

This entire chapter has been notified as part of an Intensification Planning Instrument, using the Intensification Streamlined Planning Process (ISPP) in accordance with Section 80E of the RMA.

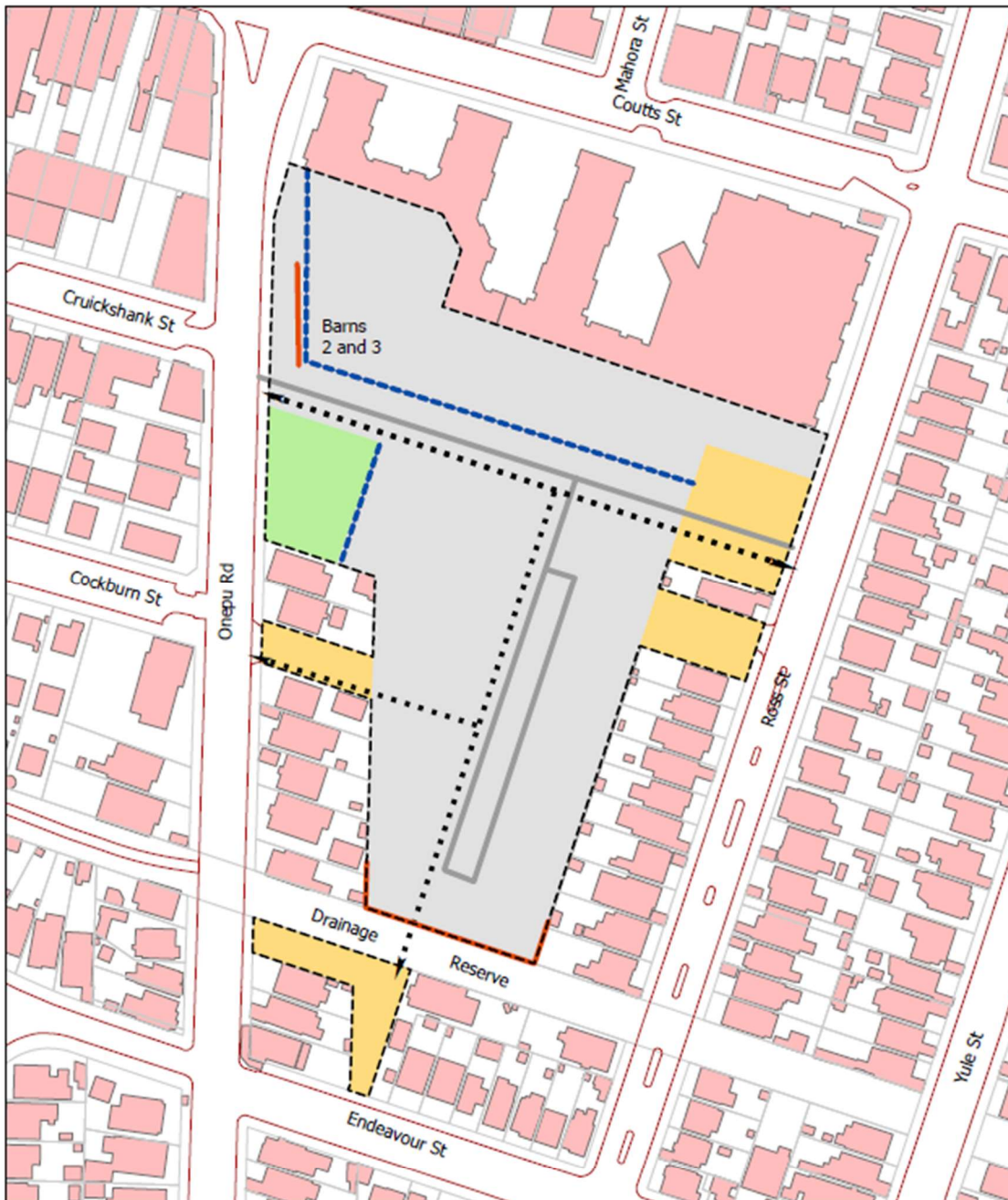
APP11 – Te Mahere Whakawhanake i ngā Whare Pahi o Killbirnie

APP11 – Kilbirnie Bus Barns Development Plan

Development Plan

| Requirements for Kilbirnie Bus Barns Development Area | |
|---|--|
| DEV1-APP-R1 | The transition of the site from a bus depot to a mixed use development will be managed to ensure the quality of existing bus services for the public are not compromised. |
| DEV1-APP-R2 | Demolition and redevelopment phases shall be managed to avoid any potential risks associated with site contamination and hazardous substances. The site, or parts of the site, should not be left vacant in order to: <ol style="list-style-type: none"> 1. Avoid negative impacts on the amenity of adjacent residential areas and the Kilbirnie town centre; 2. Maintain the vitality and viability of the town centre as an attractive place in which to invest and undertake shopping and other community related activities; and 3. Avoid risks associated with vandalism and tagging, fire, or other hazardous activities. |
| DEV1-APP-R3 | Large format retail activities shall not be provided due to their potential to negatively impact the viability and vitality of the existing Kilbirnie Centre area at Bay Road, Coutts Street, and Rongotai Roads. |
| DEV1-APP-R4 | Frontages identified as non-residential activity frontages must comprise non-residential activity at ground floor and not create a featureless façade. |
| DEV1-APP-R5 | The western façade of Barns 2 and 3 (towards Onepu Road) and three sides of the southern-most bay of the main workshop (that is, the façade which abuts the drainage easement and associated east and west facades) should be retained and incorporated into the design of the new development. These protected facades are indicated on the Development Plan. |
| DEV1-APP-R6 | A public open space area for passive recreation activities shall be provided adjacent to the Onepu Road frontage or in a location that is easily accessible to the public. This public open space shall: <ol style="list-style-type: none"> 1. Be designed to a high standard to enable all year around recreational use; 2. Have good access to sunlight; 3. Incorporate tree planting and/or other features to provide wind protection; and 4. Be adjacent to buildings with active edges. |
| DEV1-APP-R7 | A public, mid-block pedestrian and vehicular link shall be provided to connect Onepu Road and Ross Street, and to provide access to commercial and residential units as |

| | |
|--------------------|--|
| | <p>indicated in the Development Plan.</p> <p>The layout and design of the internal road and pedestrian link shall be in general accordance with the Concept Plan, but depending on the final design and layout of development on the site it may not be possible to provide 'active edges' strictly in accordance with District Plan definition along the full length of the internal road. Access into and from the site shall be confined to the points indicated on the concept plan in order to ensure traffic, cyclist, and pedestrian safety and efficiency.</p> |
| DEV1-APP-R8 | Where carparking is provided it shall be located in underground carparks, in undercrofts, garages or in carparking building(s). |
| DEV1-APP-R9 | Development should be designed to allow good quality pedestrian and cycle only access to the Council's drainage easement, which will be developed as a community recreational space. No vehicular access will be permitted across the drainage reserve. |



BUS BARN - CONCEPT PLAN

- LEGEND**
- Bus barn site boundary
 - 27m maximum building height
 - Area subject to Medium Density Residential Area Provision
 - Public Open Space
 - Pedestrian link
 - Indicative vehicular access
 - Retain existing building facades
 - Non-residential frontage

35m maximum building height