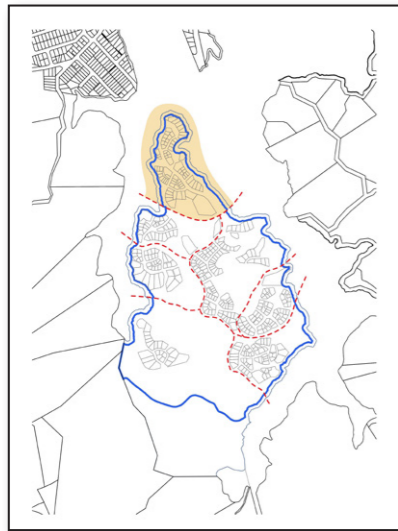


APP9 – Rangitahi Structure Plan

Refer to the next page.

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Precinct A – The Village



This is the main entry neighbourhood and has a formal village character. The *Main Road* passes through the central square, which is defined by 'village scale' commercial and mixed-use activities.

SUMMARY	
Neighbourhood Area	7.77 ha
Dwellings Illustrated	117
Density Range	14 – 16 dph

The overall density in this neighbourhood appears low due to the larger lots and integrated development sites around the edges. However within the core, the net residential density is significantly higher than other neighbourhoods to create the critical mass sufficient to achieve the village 'vibe'.



Land Use & Density Distribution



Comprehensive Development Lots



Key Elements:

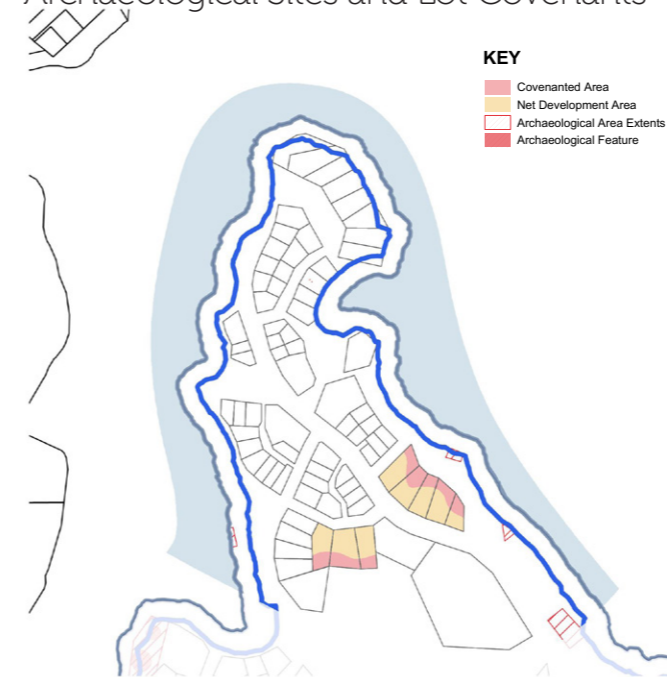
- » A mixed-use village core with higher intensity residential concentrated around a central square.
- » A more intense residential form with a series of networked small parks and urban spaces.
- » Larger lots on land that slopes away from the central ridge line to the waters edge.
- » Integrated developments with commercial and tourism opportunities at key locations on the periphery.

Comprehensive Development Lots are capable of supporting **additional height up to 11m.**

Key Elements:

- » Limited mixed-use concentrated around, and within close proximity to, the central square along the Main Road can have zero front yard setbacks.
- » Other higher intensity residential overlooking feature open space areas in close proximity to the square.
- » A visitor accommodation facility is indicated to the east of the village square to preserve a more public use activity of a prominent place.
- » Boutique commercial and visitor facilities are indicated at the southern end to create a gateways statement to the neighbourhood and provide a public interface to the farm estate.

Archaeological Sites and Lot Covenants



Covenanted areas are required to be re-vegetated consistent with the wider landscape enhancement programme. The purpose of this is to:

- » Protect (from development) and maintain steep southern slopes.
- » Visually protect ridge lines
- » Extend areas of (re) vegetation to be vested.

Building platforms are confined to the front (road edge) of lots.

Covenant areas occupy the rear of lots.

Archaeological site:

- » Covenants are to be registered on the title of the balance lot for all archaeological sites indicated.

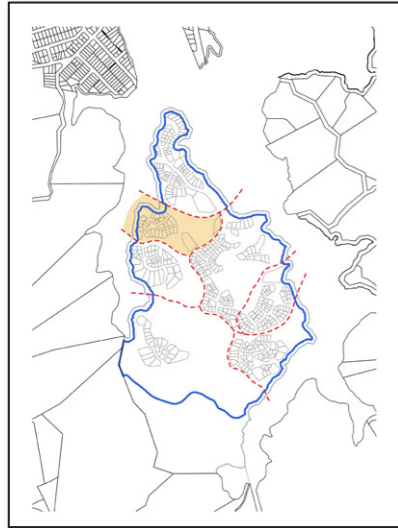
Frontage & Vehicle Access



A village environment is created by buildings and houses that more actively engage with the street, including:

- » Incorporating architectural features that stimulate and enhance sociability at the street front including verandahs, bay windows and balconies.
- » Vehicle access from rear lanes and courts where possible to create uninterrupted social environments.

Precinct B – The Retreat



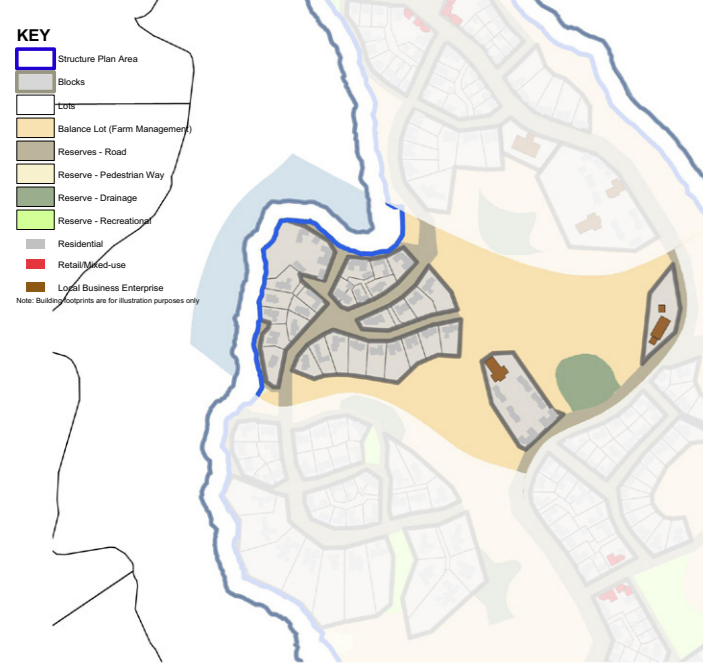
The **Retreat** is contained within the enclosed *Productive Basin Landscape Character Area* and fronts the Omahina Creek.

It is a satellite neighbourhood of *The Village Core* but demonstrates a more informal coastal character.

SUMMARY	
Neighbourhood Area	3.42 ha
Dwellings Illustrated	57
Density Range	16 – 18 dph



Land Use & Density Distribution

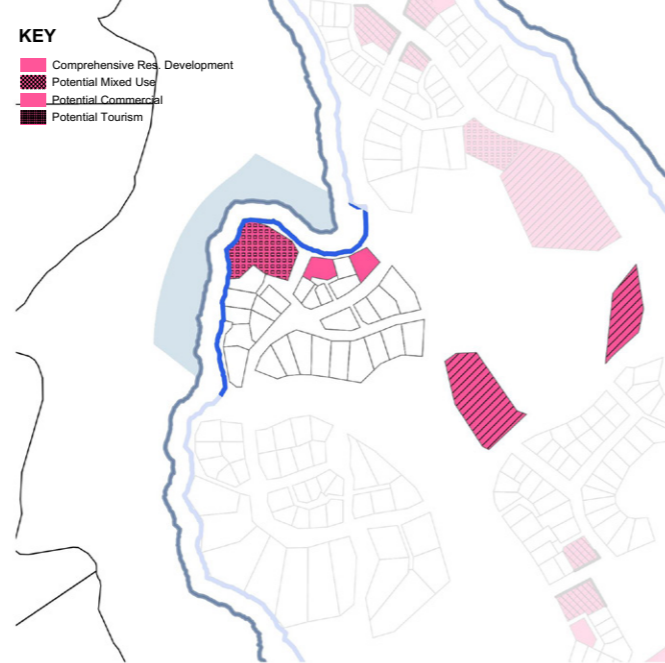


The neighbourhood has a *Secondary Road* through its core that connects to adjacent neighbourhoods. All other roads are very low-speed and/or shared surfaces providing pedestrian connections and public access to the *Open Space Network*.

Key Elements:

- » Development is concentrated in the north facing lower slopes fronting the Omahina Creek coastal margin and regenerating watercourse landscapes
- » Large lots are positioned along the outer edges and against the farm lot where terrain is more challenging, enabling more sensitive building design and construction techniques.

Comprehensive Development Lots

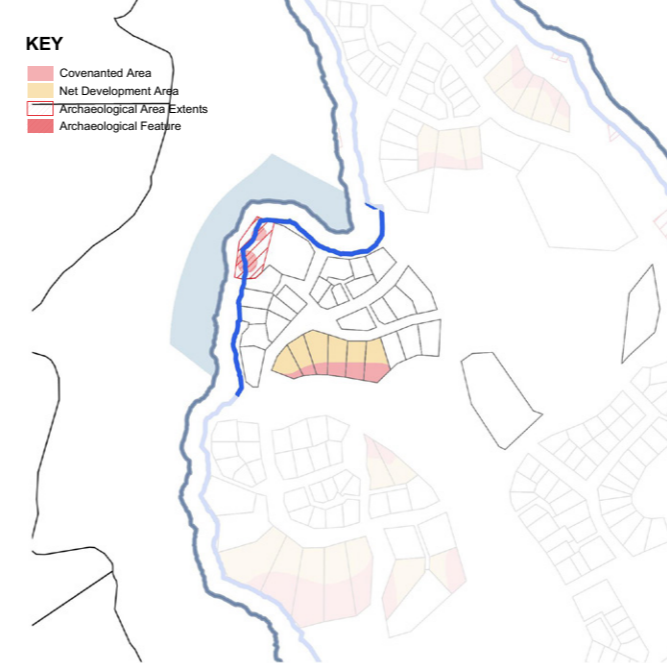


Comprehensive Development Lots are capable of supporting **additional height up to 11m**.

Key Elements:

- » Integrated developments are situated along north facing coastal edge where higher amenity is provided. This increases activity within, and surveillance of, these areas and the *Open Space Network*.
- » Proximity to *The Village Core* and its amenities, coupled with a high level of pedestrian connectivity, makes these integrated developments ideally suited for visitor accommodation.

Archaeological Sites and Lot Covenants



Covenanted areas are required to be re-vegetated consistent with the wider landscape enhancement programme. The purpose of this is to:

- » Protect (from development) and maintain steep southern slopes.
- » Visually protect ridge lines
- » Extend areas of (re) vegetation to be vested.

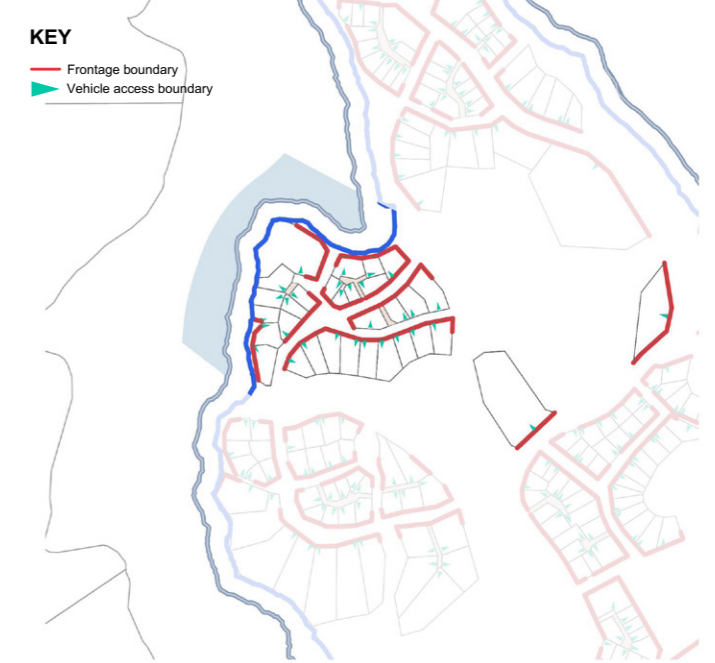
Building platforms are confined to the front (road edge) of lots.

Covenant areas occupy the rear of lots.

Archaeological site:

- » Covenant to be registered on the title (private lot).

Frontage & Vehicle Access

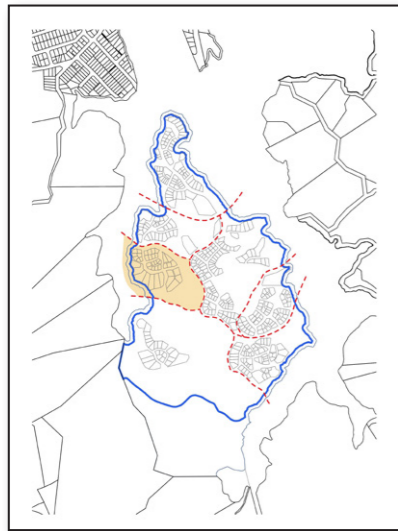


While more informal than *The Village Core*, this neighbourhood still maintains 'village' attributes, including:

- » Building and house designs that promote active engagement with the street and edge lanes.
- » A strong frontage to the Omahina Creek coastal margin and regenerating watercourse landscapes.
- » Vehicle access from the central road is discouraged.
- » Vehicle egress is provided through lanes, courts and Edge Lanes.

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Precinct C – The Sanctuary



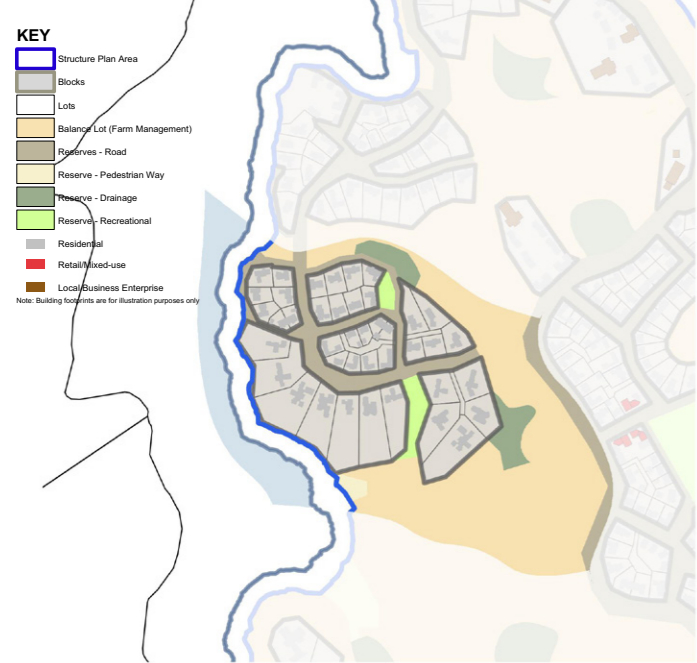
The **Sanctuary Neighbourhood** is contained entirely within its own landscape. Because it has a limited interface with the rural landscape beyond it can adopt a distinct character of its own that reinforces the extensive areas of native landscape enhancement proposed.

SUMMARY	
Neighbourhood Area	4.59 ha
Dwellings Illustrated	41
Density Range	8 – 10 dph

The overall density in this neighbourhood is much lower than other areas to accommodate larger house forms that integrate with a natural landscape.



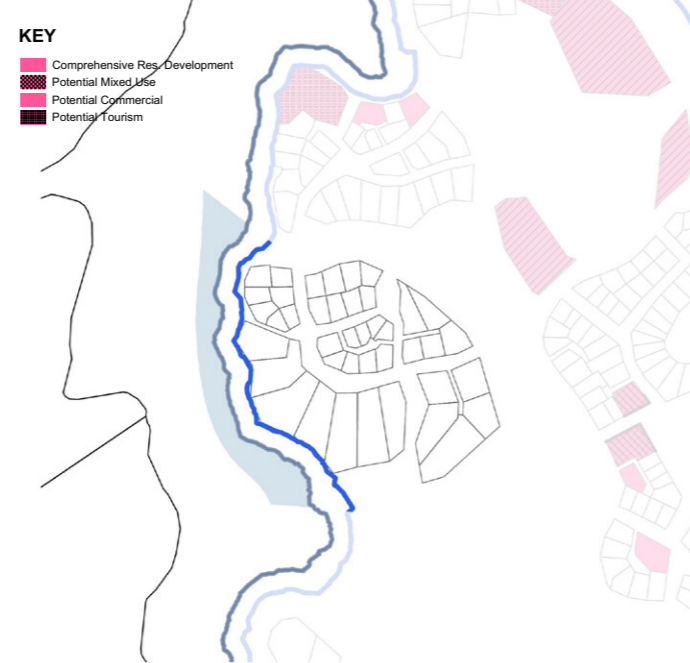
Land Use & Density Distribution



Key Elements:

- » A central Secondary Road through the centre of the neighbourhood generates more intensive development on the north facing slopes and large lots to the south.
- » More intense residential forms on the lower north-facing slopes front a series of networked small parks and urban spaces within the gully floor.
- » Larger lots on land that slopes away from the central ridge line to the waters edge and rural environs.

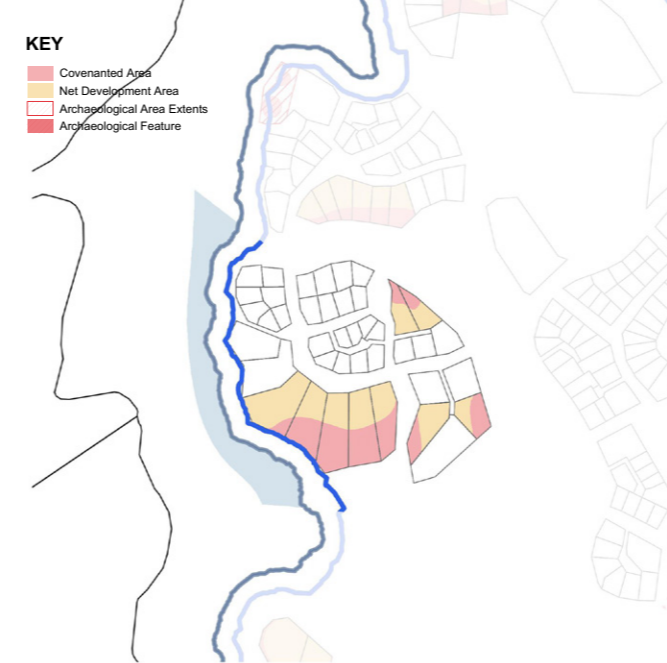
Comprehensive Development Lots



There are no Comprehensive Development Lots identified within this neighbourhood although some may be possible through lot integration at some future point with careful design.

- Purposes for integration would be to provide:
- » More activity along the coastal walkway.
 - » A public interface to the farm lot.

Archaeological Sites and Lot Covenants



Covenanted areas are required to be re-vegetated consistent with the wider landscape enhancement programme. The purpose of this is to:

- » Protect (from development) and maintain steep southern slopes.
- » Visually protect ridge lines
- » Extend areas of (re) vegetation to be vested.

Building platforms are confined to the front (road edge) of lots.

Covenant areas occupy the rear of lots.

There are no archaeological sites within Precinct C.

Frontage & Vehicle Access



The Sanctuary maintains a 'village' atmosphere by ensuring development and building platforms are focused on the street.

Vehicle egress is typically from the front of the site to enable a more efficient and environmentally responsive construction approach - minimising cut and fills, and enabling quality private outdoor living areas to be created.

Where terrain allows, lanes and courts are to be used.

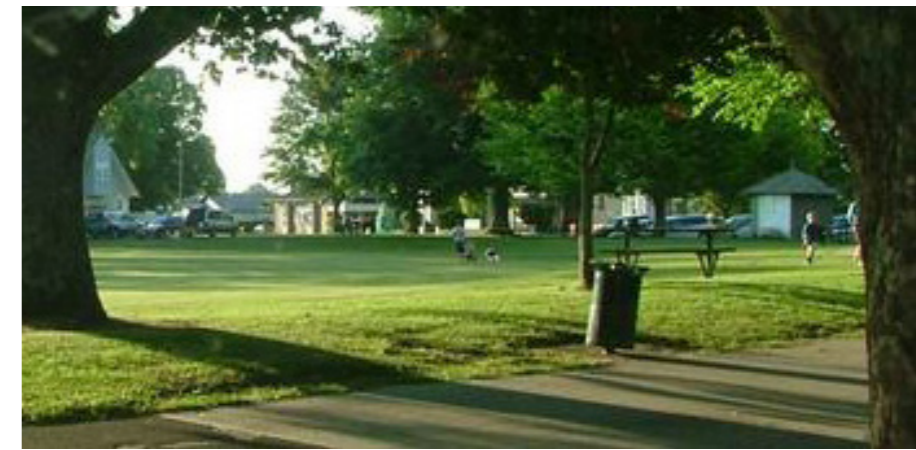
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Precinct D – The Plateau



The Plateau is the largest neighbourhood by area and household number. Sitting on the upper plateau it encircles a large basin landscape character area and incorporates two small 'spur' development clusters. It is the central 'hub' development, connecting directly to all other development pods - especially the two key destinations of *The Village Core* and *The Landing*.

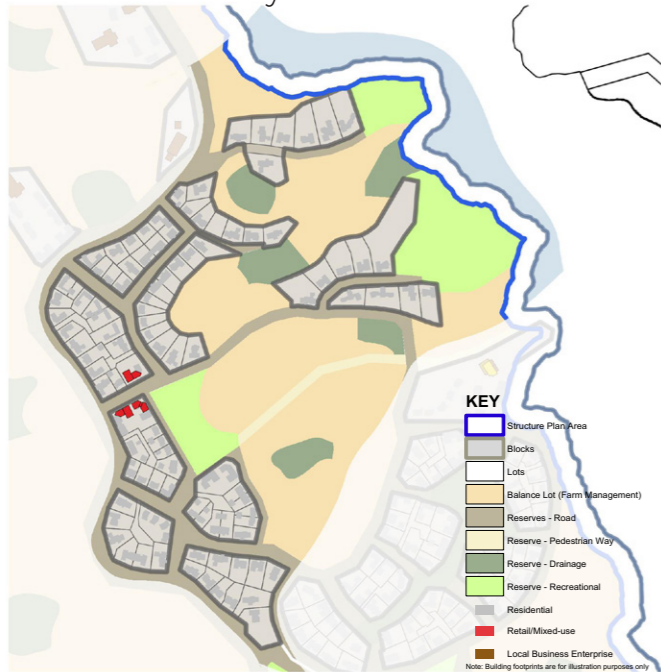
SUMMARY	
Neighbourhood Area	10.7 ha
Dwellings Illustrated	118
Density Range	11 – 13 dph



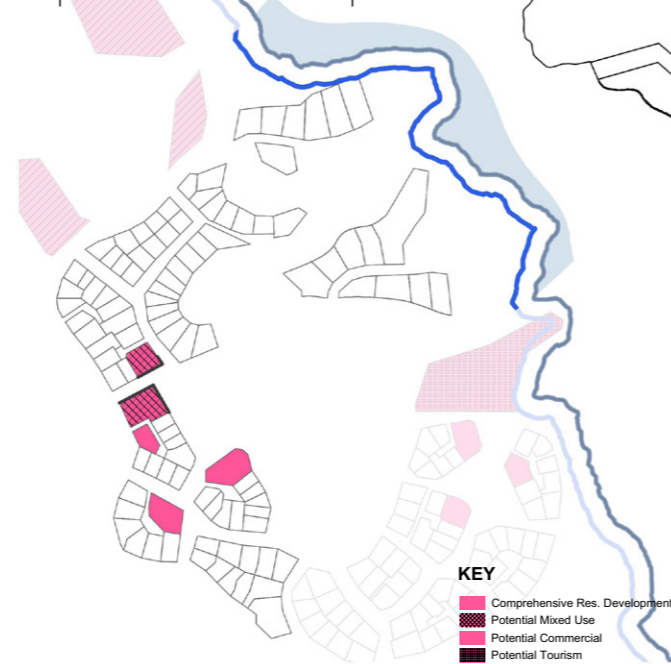
While the overall density of **The Plateau** appears low, it contains two distinct responses - an intensive residential density in the main plateau landscape and much lower densities on the outer spurs.



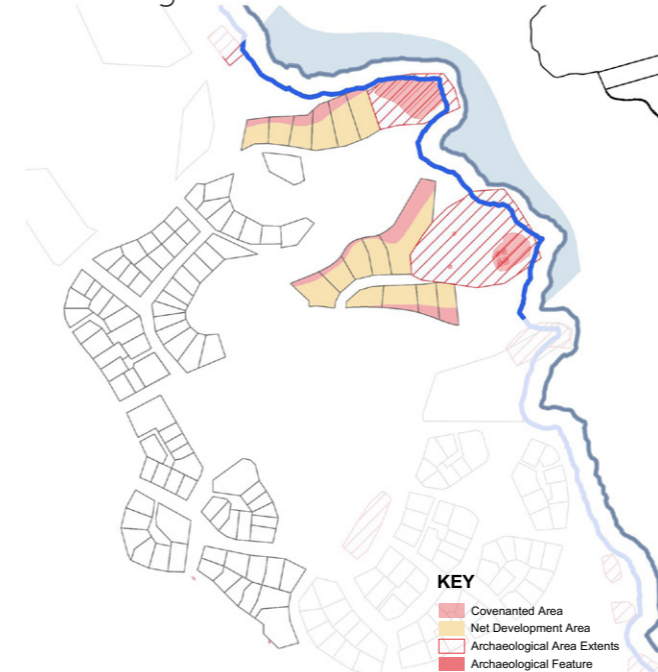
Land Use & Density Distribution



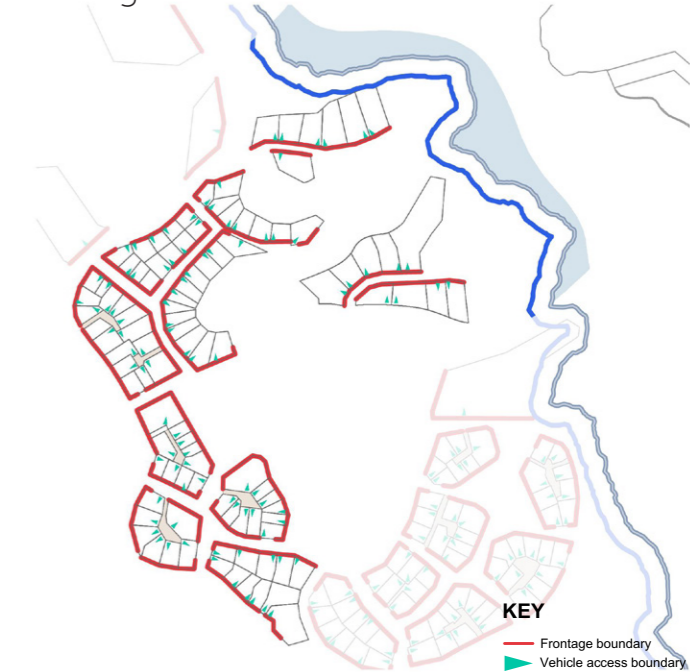
Comprehensive Development Lots



Archaeological Sites and Lot Covenants



Frontage & Vehicle Access



Key Elements:

- » A mixed-use village core with higher intensity residential concentrated around the Domain.
- » A more intense residential form with a series of networked small parks, urban spaces and continuing down through the basin to link with The Landing.
- » Larger lots on the outlying spurs with contained development areas.
- » Integrated developments with commercial and tourism opportunities at key locations on the periphery.

Comprehensive Development Lots are capable of supporting **additional height up to 11m.**

Key Elements:

- » Limited mixed-use concentrated around a central Domain and within close proximity along the Main Road. These areas can have zero frontyard setbacks.
- » Other higher intensity residential developments overlooking, and in close proximity to the Domain.
- » Two boutique commercial and visitor facilities on west-facing spurs overlooking the Productive Basin at the northern end create gateway statements from adjacent neighbourhoods.

Covenanted areas are required to be re-vegetated consistent with the wider landscape enhancement programme. The purpose of this is to:

- » Protect (from development) and maintain steep southern slopes.
- » Visually protect ridge lines
- » Extend areas of (re) vegetation to be vested.

Larger lots are principally located on the two knolls to the east of the main neighbourhood concentration.

- » Building platforms are confined to the front (road edge) of lots.
- » Covenant areas occupy the rear of lots.

Archaeological sites:

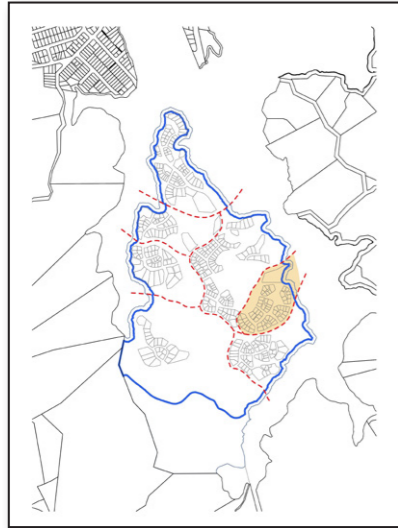
- » All areas contained within Recreational Reserves and protected through management plans.

The Plateau is effectively an extension of the village environment from *The Village Core* neighbourhood. Consequently it exhibits similar attributes including:

- » A more intensive built form to the street with buildings and houses that actively engage with the street.
- » Incorporating architectural features that enhance sociability at the street front including verandahs, bay windows and balconies.
- » Maximising vehicle access from rear lanes and courts in order to create uninterrupted social environments.

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Precinct E – The Landing



The Landing has its focus, and takes its name from, the historic homestead and stone wharf that once fronted Opororu Creek. It is contained within a basin to the east and below *The Plateau*, and consists of a concentrated development cluster around a shallow central park that slopes gently to the south of the old homestead site.

SUMMARY	
Neighbourhood Area	5.89 ha
Dwellings Illustrated	85
Density Range	14 – 16 dph

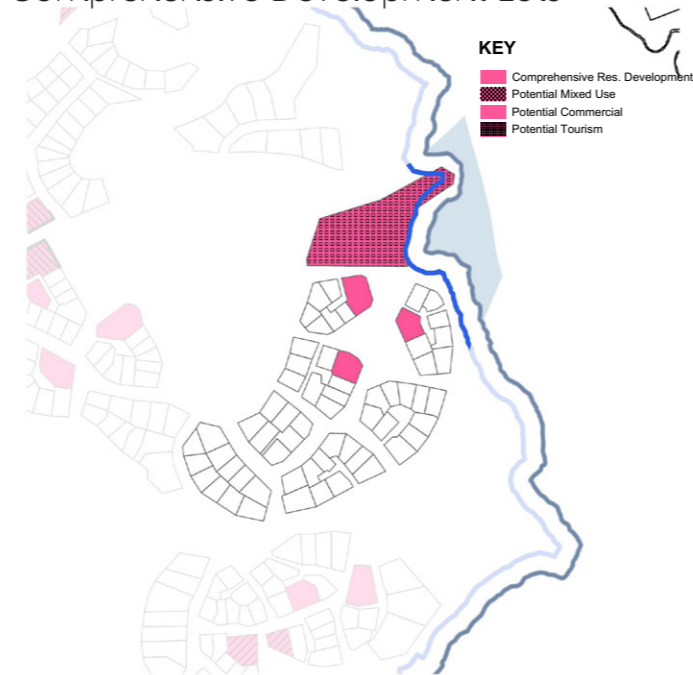


The character of the Landing is derived from the heritage elements of the stone wharf and old homestead, reinforcing that found within Raglan Town.

Land Use & Density Distribution



Comprehensive Development Lots



Key Elements:

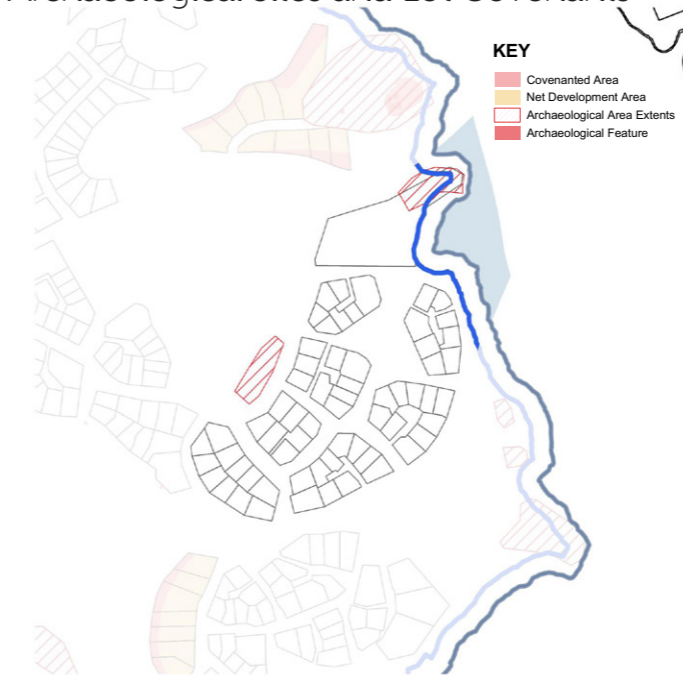
- » More intensive residential clusters around the gully floor central park landscape - entirely surrounded by public open space, linked to the central park by a number of short Living Streets.
- » A comprehensive development with higher intensity residential is allowed for around an Homestead feature building. It is intended that this has a commercial/tourism focus in order to honour and protect the heritage values of the site..

Comprehensive Development Lots are capable of supporting **additional height up to 11m.**

Key Elements:

- » A commercial/tourism focus at the waters edge including redevelopment of the old stone wharf and jetty and a new Homestead feature building is allowed for.
- » This facility is supported by comprehensive development of visitor accommodation and residential units set within a garden setting reflective of, and supporting, the heritage garden
- » Higher intensity residential overlooking a feature open space area at the bottom of the central park in close proximity to the road and the comprehensive development area.

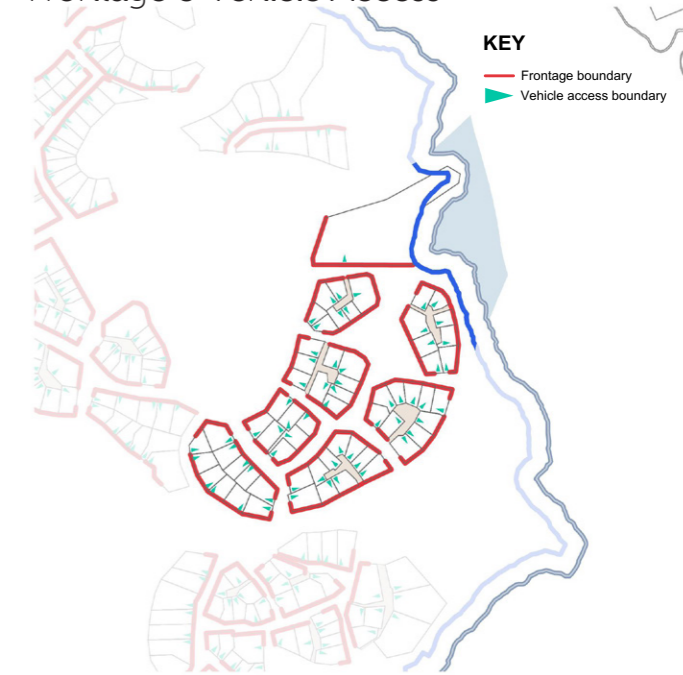
Archaeological Sites and Lot Covenants



Archaeological sites:

- » Entire sites protected though covenants registered on the title of the balance and private lot concerned.

Frontage & Vehicle Access



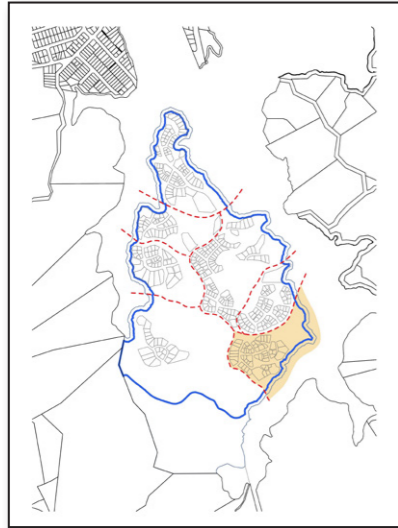
The Landing is in close proximity to the amenity provided in *The Plateau* provides a high level of amenity on almost all fronts.

In combination with a simple loop perimeter road and vehicle egress through lanes and courts, **The Landing** has a high level of amenity on all fronts, reinforcing village density and attributes including:

- » A more intensive built form.
- » Buildings and houses that actively engage with the park and streets.
- » Incorporating architectural features that enhance sociability at the street front including verandahs, bay windows and balconies.

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Precinct F – The Stables



The Stables is a small enclosed basin directly to the south of *The Landing* that faces east to the wide open head of the estuary. Separated from other neighbourhoods by high ridge lines, its character is derived from rural/productive landscape qualities enabling more intensive options derived from rural building forms in a village environment.

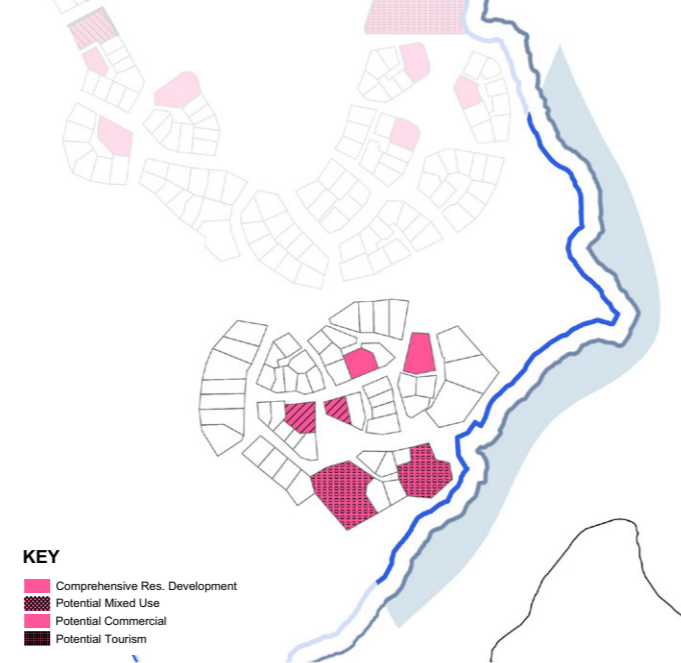
SUMMARY	
Neighbourhood Area	4.71 ha
Dwellings Illustrated	58
Density Range	11 – 13 dph



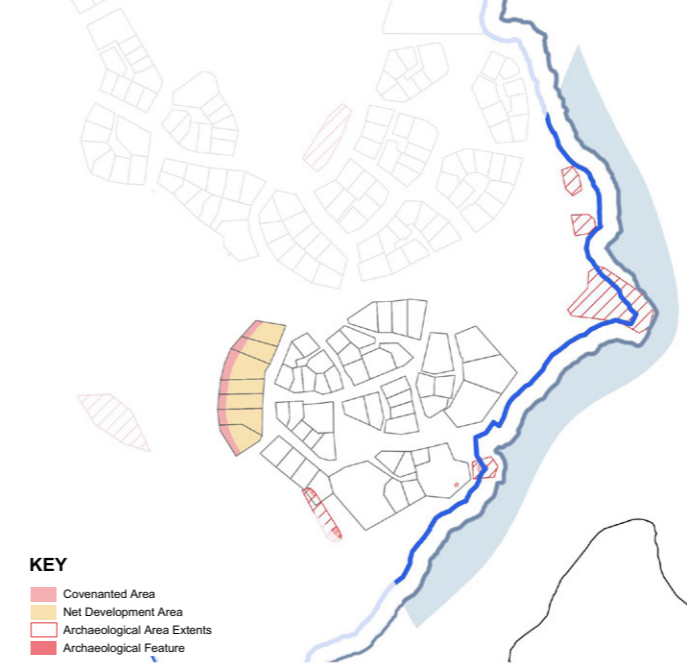
Land Use & Density Distribution



Comprehensive Development Lots



Archaeological Sites and Lot Covenants



Frontage & Vehicle Access



The **The Stables** area is constrained within a shallow basin with a deep gully area extending up from the Oporoto Creek into its core. While roads connect to surrounding neighbourhoods the low-speed and low volume environment means they should be much smaller and treated more as 'public realm' than road. This pattern supports:

- » Higher intensity residential concentrated around the low speed road pattern in the centre.
- » Larger lots at the edge to bring the rural landscape as close as possible to the core.
- » Integrated developments with commercial and tourism opportunities at key locations.

The **The Stables** has a number of **Comprehensive Development Lots** capable of supporting additional height up to 11m. These include:

- » Limited boutique commercial opportunities based on rural production with 'barn-like' complexes around central service courts.
- » Higher intensity residential at key locations with a similar form to commercial buildings (above) to create a focal point and aid legibility.
- » Visitor operations and accommodation facilities (such as horse trekking, stables etc.) are envisaged on the southern edge.

Lots with constraints and landscape requirements are limited to the western boundary below the *Main Road*.

These lots need to front the internal road networks and create visual screening to the *Main Road*. This also reinforces landscape enhancement programs to the *Main Road* and landscapes beyond.

Archaeological sites:

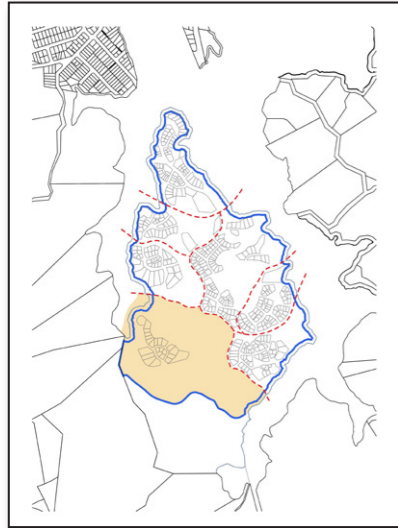
- » Sites protected though covenants registered on the title of the balance and private lots concerned.
- » Management Plan proposed for Pa site on headland

The low-speed, low-traffic volume roading network inherently creates a village environment that enables buildings and houses to engage with the street. Features sought include:

- » Incorporation of architectural elements that enhance sociability at the street front including verandahs, bay windows and balconies.
- » Vehicle access from rear lanes and courts where possible.

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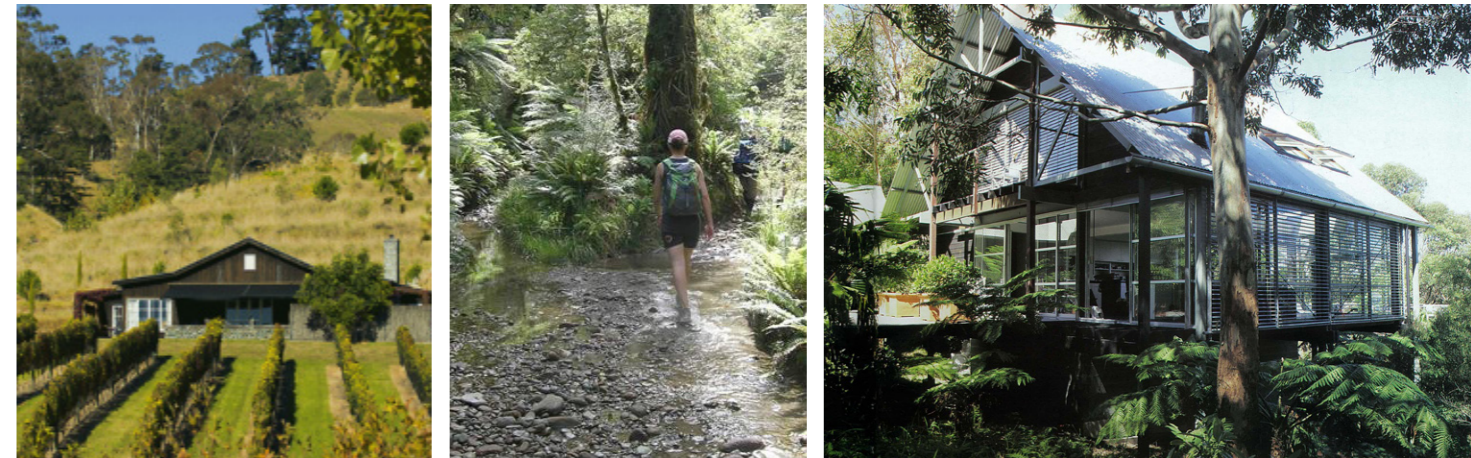
Precinct G – The Knoll



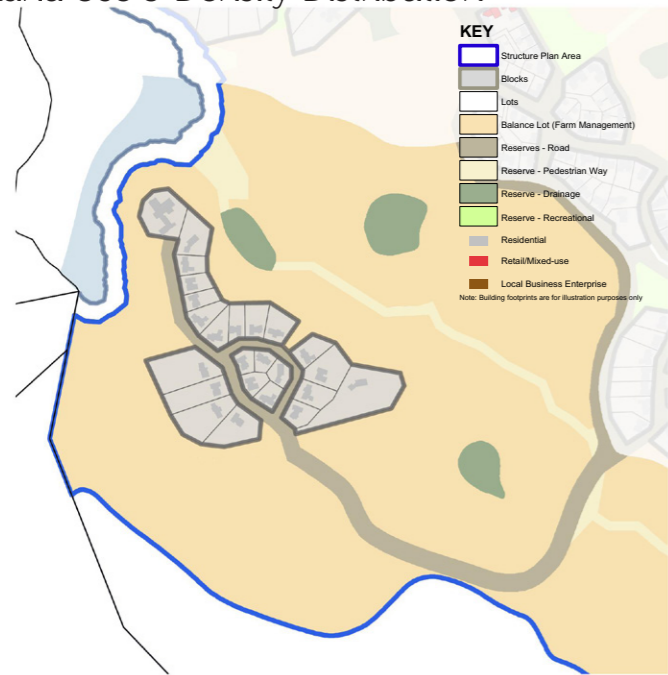
The Knoll is a 'hamlet style' residential area along a narrow spur off the main spine ridge at the 'end' of the Rangitahi Zone. It is completely contained by wetlands, bush and the farm with long-distance views up the estuary over the town environs.

SUMMARY	
Neighbourhood Area	4.30 ha
Dwellings Illustrated	24
Density Range	5 – 7 dph

A lower density neighbourhood integrated with its landscape.



Land Use & Density Distribution

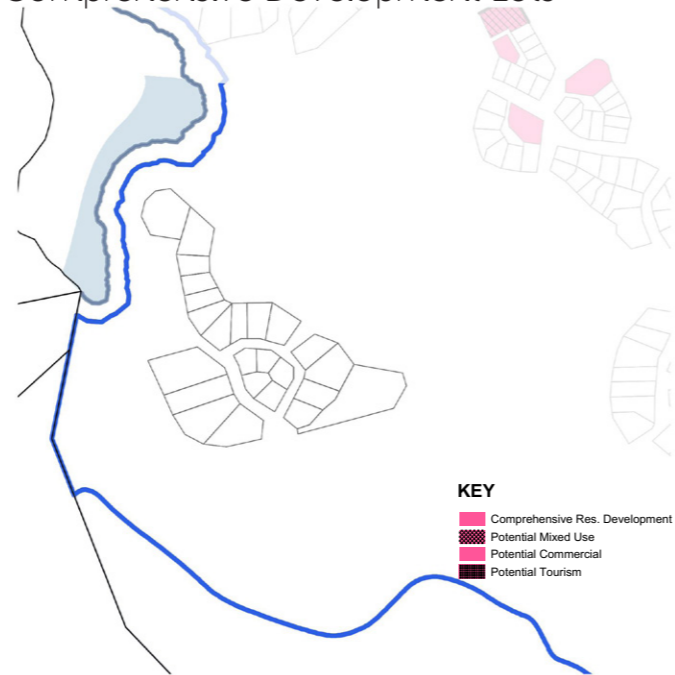


The surrounding rural and natural regenerating landscape provides **The Knoll** with its boutique hamlet character.

Key Elements:

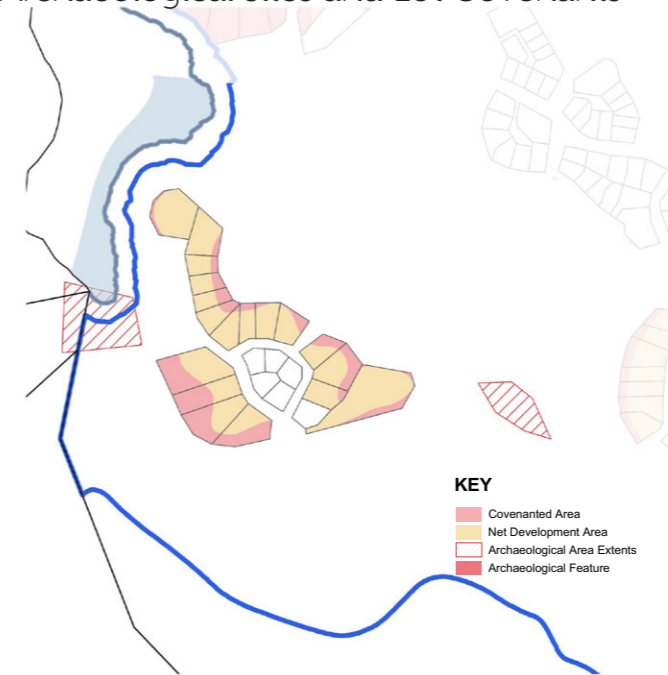
- » Houses are on larger lots and support either regeneration of gullies and estuary, or the arboricultural focus of the farmland along the northern edge.
- » Given the nature and scale of the roadway, residential form is concentrated to the street front as much as possible.
- » A cluster of relatively small lots at the entry accentuate the form of the knoll.

Comprehensive Development Lots



There are no Comprehensive Development Lots in this neighbourhood requiring additional height or setback variance.

Archaeological Sites and Lot Covenants



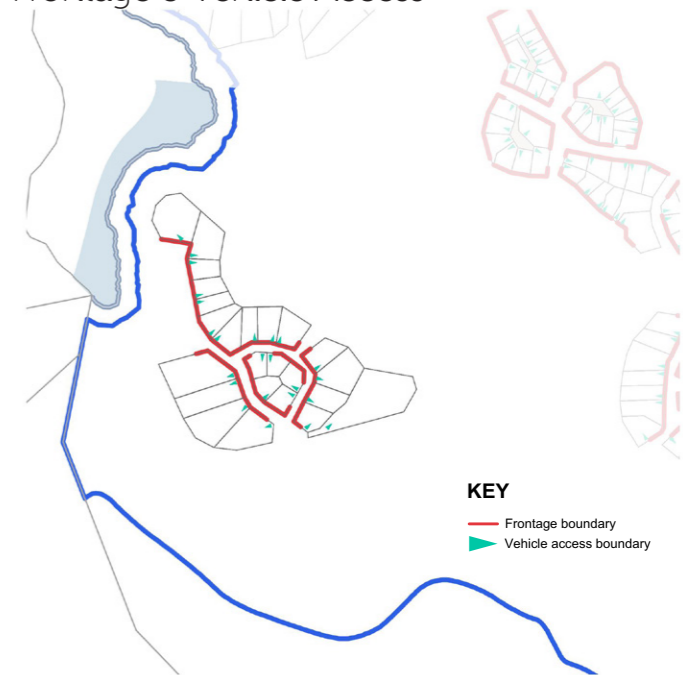
The Knoll character is driven by landscape. Consequently the majority of sites have development area and landscape covenants applied to ensure a seamless integration of the development with the surrounds, specifically:

- » The steep southern slopes are planned to be naturally revegetated, strengthening the bond with the neighbouring water catchment reserve and providing a strong visual and physical separator with the rural catchment beyond.
- » Slopes on the northern side need to reinforce the rural land use - an orchard/forest/tree crop environment is suggested at this point.

Archaeological sites:

- » Site protected though a covenant registered on the title of the balance and lot.

Frontage & Vehicle Access



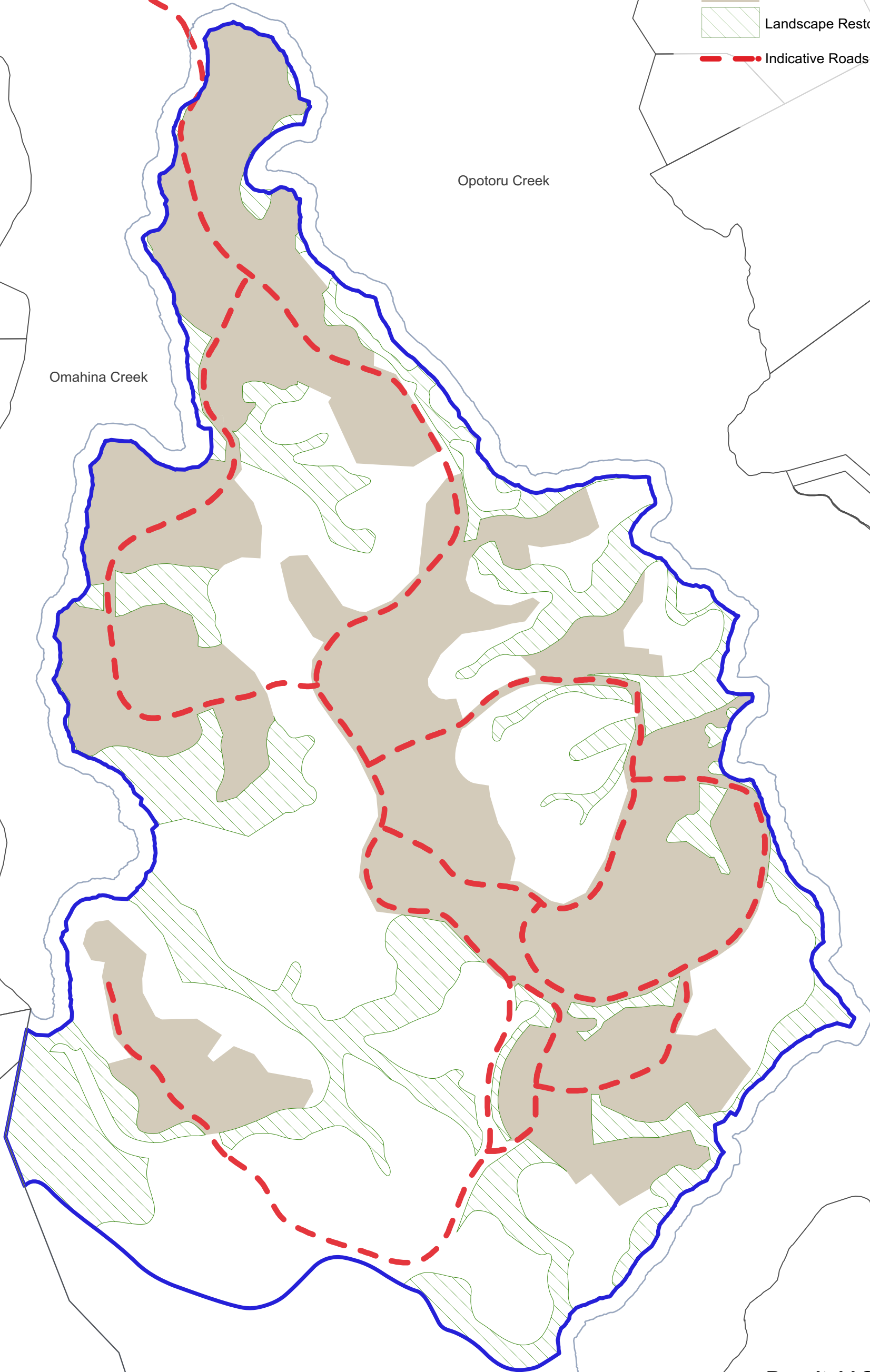
The hamlet type environment aims to produce a sociable, informal streetscape connecting frequently to the *Open Space Network* where people chose to walk rather than drive.

The nature of the site is not conducive to the use of lanes or courts so effort must be made to integrate front yards with the streetscape, including;

- » Low or no walls
- » Limited use of fences and/or permeable fences

KEY

-  Structure Plan Area
-  Development Precincts
-  Landscape Restoration Policy Area
-  Indicative Roads




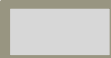
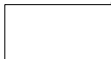


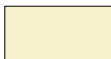





Omahina Creek

Oporuru Creek

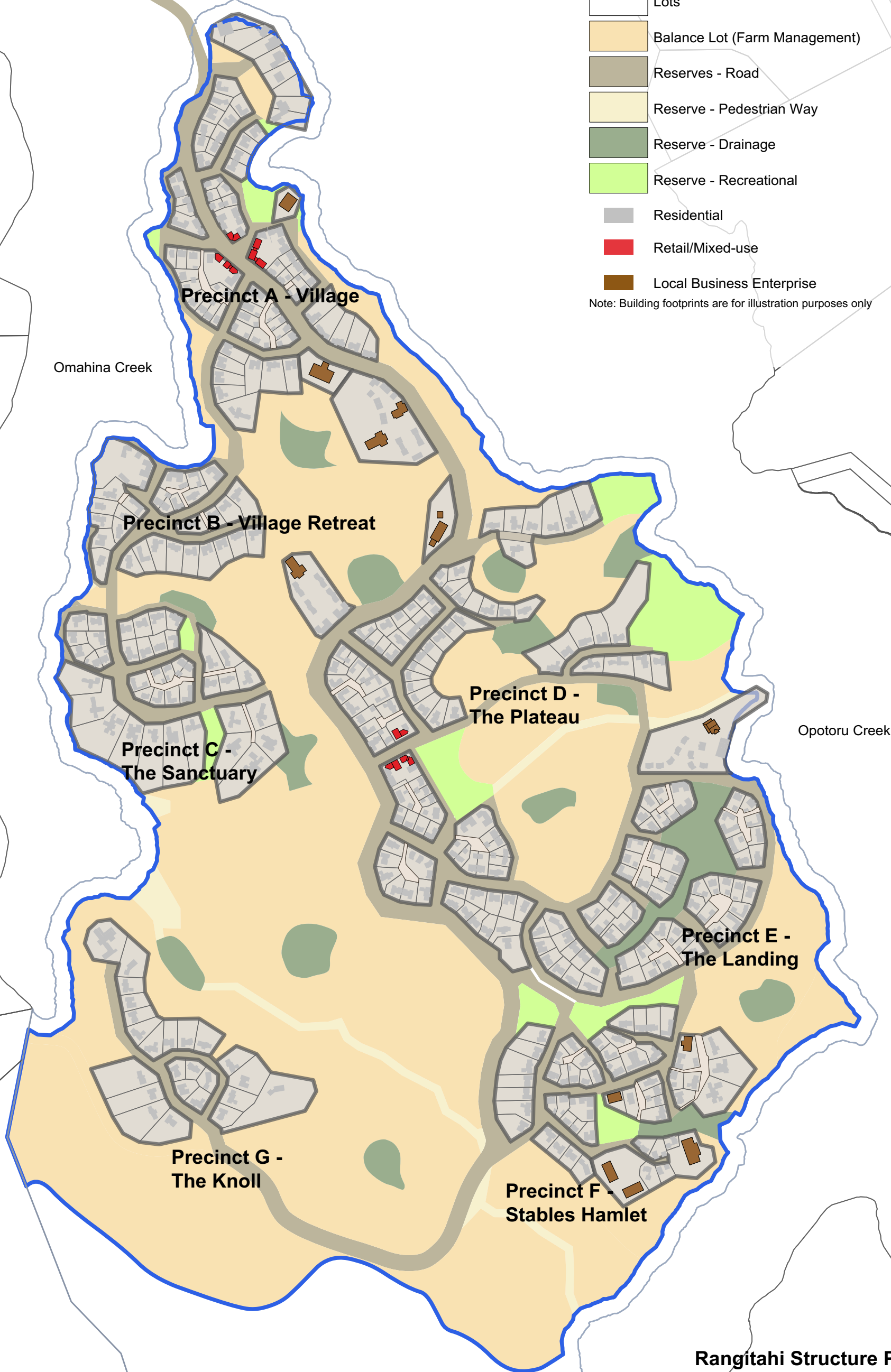


Rangitahi Structure Plan
Structure Plan Area
PLAN 1

KEY

-  Structure Plan Area
-  Blocks
-  Lots
-  Balance Lot (Farm Management)
-  Reserves - Road
-  Reserve - Pedestrian Way
-  Reserve - Drainage
-  Reserve - Recreational
-  Residential
-  Retail/Mixed-use
-  Local Business Enterprise

Note: Building footprints are for illustration purposes only



Omahina Creek

Oporuru Creek



Connection to wider Open Space Network

KEY

- Structure Plan Area
- Lots
- Existing Native Vegetation
- Proposed New Native Vegetation
- Proposed Recreation Reserves
- Farm (Rural Management Area)
- Walking / Cycle Paths

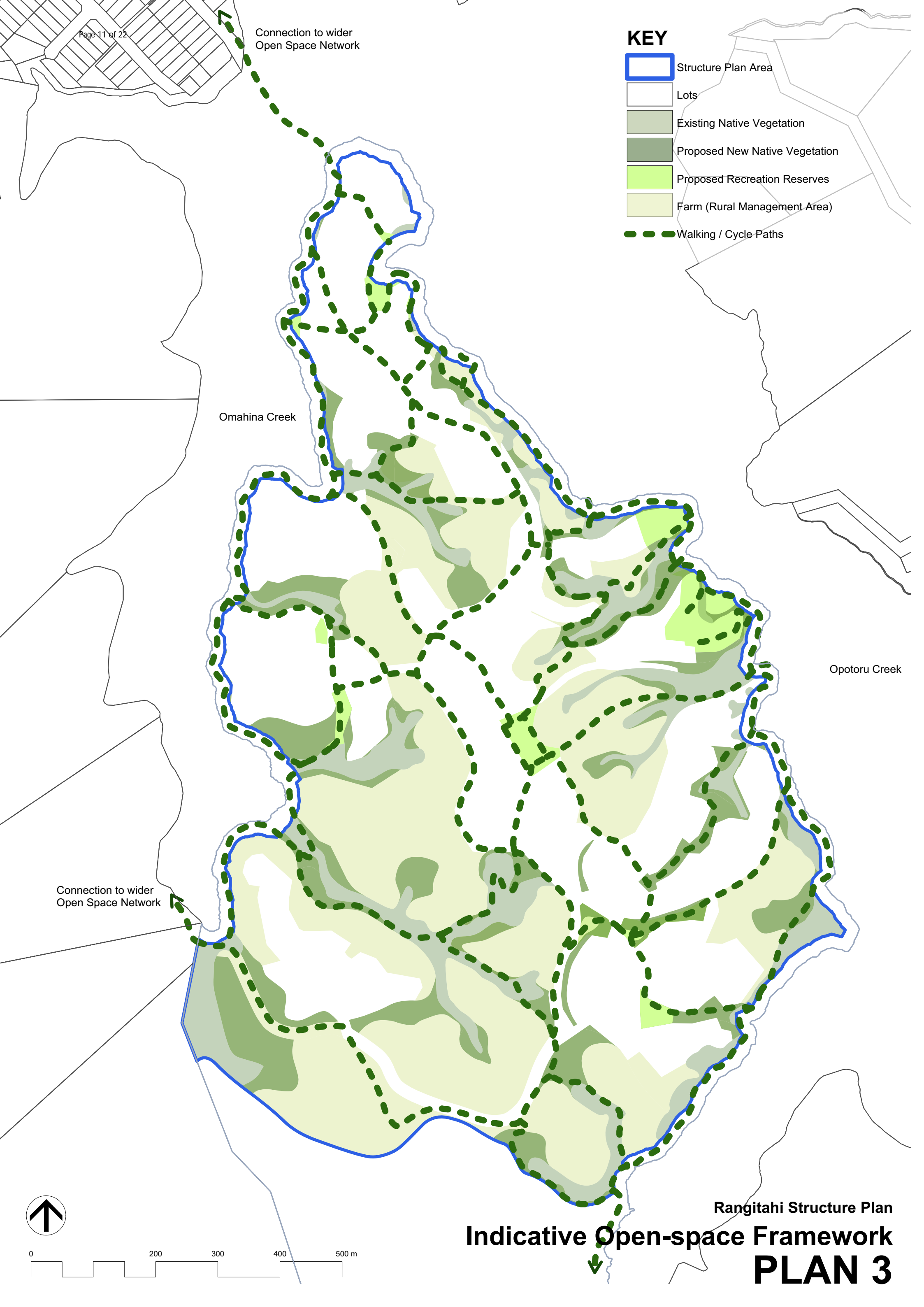
Omahina Creek

Opotoru Creek








Connection to wider Open Space Network

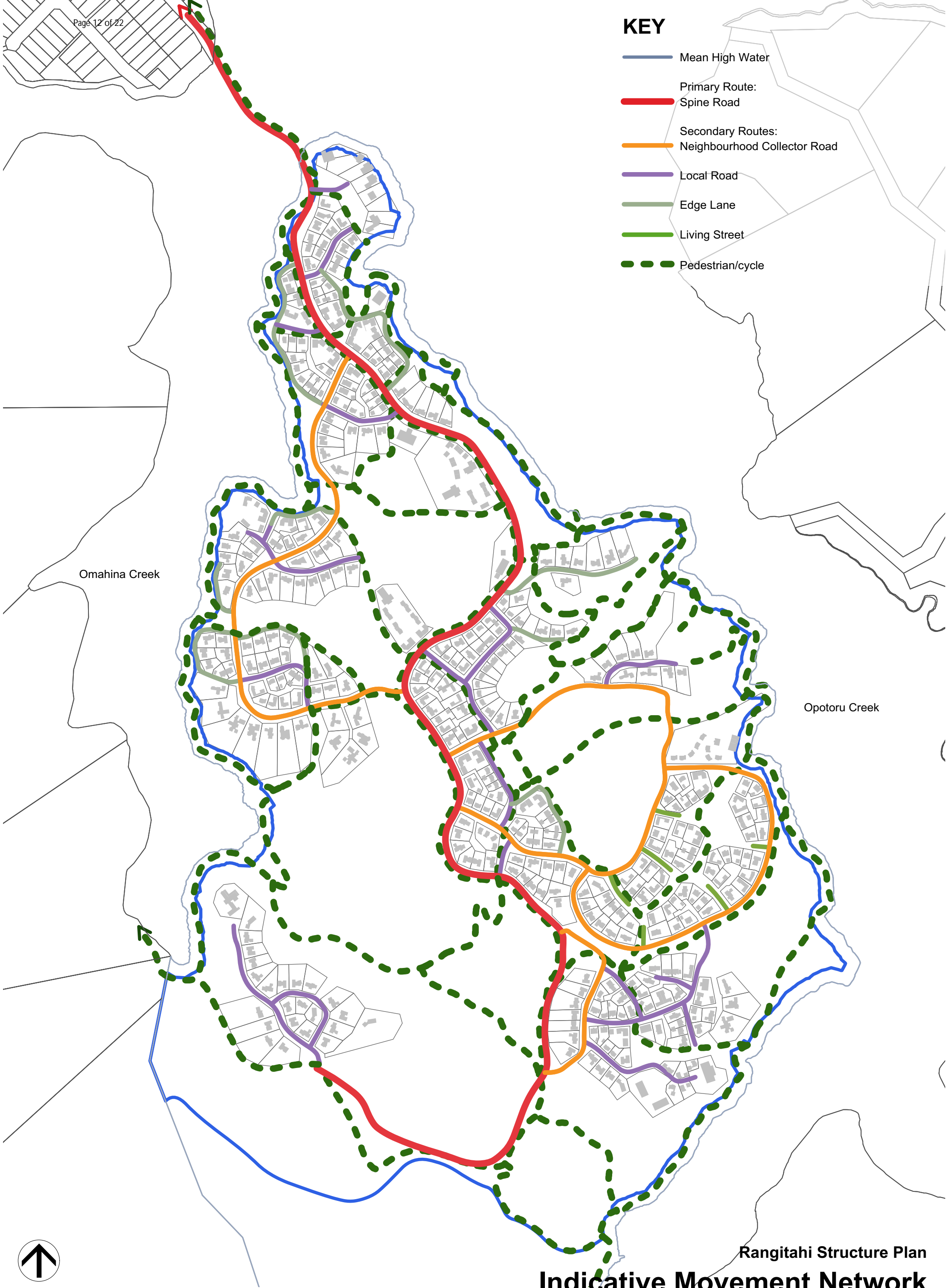


Rangitahi Structure Plan Indicative Open-space Framework **PLAN 3**



KEY

-  Mean High Water
- Primary Route:**
 -  Spine Road
- Secondary Routes:**
 -  Neighbourhood Collector Road
 -  Local Road
 -  Edge Lane
 -  Living Street
 -  Pedestrian/cycle




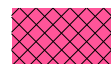

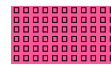
Omahina Creek

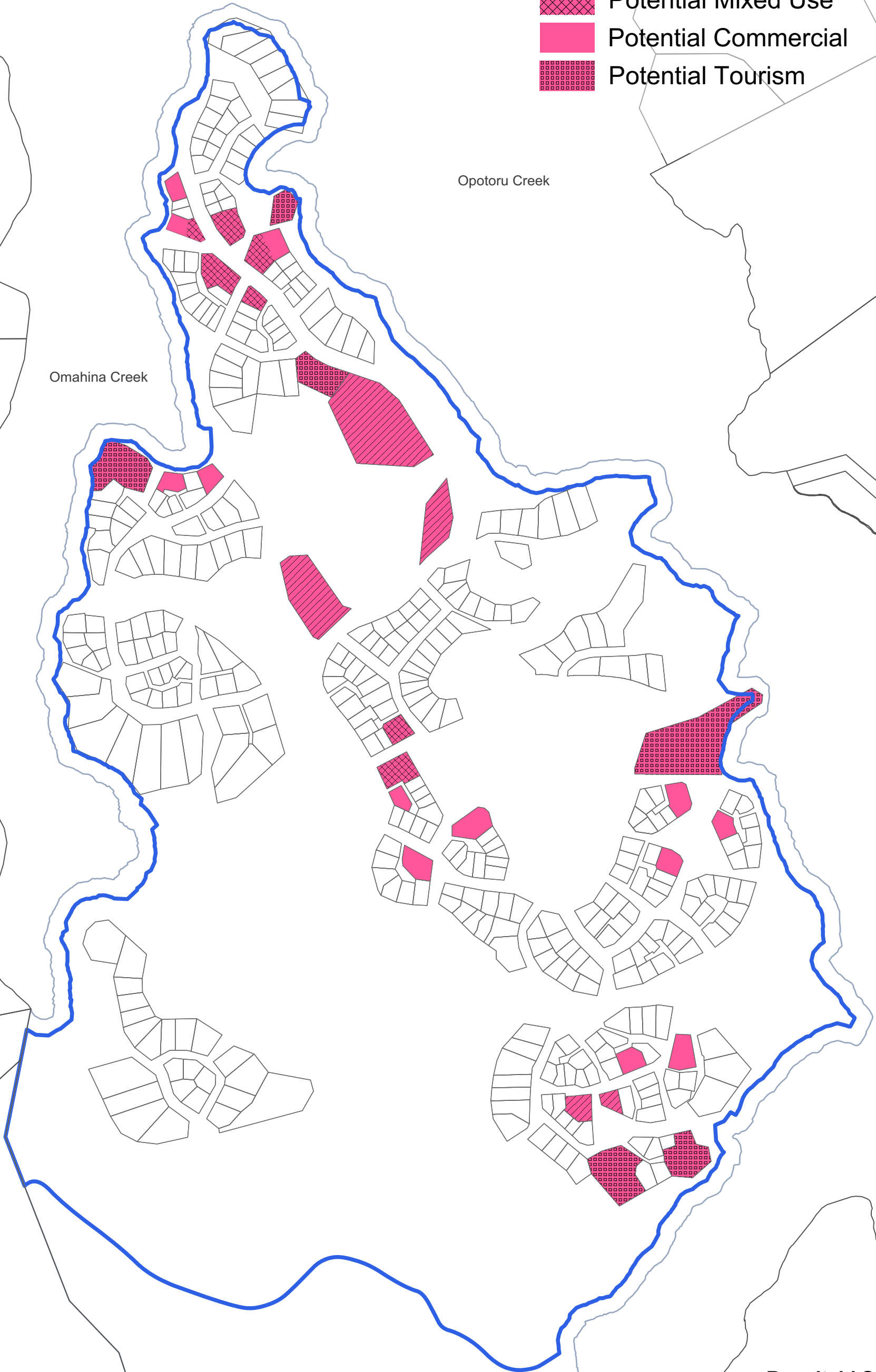
Opotoru Creek



Rangitahi Structure Plan Indicative Movement Network **PLAN 4**

KEY

-  Comprehensive Res. Development
-  Potential Mixed Use
-  Potential Commercial
-  Potential Tourism



Rangitahi Structure Plan

Road Details

Introduction

By intent, and reinforced by topography, all Rangitahi neighbourhoods require specific road design responses. Using a range of road corridor treatments, the CDP aims to create a low speed, pedestrian-centric environment.



Cliff Street, Raglan

Many of the original streets of Raglan's early development demonstrate the attributes that Rangitahi Peninsula is seeking to recapture.

To respond to this aim, straight sections of road are kept short and the moving vehicle carriageway is as narrow as possible. This is combined with a range of materials to differentiate activity/ functions within the reserve.

Planting is used to contain the 'moving vehicle' space and lower speed perception of the road.

There are four types of public road and one semi-private typology proposed for Rangitahi Peninsula:

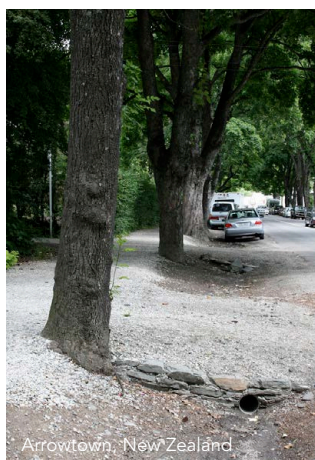
1. Primary (spine) Road
2. Secondary (neighbourhood or local) Road
3. Edge Lane
4. Living Street
5. Access Lane / court

All roads will be constructed according to specific need ie traffic volume and the nature of the surrounding environment (village centre, neighbourhood terminus, open connection, etc).

There are two primary variations however, that will determine different content and even different minimum reserve widths for different parts of a road. They are:

- » Double-fronted Roads – lots/ footpaths on both sides, stormwater managed in the parking/landscape strip between the vehicle pavement and the footpath.
- » Single-fronted Roads – footpath to the lot side only (configuration as per double-fronted road), stormwater on the open side managed largely with swales.

The application of these are covered on the following pages.



Arrowtown, New Zealand



Bay of Islands, New Zealand



Adelaide, Australia

With careful detailing, the streets of Rangitahi Peninsula are intended to become far more functional as open space amenity.

Single-sided Roads

Single-sided roads are used extensively in Rangitahi Peninsula to help with low impact development solutions that utilise natural contour and provide an efficient overall movement network.



- » Single-sided roads are typically found along the edge of neighbourhoods and can be of any road type.
- » The footpath and on-street parking front the lot.
- » Stormwater management is predominantly handled in the landscape area on the open side of the carriageway.

Primary Road

This road runs along the backbone of the peninsula. It connects the peninsula to the rest of Raglan and is positioned to enable a further connection to Te Hutewai Road in the future if required.

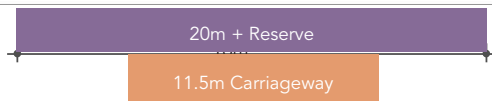
In open stretches it is designed to be a 50kph road, in the constrained village core, 30kph.

Continuous, but informally placed, avenue tree planting reinforces a low-speed environment and supports visual legibility.

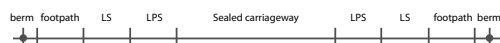
Parking is accommodated within wide bays between the trees which reduces conflict with car doors opening to both the street and the footpath.

A limited-width combined cycleway/footpath allows for an increased landscape strip between the footpath and carriageway, increasing the overall feeling of informal pedestrianised space and supports stormwater collection/detention initiatives.

Double Sided



ROAD RESERVE	20m +
CARRIAGEWAY TOTAL	11.5m (double-sided)
ROAD DESCRIPTION	<ul style="list-style-type: none"> › Sealed 6.5m › 50kph design speed
PARKING	<ul style="list-style-type: none"> › Defined bays › Permeable surface except for village centre
PEDESTRIAN	<ul style="list-style-type: none"> › Combined pedestrian/cycle paths › Sealed pavement 2m wide › Separated by landscape edge from parking bays
LANDSCAPE ELEMENTS	<ul style="list-style-type: none"> › Clear stemmed trees (to 4m) under-planted with grasses and native species › Limited use of planting/rain gardens where possible



Local Roads

These are all the other roads that service the development pods at a range of scales from collector loops to short lane connections. In general they are designed to be 30kph roads.

The typical carriageway of 10.5 metres contains on-street parking between informal avenue planting. Stormwater managed in the landscape / parking area via reinforced grass, planting and rain gardens.

The low speed design includes flush curbs and limited distance between pavement and property boundary.

Any additional width is utilised for informal variation in the parking areas and for landscape.



14—16m Reserve



ROAD RESERVE	14 -16m
CARRIAGEWAY TOTAL	10.5m (double-sided)
ROAD DESCRIPTION	<ul style="list-style-type: none"> › Sealed 5.5m min › 30kph design speed › Flush curbs
PARKING	<ul style="list-style-type: none"> › Defined bays › Permeable surface
PEDESTRIAN	<ul style="list-style-type: none"> › Combined pedestrian/ cycle paths to all frontage boundaries › Sealed pavement 1.8m wide
LANDSCAPE ELEMENTS	<ul style="list-style-type: none"> › Clear stemmed trees to 4m with grass and LPS parking areas. › Limited use of landscaping/ rain gardens where possible

Edge Lane

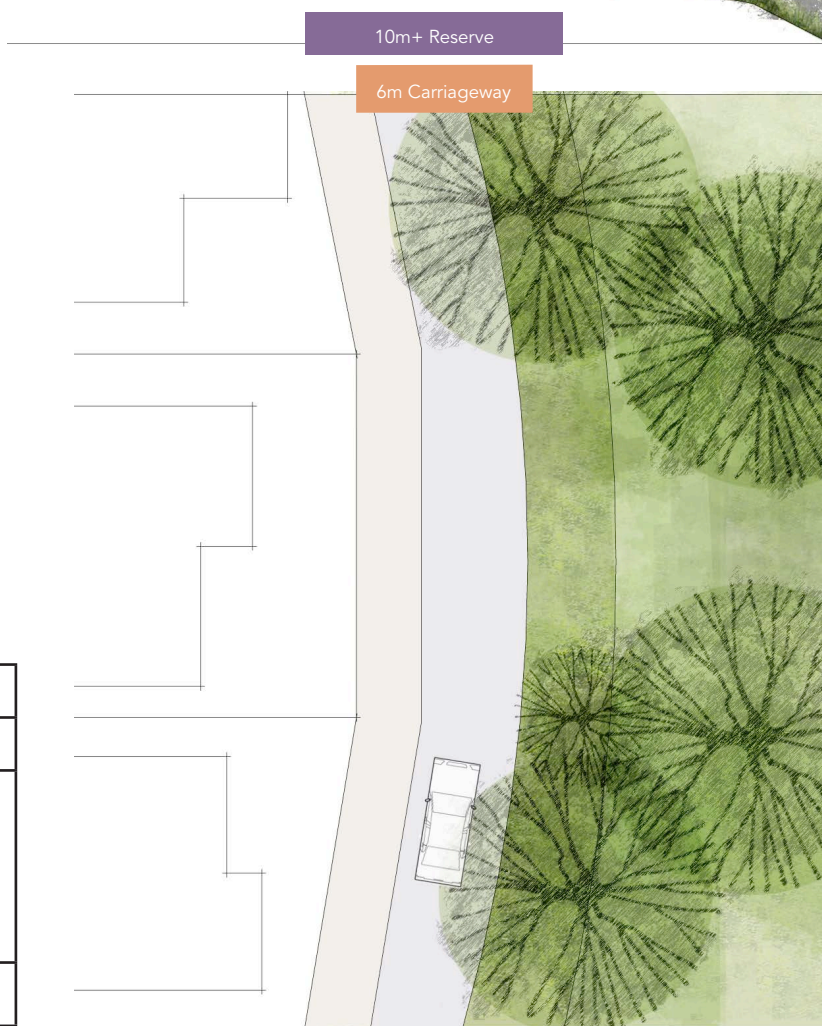
Edge lanes are small, very low speed (10kph) roads that front and give access to public reserves. They may (though not necessarily) also provide vehicle access for a small number of lots, generally in the order of 1—4.

In general the lanes provide access and egress points for the coastal walkway, and where overlooked by properties provide an added level of security for the walkway.

Informal parking is allowed for, using a reinforced grass surface. The position of the carriageway in the reserve will be a minimum of 2.5m from the front boundary to allow for parking on the lot side. At times extra parking will be provided at the lane end and on the reserve side of the carriageway for walkway access. In these cases the reserve and carriageway widths shall increase sufficient to accommodate manoeuvring requirements.

Where several properties front the lane and the lane forms part of a pedestrian/cycle route, a footpath is provided close to the boundary as per normal.

Where vehicle access to a lot is off an Edge Lane, the garage shall be set back a minimum of 6m from the front boundary to allow for parking and manoeuvring (see Setbacks pg 105).



ROAD RESERVE	10m +
CARRIAGEWAY TOTAL	6m min
ROAD DESCRIPTION	<ul style="list-style-type: none"> › Sealed 3.5m min › 10kph design speed › 1-way, 2-way or shared surface › 2.5m min offset to front boundary
PARKING	› Informal on permeable surface
PEDESTRIAN	Footpath or shared surface (depending on number of properties serviced)

Living Street

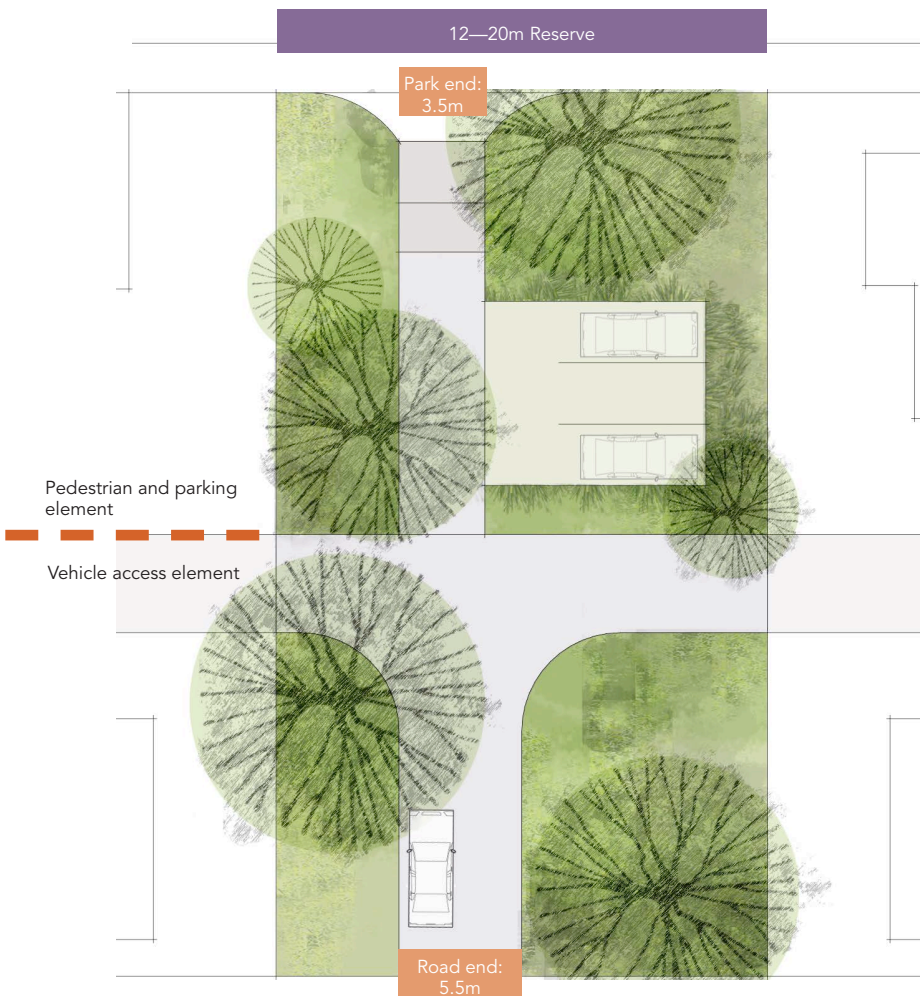


This form of road is more a type of park than a road and is only found in **The Landing** neighbourhood. They are short extensions of the park that connect it to the surrounding local road. Living Streets are clearly pedestrian priority with the design including a large amount of grass, planting, trees and leading to a number of elements encouraging community activity such as seating and play areas.

Configured irregularly as park spaces, they still contain three 'traffic' elements:

- » Access to the internal courts (the part of the Living Street closest to the Local Road)
- » Driveway access to one or two lots not able to be serviced via the rear court
- » Small off-road parking areas

Visitor parking for park frontage properties is provided within designated areas at the park end of the street, with spaces being defined by planting and changes of paving material. This eliminates the need for additional on-street parking throughout the street and reduces carriageway widths to the bare minimum.



ROAD RESERVE	12 - 20m
CARRIAGEWAY TOTAL	Variable (one- / two-way)
ROAD DESCRIPTION	<ul style="list-style-type: none"> › Sealed 3.5 (parking element) › Sealed 5.5m (access element) › 10kph design speed
PARKING	<ul style="list-style-type: none"> › Defined bays / areas › Permeable surface
PEDESTRIAN	Footpath or shared surface, depending on frontage and number of properties serviced
LANDSCAPE ELEMENTS	Mix between small native trees and ornamental planting, grass and rain gardens

Access Lanes and Courts

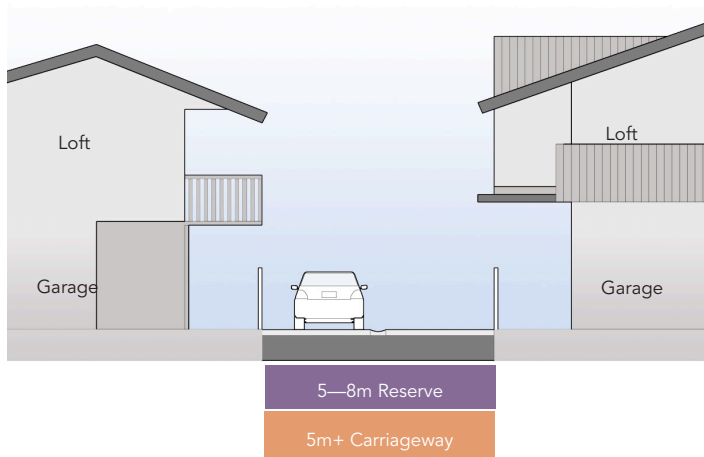
As section sizes fall the impact of car access and garaging increases disproportionately. In many new urban centre developments it is almost impossible to find a pedestrian friendly footpath.

Rangitahi Peninsula responds to this by providing vehicle access at the rear of properties through lanes and courts owned and managed by the properties which they access.

This approach leaves streets as predominantly pedestrian environments and maximises visitor on-road parking. Furthermore it also ensures a high level of private amenity within the individual lot by removing the driveway and manoeuvring space.

The lane is of variable width with a central V-drainage channel. Where the lane extends into a court, limited landscaping is provided to increase visual intimacy, reduce vehicle impacts and provide covered parking.

When the lane width is narrow, setting garages back from the lot line ensures adequate vehicle manoeuvring space (see Setbacks pg 105).



Lanes, courts and other parking areas need to reflect the low speed nature of Rangitahi. Materials selection for low-traffic areas can also be informal.

ROAD RESERVE	Not Applicable
CARRIAGEWAY TOTAL	5—8m
ROAD DESCRIPTION	<ul style="list-style-type: none"> › Sealed 5+m › 10kph design speed
PARKING	Private parking within the lot and in the court if large enough
PEDESTRIAN	Shared surface
LANDSCAPE ELEMENTS	<ul style="list-style-type: none"> › Limited. › Specimen trees, rain gardens, grasses and native plants in courts



