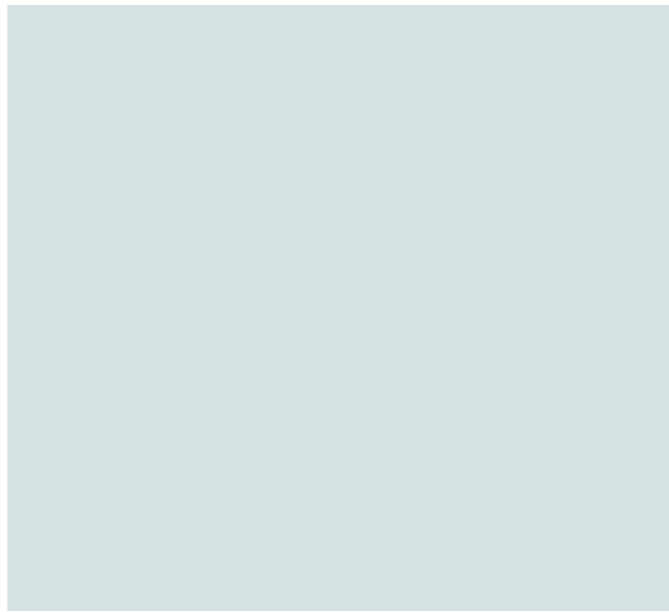
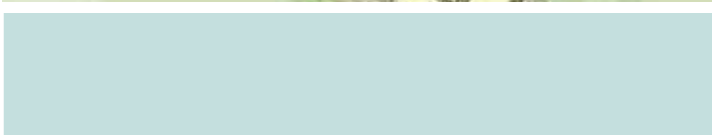


Kingston Village Subdivision Design Guidelines

October 2008

Draft 1



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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

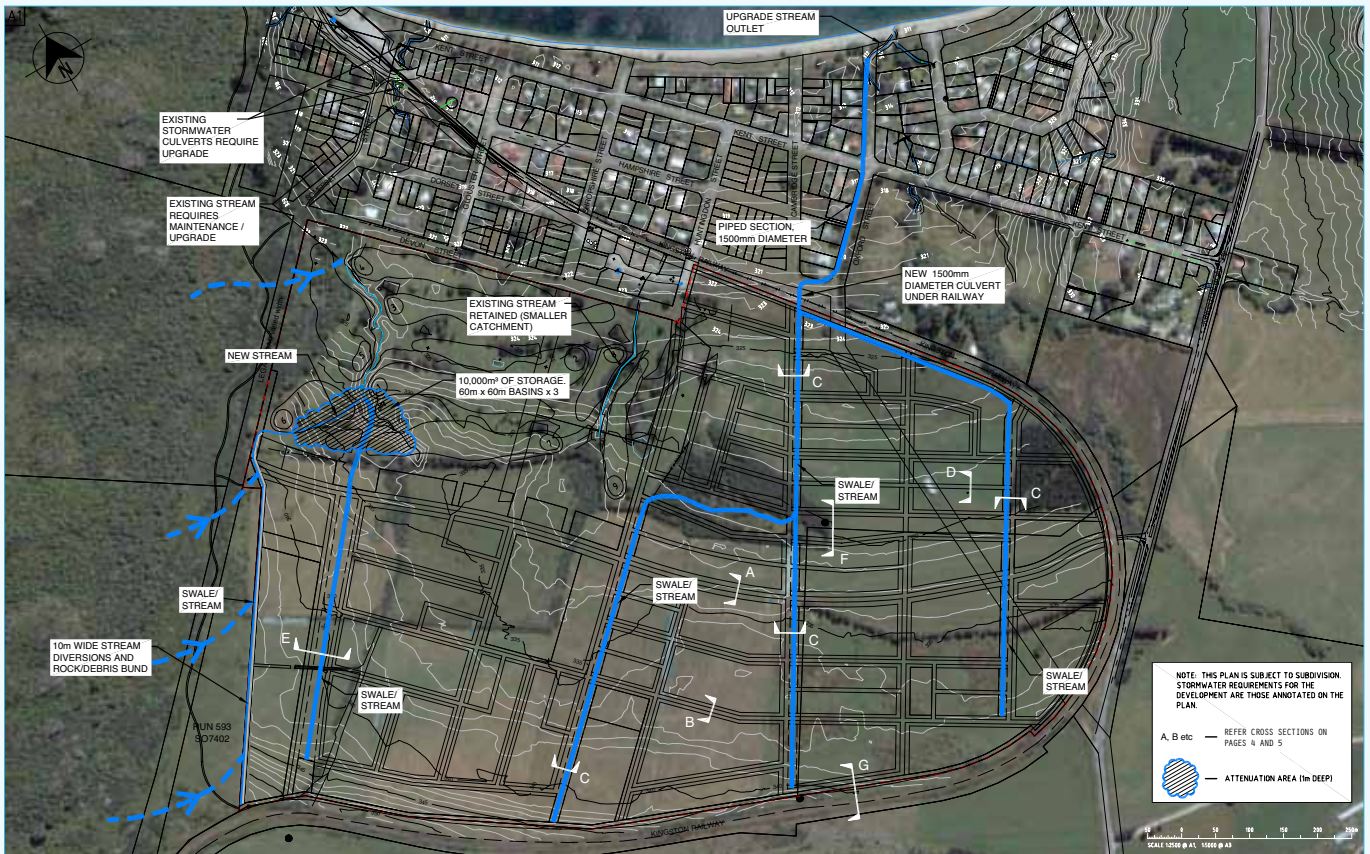


Stormwater Management Plan

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



Residential | Landscape zone with tree planting, off-street parking and shared cycle/footpath (7.5m) | Carriageway (7.0m) | Landscape zone with tree planting, off-street parking and shared cycle/footpath (7.5m) | Residential
not to scale

Typical Section A - Kingston Greenway (22m)



Residential | Landscape zone with informal footpath (5.15m) | Carriageway with on-street parking (5.7m) | Landscape zone with informal footpath (5.15m) | Residential
not to scale

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



Residential | Landscape zone with informal footpath (6.5m) | Carriageway (7.0m) | Water corridor and landscape zone (Approx. 12m) | Residential
not to scale

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

Road Section D & E



Private Courtyard | Garage Setback (2.0m) | Carriageway (4.0-5.0m) | Garage Setback (2.0m) | Private Courtyard
not to scale

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



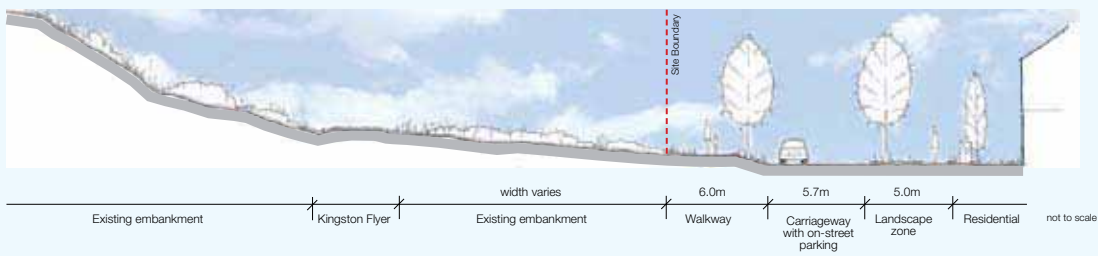
Employment Land | Landscape zone (6.5m) | Carriageway (7.0m) | Landscape buffer (width varies) | Swale (Approx. 15m) | Carriageway with on-street parking (5.7m) | Landscape zone (6.0m) | Residential
not to scale

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)

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



Illustrative Concept Plan



