

Kingston Village Subdivision Design Guidelines

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Purpose

The purpose of these guidelines is to assist the assessment of subdivision applications so that the principles of the Kingston Village Special Zone can be achieved.

Application of Subdivision Guidelines

These guidelines are referred to within Part 15 of the District Plan as a matter over which control is reserved and are also referred to in the assessment matters. Therefore they should be used to assist in the design or assessment of any subdivision consent applications.

Master Plan Showing Detailed Road Layout

Aim: To achieve a coherent road network that is safe, efficient and provides clear linkage to the existing Kingston township.

The roading pattern should be in general accordance with the road layout provided in the master plan below. Principles:

- Higher density areas will be accessed by rear access lanes
- A grid pattern will be used, extending the grid pattern with the existing township

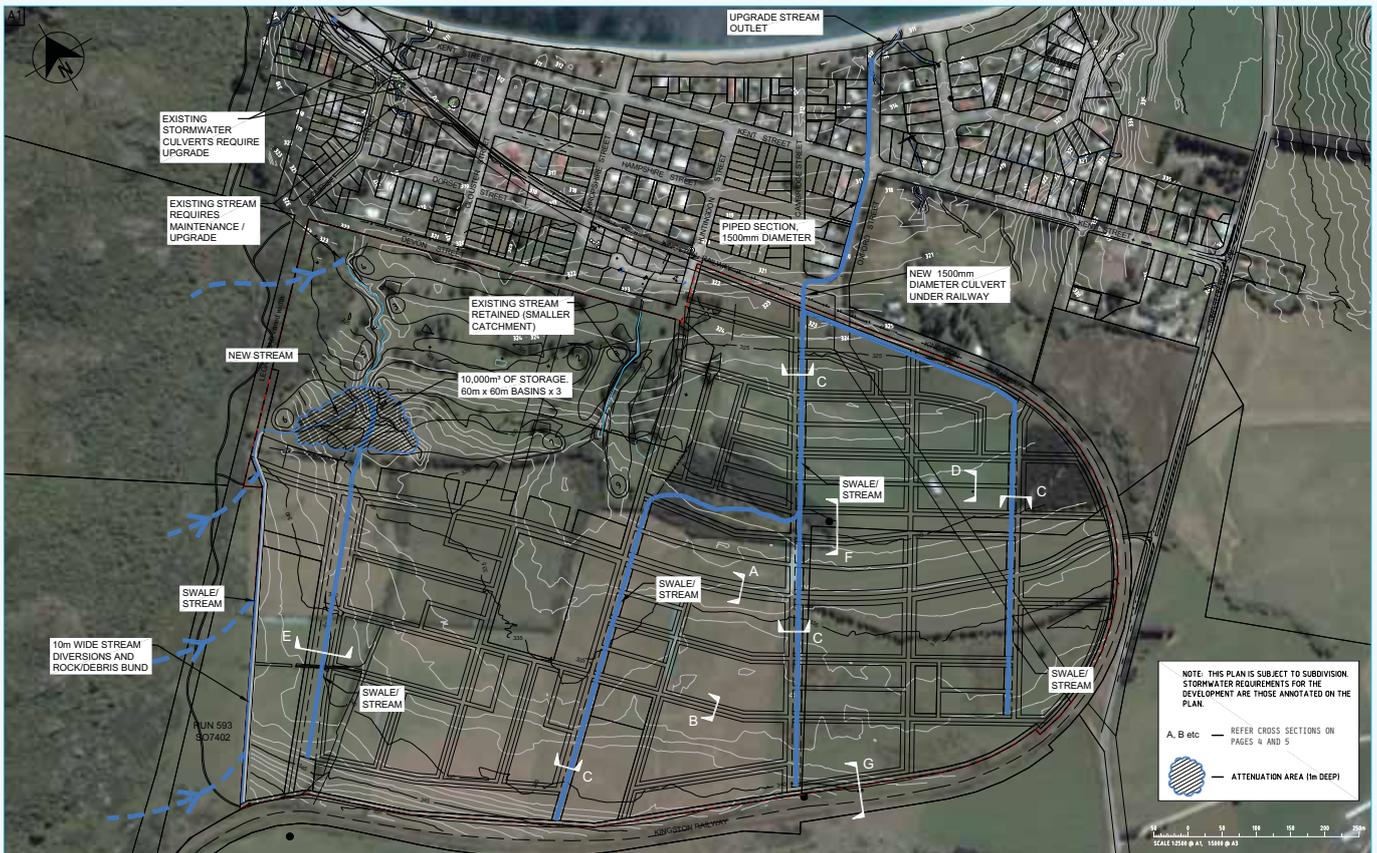


Stormwater Management Plan

Aim: To manage stormwater throughout the Kingston Village Special Zone through a series of open swales that provide both stormwater management and amenity.

Principles:

- Open swales running alongside roads
- Native planting within swales
- Provision of walkways within larger swales
- Swales provide both stormwater management and amenity function
- Stormwater runs through western end of Linear Park, part of an ecological area
- Stormwater attenuation area within golf course



The cross sections denoted on this plan relate to the diagrams on page 4 and 5 of these guidelines.

Road Hierarchy

Aim: The following plans identify the road hierarchy and associated cross-sections. The aim is to provide a well structured road network based on a clear hierarchy of roads that provides a safe and efficient transport network that respects the character of Kingston.

Principles:

- Narrow carriageways with no kerb and channel
- Greenway main access from state highway and through to school site (Activity Area 3) and employment area (Activity Area 2)
- Rear access lanes with Activity Area 1a (except for those lots located on the southern boundary of the golf course)
- Distinctive hierarchy
- A number of roads providing linkage between the Zone and the existing township.
- Use of informal footpaths within the road reserve
- Swales and road edges should have a rural character

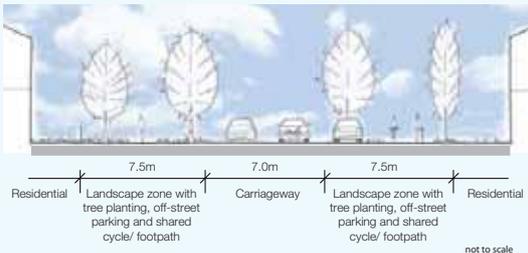
Road Hierarchy Plan

- Collector Road (Greenway)
- Local Roads (Employment)
- Local Roads (Residential - Primary)
- Local Roads (Residential - Secondary)
- ⋯ Rear Access Lanes

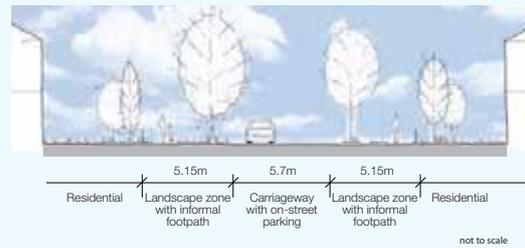


Roads within the Zone should be designed in accordance with the following cross sections. These identify appropriate carriageway width, location of parking and landscaping, and footpaths / cycleways for each type of road within the hierarchy.

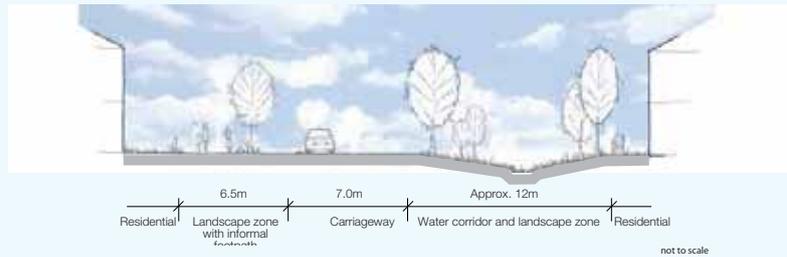
Road Section A & B & C



Typical Section A - Kingston Greenway (22m)

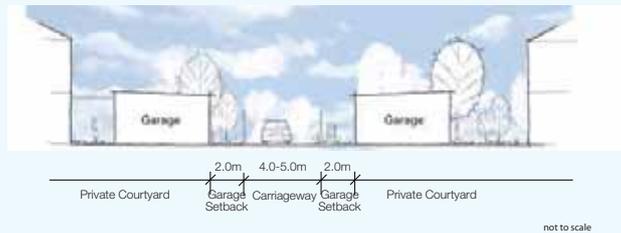


Typical Section B - Local Road - Residential Secondary (16m)

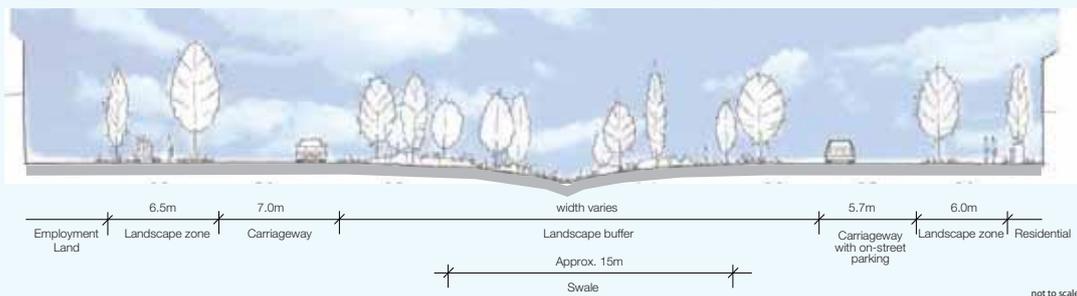


Typical Section C - Local Road - Residential Primary (20m) and Swale (width varies)

Road Section D & E



Typical Section D - Rear Access lane (4-5m)

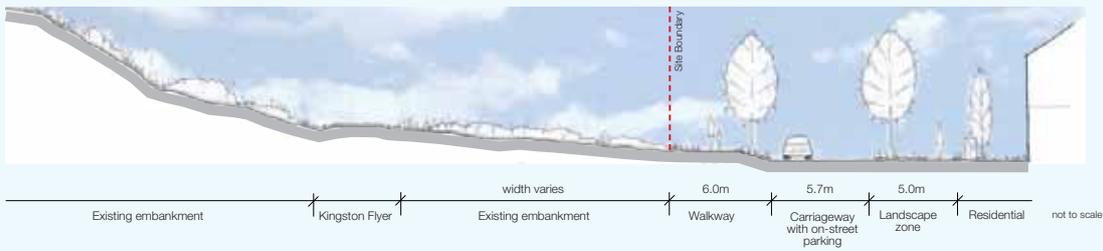


Typical Section E - Water Corridor and Landscape Buffer to Employment Land (width varies)

Street Section F & G



Typical Section F - Linear Park (width varies)



Typical Section G - Kingston Flyer Embankment and Walking Trail (width varies)

Staging Plan

Aim: Undertake the development of the Zone in stages so that infrastructure can be provided efficiently and a high level of amenity is provided within each stage.

Principles:

- Each stage contains a range of densities
- Community benefits are provided in each stage
- The golf course remains a public asset throughout the development of the site, and is usable in all stages.
- Site works are only undertaken where necessary



Stage 1

- Huntington and Cambridge Streets extended
- Mixed density residential (including provision for visitor accommodation)
- Linear Park
- Playing Field
- Kingston Greenway (Cambridge Street to employment land)
- Employment Land (release 1)
- Railway Walkway

Stage 2

- Kingston Greenway (Cambridge Street to State Highway)
- Mixed density residential (including provision for visitor accommodation)
- Gateway / Entry Park
- Neighbourhood reserve
- Employment Land (release 2)

Stage 3

- Mixed density residential
- Neighbourhood reserve
- Employment Land (release 3)

Stage 4

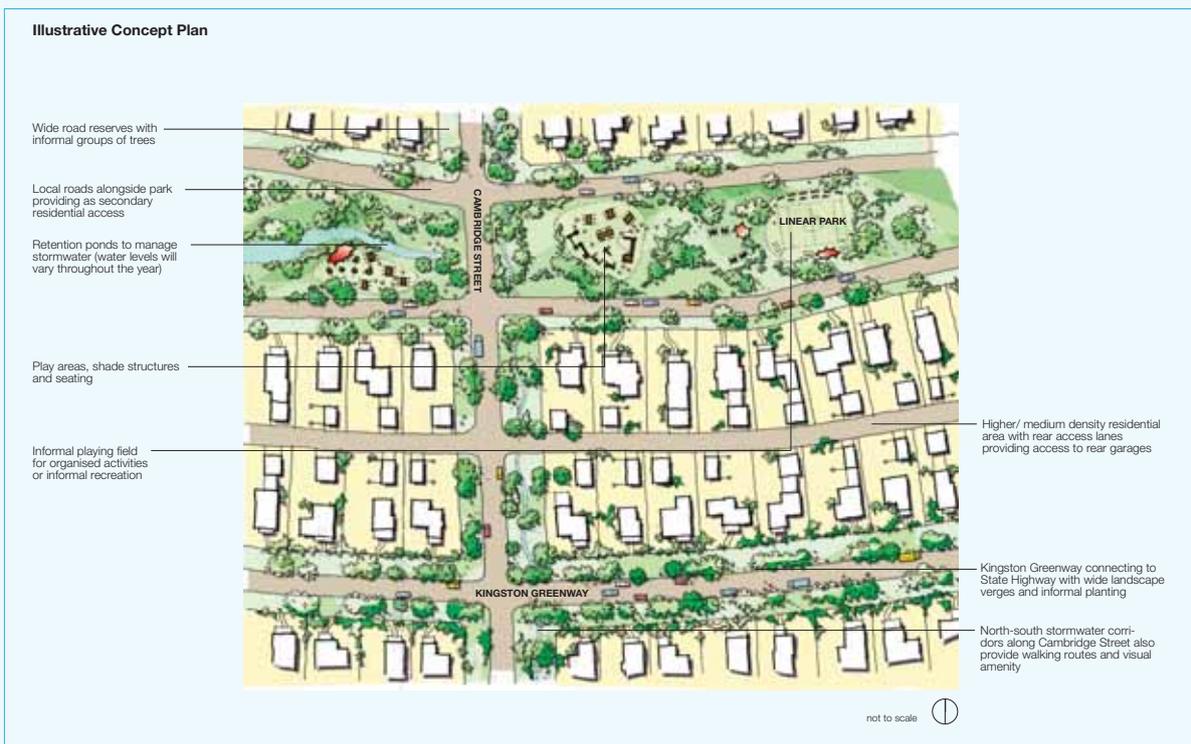
- Golf course upgrade
- Mixed density residential (including provision for visitor accommodation)
- Community facilities
- School

Landscaping

Aim: To achieve a landscape character similar to what is already found in Kingston, with clusters of street trees and informal planting.

Principles:

- Refer to Council Tree Policy for plant species, particularly within the road reserve
- Use native species for swales
- Use species that are already found in Kingston
- Use informal footpath construction
- Use design elements that reflect the historic character of Kingston (eg. seating, lighting, signage)
- Avoid avenues of street trees
- Remove exotic species that have wilding potential, or when their removal is necessary for site development. Where possible retain the existing mature species within the golf course.
- Avoid landscaping that will shade houses
- Use landscaping in open space areas and provide shelter from wind and shade in summer



Lot Layout and Design

Aim: To achieve a lot layout that enables good solar access, consistent lot dimensions and avoids rear lots.

Principles:

- Houses with vehicle access from a rear access lane should have lot depths of at least 30m
- Houses with front entry vehicle access should have lot depths of at least 20m
- Vary alignment of driveways to avoid a tunnel effect
- Avoid lots that back onto reserves, open space and the rail corridor

Open Spaces and Reserves

Aim: To establish a network of open space and reserves that provides recreation and amenity, linkage to surrounding amenity areas and that is easily accessible for future residents, including:

- Golf course
- Stormwater swales provide walking access, amenity and management of stormwater
- School playing field
- Linear Park provides ecological area, neighbourhood park and local purpose reserve, providing visual link from eastern Zone entrance to the golf course and mountains beyond.
- Walkway around railway
- Neighbourhood parks and open space provided throughout the site where they are easily accessed and provide amenity to surrounding residents
- Open space areas should be located to reinforce key viewshafts
- Provide good linkage to a wide network of trails and open space



Illustrative Concept Plan



