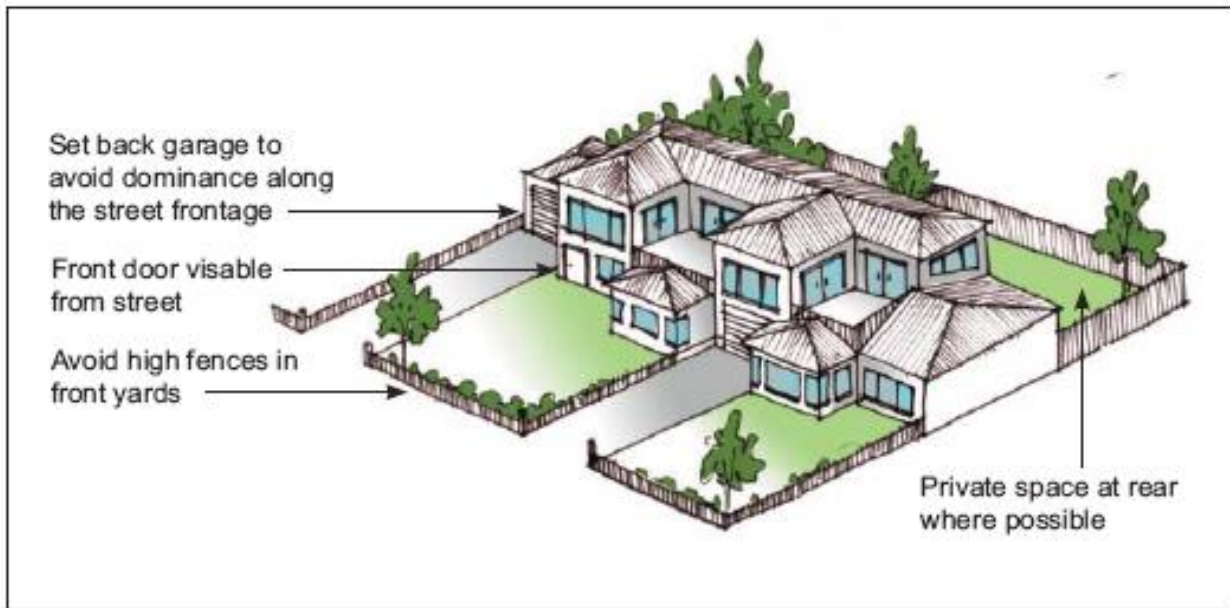
Refer to Figure F2a

Encourage overall neighbourhood character, cohesion, quality and attractiveness by:

- Providing for houses to be aligned to the street (not at an angle) and within a limited range of set backs to form a consistent street scale proportion.
- Using site depth efficiently by keeping street setbacks short and maximizing the backyard space for private open space.
- Front doorways not opening straight out onto the street – provide a sheltered threshold such as a porch, veranda, balcony, or raised entrance, or short set back (0-3m) – between the dwellings front door and the street edge.
- Giving all allotments a street frontage and avoid rear allotments.

It is important to recognise building front characteristics because:

- of visual coherence within building forms where there is less room for open space and vegetation to mitigate variability
- they ensure that each dwelling has a relationship to the street and its public life which becomes important where household sizes are small and people may live alone
- of safety in respect of passive surveillance from visual contact between the street and building occupants.



G Public Open Space

The provision of public open space within the Richmond, Motueka and Mapua areas is a strong feature of their character. The quality of public open space needs to be considered in the design of subdivision and the implementation of the development of that space to ensure it is functional, safe, and contributes positively to the quality of Richmond, Motueka and Mapua as places to live.

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Guideline G1
FUNCTION
Refer to Figure G1a

C10 10/07
Op 3/14

C22 2/11
Op 1/15

C43 4/13
Op 1/15

Provide for the relationship between public and private space need to be recognized in the subdivision design by:

- Ensuring that greenways are provided to function for stormwater management in accordance with the Tasman District Engineering Standards.
- Ensuring that greenways and open space in accordance with the relevant structure plan for RSDA, RWDA, MDA and MSDA and plan change for MWDA are provided.
- Providing public open spaces in addition to greenways at strategic locations where they contribute positively to residential amenity, not as 'left over' spaces from subdivision.
- Using a limited range of trees in open spaces that allow visibility under their canopy (rather than low shrub plants) to ensure that they are easily maintained and that there is good public safety.

These guidelines are important because:

- public open spaces need to be safe and well used to be valued and retained
- the greenways function as essential stormwater management networks.



Figure G1a
Rain garden in a residential street



Figure G2a
Strategically located neighbourhood
open spaces in addition to greenways

Guideline G2
CONNECTIONS
Refer to Figure G2a

Provide for open spaces to connect to other open spaces to form a network by:

- Providing walking and cycling pathways through the open space network and greenways which are 3 metres wide and connect to the surrounding street network.
- Enabling access to the open spaces from surrounding sites which are no less than 5 metres in width for public safety, but also to enable maintenance and vehicle access.

These guidelines are important because:

- public spaces can contribute significantly to the outlook of adjoining land uses and add value to these properties and the enjoyment of residents
- public spaces can provide an alternative movement network for walking and cycling as recreation and to move between destinations.

