

MODIFICATIONS TO KINGSTON VILLAGE DESIGN GUIDELINES ARISING FROM CHANGES THROUGH DECISIONS ON SUBMISSIONS

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SUGGESTED CHANGES TO PAGE 2:

(a) Design Principles

The following principles should be considered when designing your home. This section of the guidelines focuses on the following general design principles:

- ~~Setbacks and~~ Building coverage and Recession Planes
- Vehicle Access, On-Site Parking and Garaging
- Street frontage
- Positioning for sun
- Private open space
- Elements of affordability
- Sustainable buildings
- Fire Safety

Building Coverage And Recession Planes

An important design element for Kingston is achieving variety in house sizes and designs and a variety of one and two storey dwellings. To ensure this occurs the amount of building coverage allowed within each site is varied between the three activity areas as follows:

- Activity Area 1a: 40%
- Activity Area 1b: 35%
- Activity Area 1c: 30%

This helps to avoid houses with overly large footprints that are out of character with Kingston.

In Activity Area 1c building coverage may be increased to 35% where this can be achieved without affecting the character of the area by dominating the site. Possible design approaches to achieve this are identified in section (b) Design Elements under the headings Building form, Materials and colour, Verandahs, porches and eaves.

The recession planes are more generous within the Kingston Village Special Zone than usually found in a residential development. This encourages two storey dwellings and enables the upper floor framing to be constructed directly above the ground floor. This technique enables fast and cost effective construction where first floor bedrooms can be accommodated on a first floor that is compact and utilises the minimum of material.

A lower building coverage with relaxed recession planes allows more scope to achieve cost effective housing while retaining sizeable areas of open space within your site and an open character along the street.

SUGGESTED CHANGES TO PAGE 3:

Vehicle Access, On-Site Parking and Garaging

Consider carefully whether you need a double garage because the building coverage taken up by the garage could be used for your dwelling. Carports are a cheaper option than garages and still provide shelter for your car.

Activity Area 1a

If you are building within Area 1a your garage must be accessed from a rear access lane. Separating your garage from the dwelling can help achieve a sunny and private outdoor living area and break up the building forms. The garage can be connected to the dwelling by decking, pergola, terrace or covered walkway.

Activity Areas 1b and 1c

Activity Areas 1b and 1c will be unlikely to have rear access lanes and therefore garages will be accessed from the street.

There is a rule in the District Plan requiring that garages are set back from the front façade of the dwelling. This is so that the garage doesn't dominate the street frontage and detract from residential character. However, for sites accessed from the south this has been balanced against the ability to position dwellings to make the most of the sun. These sites are exempt from this rule if garages are located outside of setbacks and at right angles to the street. This enables on-site manoeuvring and space for landscaping to soften the effect of the garage on the street.

Limit the amount of frontage taken up by car parking or vehicle access ways and provide visitor parking in front of the garage, but narrow the access to approximately 3.0m at the footpath.

Stacked parking with one car behind the other is an option for double garages on narrow sites.

Separating garage doors can reduce their dominance and provide better street appeal.

[INCLUDE SITE LAYOUT DIAGRAM OF GARAGE AT RIGHT ANGLE – TITLED “TYPICAL SITE LAYOUT WITH SOUTHERLY ACCESS – ACTIVITY AREA 1B & 1C”. EXAMPLE SHOWN]



This example reduces the domination of garage doors by placing the garage at right angles to the street and the creation of an entrance forecourt to the dwelling and a landscape strip on the street frontage.

Garage set forward of dwelling at right angle to street. Suitable for houses with a southerly orientation to street.

SUGGESTED CHANGES TO PAGE 7: - INCLUSION OF NEW SUBSECTION UNDER THE HEADING DESIGN PRINCIPLES TITLED "FIRE SAFETY":

Fire Safety

Due to its location, Kingston may be subject to lower levels of fire fighting response than other urban areas. In these circumstances the installation of sprinkler systems in residential or commercial buildings has clear benefits in reducing the risk of fire spread associated with any delay in response times.