

KINGSTON 2020

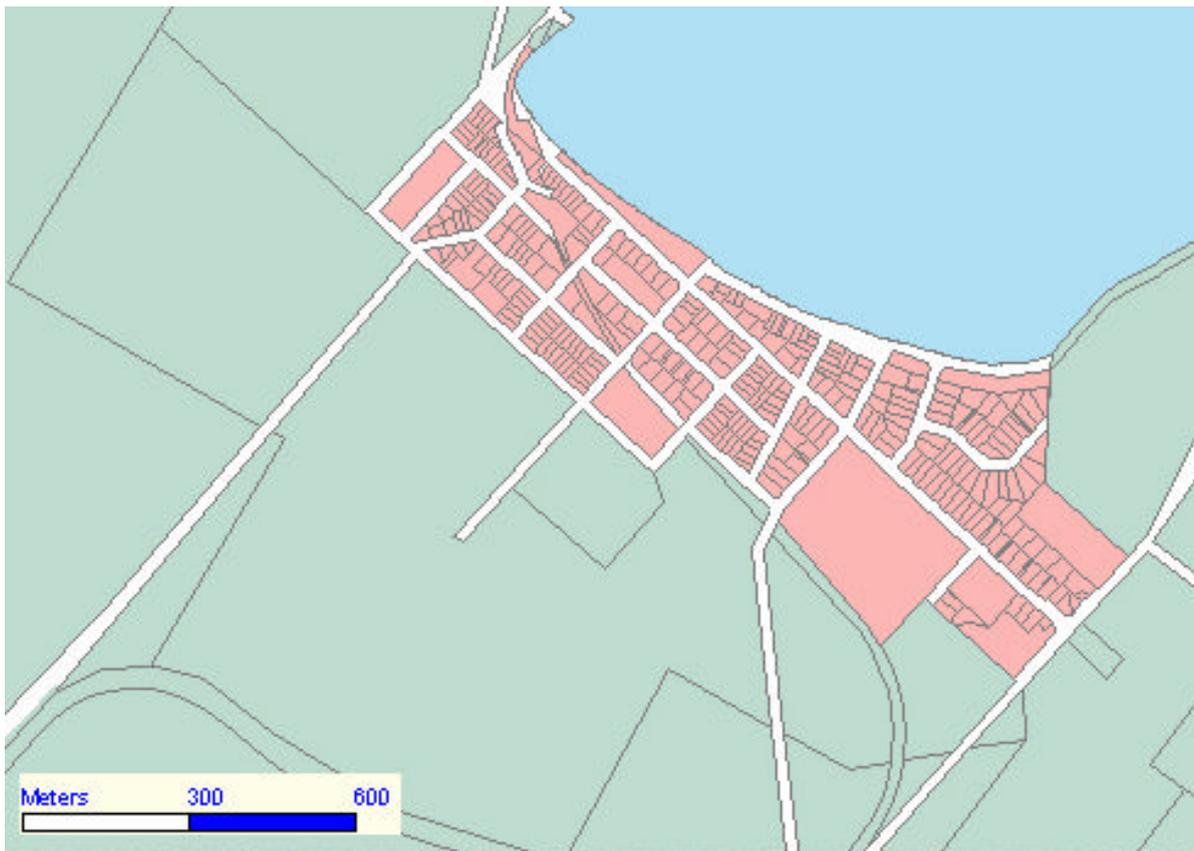
Introduction: The purpose of the Plan

The purpose of this Plan is to provide the Community of Kingston's vision, strategic goals and priorities for the next 20 years. This will enable the Council to align its activities and priorities to those of the Community. It aims to represent the views of the Community gained through the community planning workshop held on 9 November 2003.

The Community Plan is intended to be the basis for:

- ★ Consistent decision making by Council;
- ★ Long term planning for land use, infrastructure, community facilities, environment protection, financial allocation and prioritising;
- ★ Measuring results and marking progress;
- ★ Finding consensus

The Study area is shown in Figure 1.



How this Plan was prepared

The Council elected in October 2001 is committed to long term planning, within a framework of extensive community involvement.



The Kingston Community Association (KCA) worked with the Queenstown Lakes District Council and Civic Corp staff to organise and hold the community workshop on Sunday 9 November 2003.



The Kingston Community Association comprises:

Chairman Peter Gibson
Secretary Margaret Gibson
Treasurer Ian Caldwell

Committee

Phil Kerr
Gloria McEntyre
Joan Scarlet
Graeme Scarlet
Margaret Meechang
Dusty Coleman
Findlay Collie
Rebecca Greer

The technical team were:

Alyson Schuler (CivicCorp) Policy Planner/Project Manager
Ben Espie (CivicCorp) Landscape Architect
Vicki Dee-Jones (QLDC) Manager Strategy and Planning
Paul Wilson (QLDC) Director Parks and Open Space
Chris Gregory (Imtech) Infrastructure
Tim Williams (CivicCorp) Policy Planner/Facilitator
Joanne Gould (CivicCorp) Policy Planner/Facilitator

The workshop was very successful, attracting approximately 50 people from Kingston and the surrounding area.

Once the Council adopts the Community Plan, an action plan will be developed. Where necessary, submissions can be made to the annual plan to ensure funding is provided for some of the priorities arising from the Plan.

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1 BACKGROUND

Kingston is located approximately 46 Kilometres south of Queenstown, on the Queenstown/Te Anau highway and is situated on the southern shores of Lake Wakatipu. The Kingston community currently has a population of approximately 250 people ranging from new families to retirees.

Kingston is a small town that is characterised by permanent residents, and holidaymakers. It is predominantly characterised by mountain and lake views, and as such, is a popular summer destination.

Services and facilities within Kingston include a post office, tavern, tea-room/restaurant, 9 hole golf course, bowling green, tennis courts, petrol station, camping ground and a boat ramp. Tramping and mountain bike tracks are also popular. It is in relatively close proximity to Queenstown and, as such, has convenient access to Queenstown's services and facilities.



Kingston is famous for the Kingston Flyer, one of New Zealand's famous vintage steam trains. The Flyer's history spans over 120 years and today departs from Kingston Station three times daily on a 14km stretch of track. The original Kingston Flyer was a passenger service that operated between Kingston and the Main South Line at Gore from 1878 through to the mid 1950s. It provided a passageway to Queenstown and the surrounding stations, by meeting up with the lake paddle steamers at Kingston Wharf.

2 THE COMMUNITY VISION FOR KINGSTON

Kingston is a small town with its own unique character and identity. The community is identified by the closeness of its residents, the sense of local safety, community spirit and its great natural beauty. Many of its residents have been living or holidaying at Kingston for generations. Residents prefer its low-key lifestyle and character.

Given its proximity to Queenstown, it is generally accepted that Kingston has been subject to strong development pressure over the preceding 20 years.

Residential development has occurred at a similar scale as the existing properties and is in keeping with the low key character of Kingston.

Commercial growth is sympathetic to the peaceful amenity and as such, intensive commercial activity (characteristic of Queenstown) is discouraged. Any future development is self-sustaining.

Kingston is occupied by semi permanent and permanent residents, and is not a satellite township of Queenstown. The local economy has been nurtured to ensure residents can live and work in Kingston, and in the same low key manner holiday makers have also be encouraged.



Kingston is serviced by its own water and sewerage systems which allow additional development, complementing the existing Township. Additional residential zoning has occurred only on the North Western side of the State Highway and only occurs when there is sufficient infrastructure to support it.

Kingston's history has been maintained and enhanced and the Kingston Flyer still brings tourists to the area. Kingston also provides other forms of tourism which do not detract from the low key nature of Kingston.

Safe and well maintained walking tracks are provided and are well utilised throughout the township.

In summary people live in Kingston because it has retained its character, and while providing for development has not significantly changed for the last 20 years.

3 KEY COMMUNITY OUTCOMES

- (a) To retain the low-key character of Kingston by ensuring that future development respects the location, character and scale of the township.**
- (b) To maintain a strong urban boundary by confining future expansion to the north western side of the highway.**
- (c) To grow the economy of Kingston though enabling two distinctly different commercial precincts to evolve, and for families to live and work within the township.**
- (d) To enhance the existing trails and foreshore through improved maintenance, expansion, signage and design for multiple users where possible.**
- (e) To protect and enhance the quality of the Lake Wakatipu.**
- (f) To enhance public facilities and services consistent with the growing needs of the community.**
- (g) To provide the cost-effective reticulation of sewerage and water for the Township of Kingston.**
- (h) To enhance the amenity and streetscape through well-designed and landscaped entranceways, lighting and landscaping.**
- (i) To encourage a historic theme through out the town to create a sense of identity for Kingston.**
- (j) For Kingston to have a waste transfer station, recycling facilities and additional rubbish bins along the waterfront.**



KEY STRATEGIES

The following key strategies are identified for achieving the vision.

4 MANAGING GROWTH

- There are 38 hectares of land zoned Township, this contains 160 existing dwellings at a low density. Based on the existing zoning, it is estimated that there is a capacity for around 110 additional dwellings, which would bring the total dwellings to around 270. It is further estimated that if all sections were developed and all houses occupied, around 580 people could live in Kingston. This is an increase of approximately 330 additional people.
- The township is surrounded by land zoned Rural General.
- Future development should be in keeping with the low-key character of Kingston and is contained on the Western side of the Highway. This would prevent a split in the Town's identity and character, and avoid traffic safety issues.
- Future development capacity depends on the provision of water and sewerage facilities.
- Township kept within strong boundaries - Highway and terrace to the south and hills to the west.

Residential

- Any further residential development of the Township Zone should be undertaken in such a way that the existing nature and character of Kingston is preserved. This can be achieved through the retention of section sizes of 800m². The community is happy with the existing scale of smaller "historical tent sites" and should reticulated water and sewage be provided then this is also an option.
- The large section of land (approximately 6.3 hectares) on the corner of Oxford and Kent Street is zoned for residential use and is currently used as a deer farm. It is generally accepted among the community that this land will absorb further residential development. Should this land be developed, it should be in keeping with the existing density and character of the township.



- There was general acceptance the township needed to expand to accommodate some level of future growth. The community is comfortable with some form of growth toward the Highway, particularly on the land between the existing commercial area and the paper road to the south-west.
- Should the Town grow in this direction, an alternative point of access to the village could be via the paper road running from the Highway to Oxford Street. This would also provide an additional entrance for emergency services and tourist traffic such as large buses.
- The land bound by Wesley Terrace, the foreshore and the Highway was not favoured for future development. However, if development was to occur in this location it should be screened with vegetation from the Highway and be of similar density as the existing township. The community did not favour access for future subdivision through the existing township. However it is understood that access from the Highway might not be practical in terms of Transit NZ requirements.
- Small lots (historic tent sites) in Kingston are not inconsistent with the general village or cottage nature of Kingston, it is more an issue of scale (i.e the size of the house relative to the section). However the issue of sewerage could present a problem for future development of these lots. Once the issue of sewerage infrastructure has been resolved, the development of small lots should be looked at in more detail.

Commercial

- In general it is acknowledged that there needs to be some commercial growth at Kingston to support local employment. Therefore, there is a need to develop and enhance the existing commercial precincts.
- Kingston has two distinctly different commercial precincts, these are:
 1. Highway Precinct.

This precinct is located on the corner of the Highway and Kent Street and presently contains a petrol station, General Store and a Pub/Restaurant. This precinct caters for both local clientele, holiday makers from the camping ground and people driving along the Highway who need to stop for supplies.

This precinct could be extended across Kent Street to incorporate the existing camping ground facility, and provide additional retail facilities and low key accommodation.



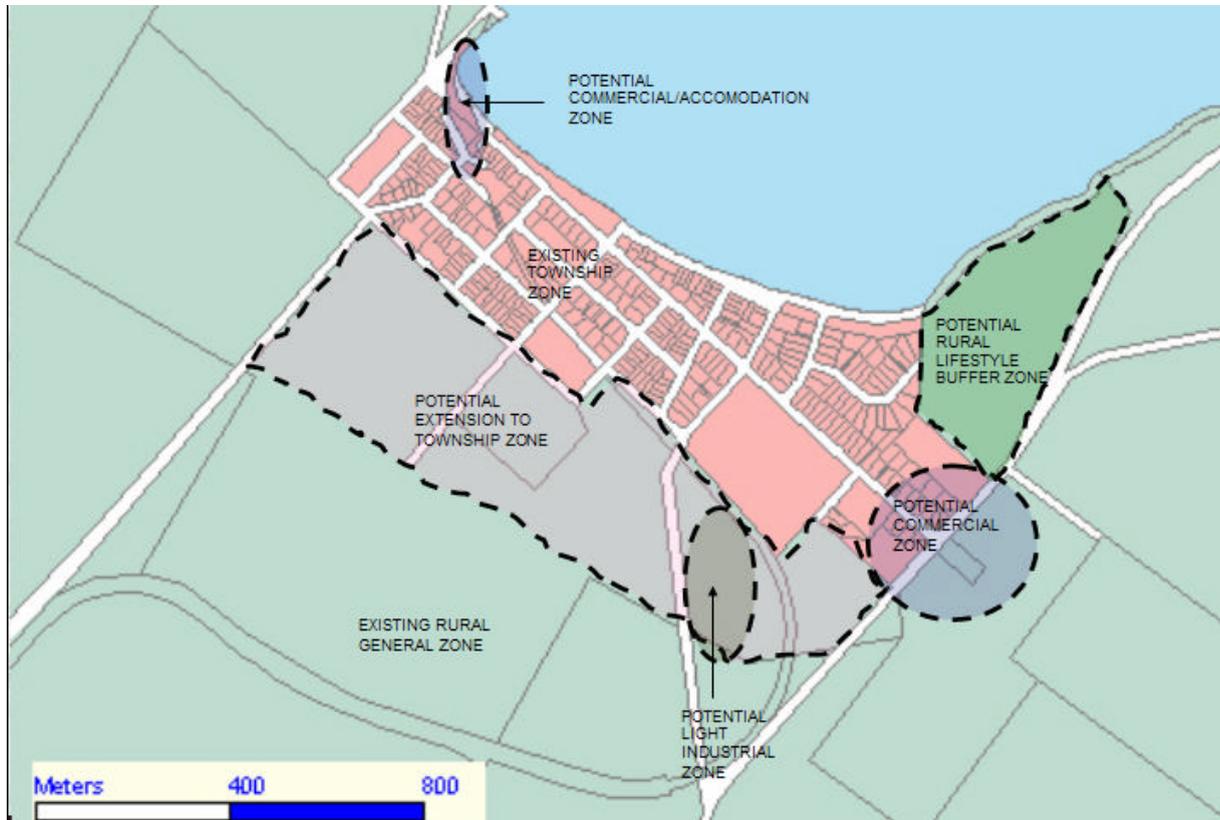
2. Kingston Flyer Precinct

This precinct is centred around the Kingston Flyer Railway Station and currently contains a local pub. This area could be developed as a commercial precinct including historical links to the wharf area focusing on low key recreational and commercial ventures such as visitor accommodation and low key boutique retail development. It should also contain maintained public toilets.

Industrial

- If an industrial zone is necessary, the community favoured two options. One was the development of a light industrial area on the opposite side of the Highway on the eastern side of the township around the Glen Nevis Station Road screened with appropriate vegetation. Alternatively the parcel of land on the south western side of Kingston between the town boundary, the road reserve and Highway. Whilst this parcel was also identified as a favourable location for residential land, it is recommended that the need for industrial land be closely assessed in terms of residential land supply before any such Plan Change be proposed.

FIG 1 GROWTH MANAGEMENT: PROPOSED ZONE CHANGES.



5 RESERVES AND OPEN SPACE

Street lighting

- Street lighting is currently inadequate in Kingston, as it is very old and in very few locations in the township. To ensure the character of Kingston is maintained heritage or theme lighting should be implemented throughout Kingston, particularly along Kent Street and the Foreshore.
- As a priority there is a need for lighting on the corner of the Highway and Kent Street.
- Lighting should be provided in association with public facilities such as car parking and toilets.

Signage

- There is currently a notice board at the Highway Commercial Precinct. There also needs to be a map of the village located in a prominent location in both identified commercial precincts.
- Transit New Zealand signs should include Kingston on them starting from Frankton.
- Entrance way signage should be clear, and concise, without creating clutter.
- There should be a sign identifying the location of the cemetery.

Tracks and Trails

- There is an existing trail along the foreshore and some DOC trails in the mountains surrounding Kingston. The existing foreshore trail is well used by residents and should be extended at either end of the foreshore. Along the eastern foreshore the trail should be extended along the foreshore to the rest stop on the Highway or alternatively through the Cemetery, along the Highway and to the commercial precinct at the top of Kent Street.



- Along the western foreshore a track should be developed from the wharf to Half Way Bay.
- A large parcel of foreshore land should also be dedicated as public land. If development was to occur in the land bound by Wesley Terrace, the foreshore and the Highway.

- A proposed track could also start at Oxford Street following the paper roads that currently define the township boundary, through the golf course and link up with the existing Allandale Valley track that is currently managed by DOC.
- A pathway with educational and informative signage on the history of Kingston along the foreshore could be provided for both residents and visitors to Kingston, and promote the historical significance of Kingston.
- The paper road running along the western side of the golf course that extends all the way to Fairlight, should be developed and promoted as a trail. This could be linked with a return journey on the Kingston Flyer.
- Tracks should be well maintained, have appropriate signage and be appropriate for a variety of users, with parts available for wheel chair access.
- The footpath along Kent Street needs to be wider and made from chip and seal. It is sufficient to have a footpath on only one side of Kent Street.

Reserves

- The QLDC Parks and Reserve Strategy 2002 recommended the development of existing reserves rather than acquiring new land for parks. Kingston has a good central community space with ample room for further development, a good lakefront reserve and a cemetery.
- The community is proud of the foreshore reserves, which are well used by residents and visitors. The reserve could be improved by including toilet facilities, parking (discussed in more detail below), more rubbish bins and seating.
- It is calculated that the total area for open space is more than adequate for now, but for future subdivision, the following needs to be considered:
 - Creating good local reserves in the larger developments if and when they occur;
 - Creating good walkway connections from residential properties to the community; facilities and other reserves and rivers;
 - Future development and improvement of the existing reserves;
 - Management of existing mature trees and replacement planting.

Toilets

- There are existing toilet facilities at the old school site on Kent Street which are well used by tourists passing through Kingston. They are in good condition at present but could be expanded in the future to include baby change facilities.
- There are also existing toilet facilities on the foreshore, however there is a need for these to be moved, as they are inaccessible and have an adverse environmental impact on water quality when the lake floods.

- The public toilets located on the platform of the Kingston Flyer are considered to be adequate though are not Council provided public toilets. These need to be provided within the area to support passengers of the Kingston flier and additional tourists who visits that end of town.
- Additional toilet facilities could be provided in the following locations:
 - On reserve land adjacent to the wharf; and
 - On the western side of the corner of Somerset Street and the foreshore reserve.
- Appropriate lighting and parking should also be provided in conjunction with any location of future toilet facilities.
- All existing and proposed toilet facilities should have wheelchair access and baby change facilities.

Car parking

- Future car parking areas should be located along the foreshore from Churchill Street toward the Highway, on the foreshore between Shropshire Street and Somerset Street and on land adjacent to the public wharf.

Vegetation and planting

- A Tree Management Plan or Landscape Plan should be undertaken so that:
 1. the natural character of Kingston is retained and enhanced;
 2. view corridors are retained;
 3. tree species reflect building height;
 4. trees and shrubs are managed and maintained in an efficient and effective manner;
 5. exotic species such as broom are managed and weed management in the creek systems is controlled;
 6. existing and future planting does not cause a traffic hazard – such as the Black Poplars at the eastern end of Kent Street;
 7. the species, size and location are appropriate; and
 8. residents views and sunlight are retained.

The development of such a plan should be undertaken in consultation with the community.

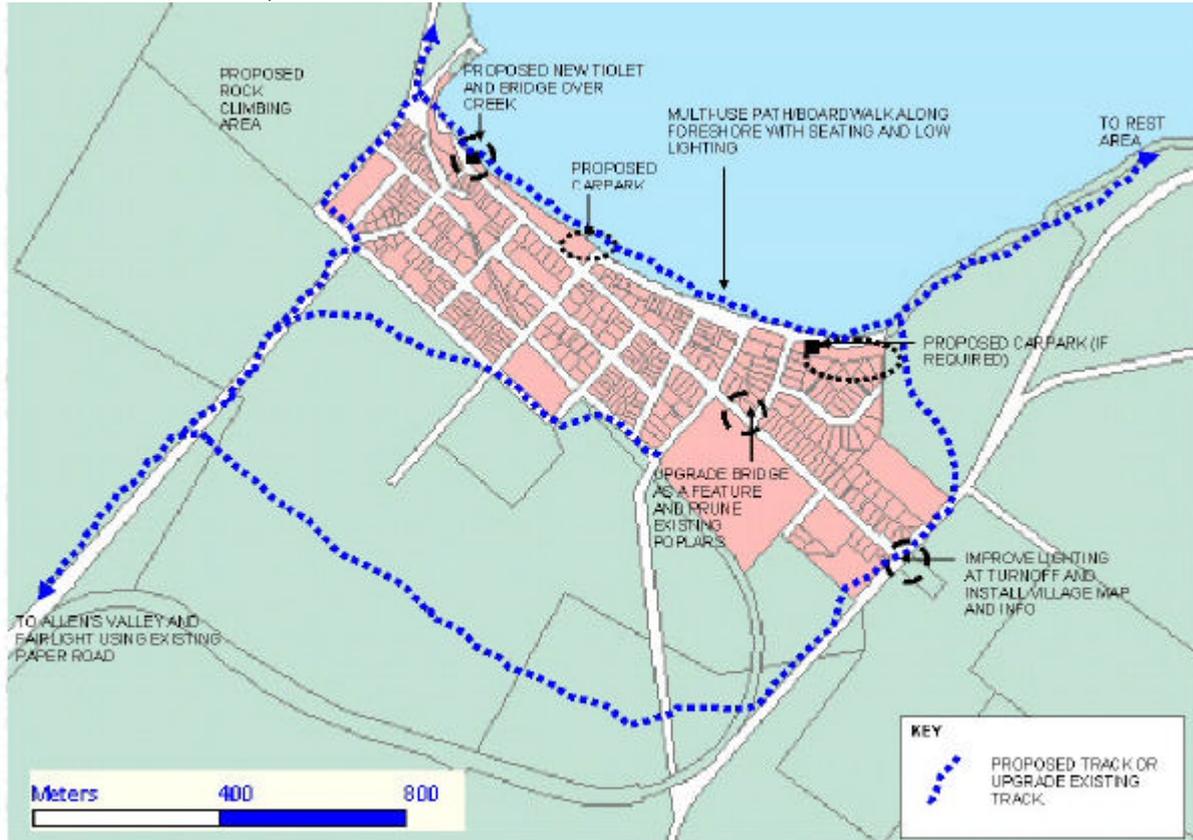


- Entranceways should be planted (e.g with wildflowers) to enhance the streetscape and reinforce the identity of Kingston.
- There needs to be greater commitment toward the maintenance of existing street trees, as there are a number of exotic trees such as the black poplars on Kent Street that are becoming a hazard, despite their contribution to street character.

Recreation

- The Golf Course is a popular recreational facility for both residents and visitors to Kingston. In the future this may expand to eighteen holes.
- The old school grounds at the eastern end of Kent Street could be designated as public reserve for parkland. The tennis courts next to the old school site and surrounding facilities need to be tidied up so they are utilised by residents and visitors more. The surface of the tennis courts was resurfaced within the last 5 years, and is considered satisfactory.
- Other recreational pursuits should be encouraged, including investigation of rock climbing on the large rock boulders scattered along the base of the Eyre Mountains to the west.

FIG 2: RESERVES, OPEN SPACE AND STREETScape



6 INFRASTRUCTURE

There is a need for general improvement in the management of Kingston's infrastructure assets.

Roading

- Transit New Zealand maintains the Highway running along the south-eastern edge of Kingston's town boundary.
- Traffic calming measures are needed on the Highway just before the boundary of the residential area. There is also a bend in the road at this location, and it has been suggested that this should be straightened so that visibility and safety can be improved.
- There is a need for road widening at the town entrance.



- There is a need for the rural roads to be sealed. The oiling of roads is not a favourable sustainable practice.
- The condition of roads within the Kingston township require upgrading, and any upgrade should also incorporate the local bridges.

Water and Sewerage

- Imtech on behalf of the Council is currently undertaking a study to determine appropriate water and sewerage provision for Kingston. This will be presented to the community early 2004.
- The provision of water and sewerage is perhaps the most important issue facing growth for Kingston in the next 20 years. Kingston is a small community and the cost of the provision of water and sewerage services is very high, making it difficult to provide a high level of service.
- The community wants an affordable water and sewerage system to support the town. Some members of the community are willing to consider a private scheme if this can be more cost effective than a Council provided scheme.

Waste Management

- Waste management is currently a problem. Bins are required along the foreshore reserve areas.
- A recycling service should be provided.
- Skip bins should be provided over the Christmas and New Year period when the population of Kingston swells. Previously dumping of rubbish has been a problem.
- A transfer station should be investigated for Kingston, as the closest is in Queenstown.

7 URBAN CHARACTER/ENTRANCEWAYS

- Kingston's identity and character should be preserved by creating a heritage railway theme, with an appropriate colour and theme applied to street furniture, lighting and signage. This idea could develop with a design competition, giving the community a sense of pride and ownership over the project.
- Due to Kingston's location on the Highway, its entranceways must be free of rubbish and uncluttered by signs.



8 COMMUNITY FACILITIES

- Despite the absence of a school and a church, the community felt that community facilities were generally good at Kingston. For example, the library was considered to be one of the best in the vicinity. The local swimming pool has in the past been of concern, because of a lack of resources for maintenance and safety implications for unsupervised children. A decision regarding the pool is still being considered by the Kingston Community Association.
- Any growth of Kingston should be supported by the provision of appropriate community facilities.
- Recreational type facilities could be centred near the existing golf club, and could include facilities such as a multi purpose reserve including a gym.



- The old school site could support a future Medical Centre and Helicopter landing area.
- The Kingston community would also support an annual event, such as a Rodeo, an event that has previously been a popular annual event at Kingston.

9 RURAL CHARACTER

- The rural land surrounding Kingston is characterised by large parcels of land owned by a small number of landowners. The Glen Nevis area may support some growth, however it should be in sympathy with the surrounding landscape and environment. Any development of this area should be considered in terms of its visibility from the lake, the Highway and the residential area. Large lifestyle lots may be appropriate in this area and should be affordable so that the character of Kingston is retained.
- Rural subdivision could also be supported from the southern town boundary for a few Kilometres, however any such development should be at a 4 acre minimum.
- Whilst these areas were also identified as growth areas for residential development at the same density as the township area, further investigations with regard to the provision of water and sewerage infrastructure should be undertaken before future subdivision or plan change is considered.

10 CONCLUSIONS

This Plan has identified the community's vision for Kingston, in terms of future growth, urban and rural character, open space and reserves and infrastructure. It provides the basis for future planning and management of the Kingston township and its surrounds.

From here, the Plan will be received by the Council as the Community Plan for Kingston. Following its receipt, it will feed into the Long Term Community Plan that Council is required to produce.

