

# KINGSTON GREEN RESIDENTIAL DEVELOPMENT

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## MASTER PLAN DEVELOPMENT APPLICATION



## MASTER PLAN REPORT

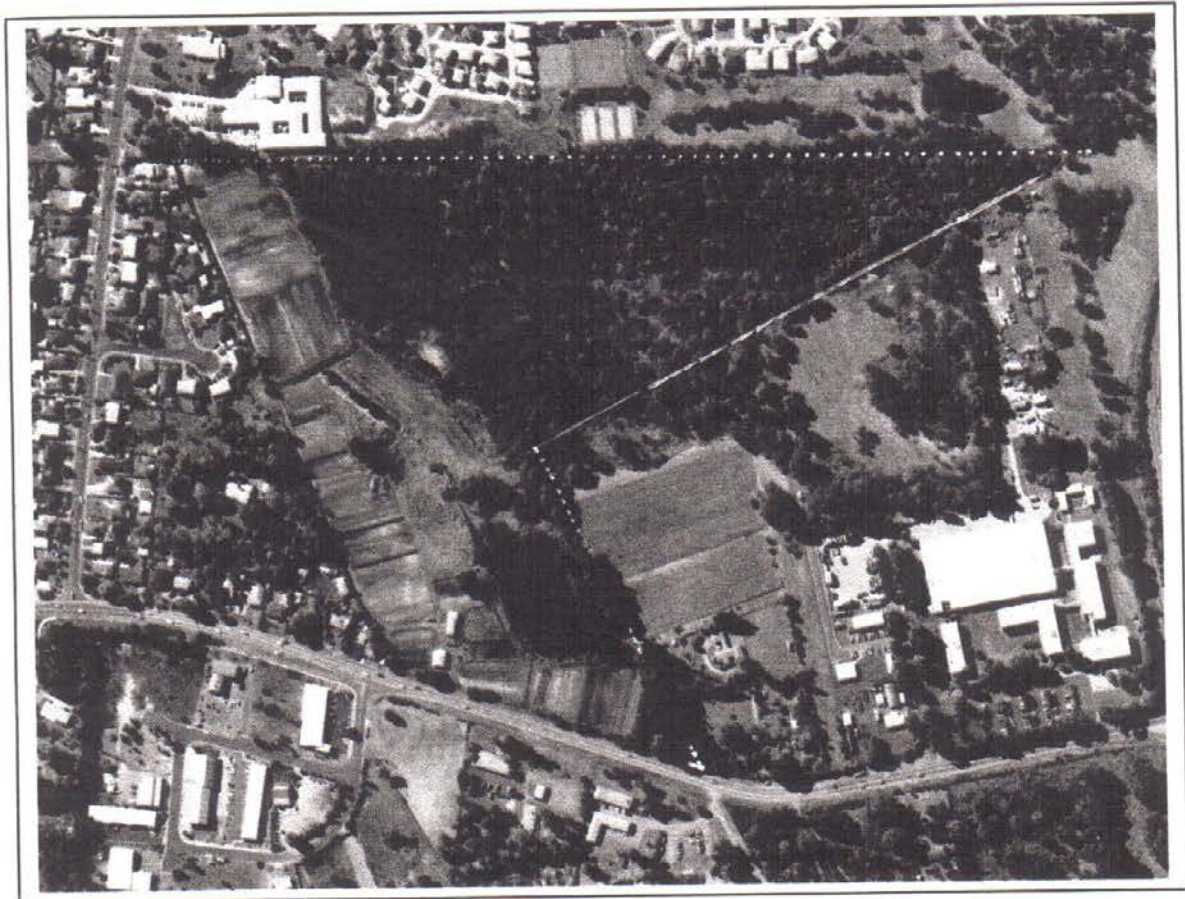
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Nov 2001

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# KINGSTON GREEN MASTER PLAN REPORT

## SECTION 1 PLANNING CONTEXT

### 1.1 Introduction / Background

This application seeks planning approval for the master plan (Fig 2.1) and subdivision approval of land into parcels (fig.2.2) subject of the master plan. The subdivision is to be undertaken to accommodate development of an integrated housing development as indicated in the master plan. This application is made by Kamtone P/L of Oyster Cove Inn, Kettering 7155.

The subject land is situated at 159 Channel Highway Kingston. The site is currently vacant land. A portion of the site has previously being used as market garden. The site has been previously analysed for residential development and a design prepared using a standard subdivision approach ( Fig.1.1).

The site provides an opportunity for creating a significant new addition to Kingston's growing urban structure. Annand Alcock Urban Design have been asked to prepare options for the development of the site using an integrated urban design approach with a view to creating a scheme with an attractive, safe and livable, community oriented environment.

The proposal follows this design approach and is based on a number of factors and design features as follows:

Site Responsiveness (developing the design from a clear, in-depth site analysis),

Identifiable Centre which can be the focus of public activity, main access roads align to define structure

Connections - important for accessibility and integration

Livability - invitation for wider public to enter, contains choice of housing situation and type

Character- and sense of Place

Community-Variety of lot sizes and housing type allows for broader market which leads to diversity which is characteristic of a good community.

The aim of the application is to present a schemes, which is based on subdivision lots set in an urban grid linking to the surrounding area rather than forming an internalised estate.



**Fig 1.1 Previous Scheme**

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## ▪ Site Description

### Location

In a local context the site is 5 minutes driving distance to the retail precinct along the Channel Highway and is opposite the Mertonvale Circuit industrial estate.

### Site Area

The site area has been researched by Surveyors Andy Hamilton and Associates using deposited plans and title documents. The site has an area of 14.75 hectares and is located south of the Kingston Town Centre.

### Property description and surroundings

On the east side the site is bounded by a golf course to the south eastern portion and Bishop Davis Court, a nursing home on the north eastern portion adjoining the Patonga Road entry. Immediately to the north is a residential area typically containing suburban one and two storey homes. The south western boundary borders with the Antarctic Division HQ and AQIS land having an area of approx 10ha. The western boundary has frontage to the Channel Highway which carries some 17,000 vehicle per day.

Across the Channel Highway is the Mertonvale Circuit containing warehouse and similar activities intended for the Business and Civic Zone.



Fig 1.2 The Site- Aerial Photo

No. Over half is road!

### Physical Characteristics

The Site as seen on the aerial photo, Fig 1 is largely cleared, having previously been used for market gardening and some tree planting. Some of the site drains in a south westerly direction towards a point about midway along the southern boundary, the remainder draining directly into the existing dam.

The plan below indicates contours at 5 metre levels with land sloping from north-east to south-west. The site features an overland flow/drainage channel which may have been created for the purposes of the market gardens that occupied the northern part of site. The edges to the channel are lined with substantial trees which should be retained. The gardens area is shown cleared on the aerial photo. The drainage flow terminates in the man made dam. The dam will be improved for use as a landscape feature for the surrounding new homes as well as integrating its use as a sediment control basin.

Access to the site is available from the Channel Highway and Patonga Road. Both access points will be improved to create a safe and efficient movement of vehicular and pedestrian traffic.

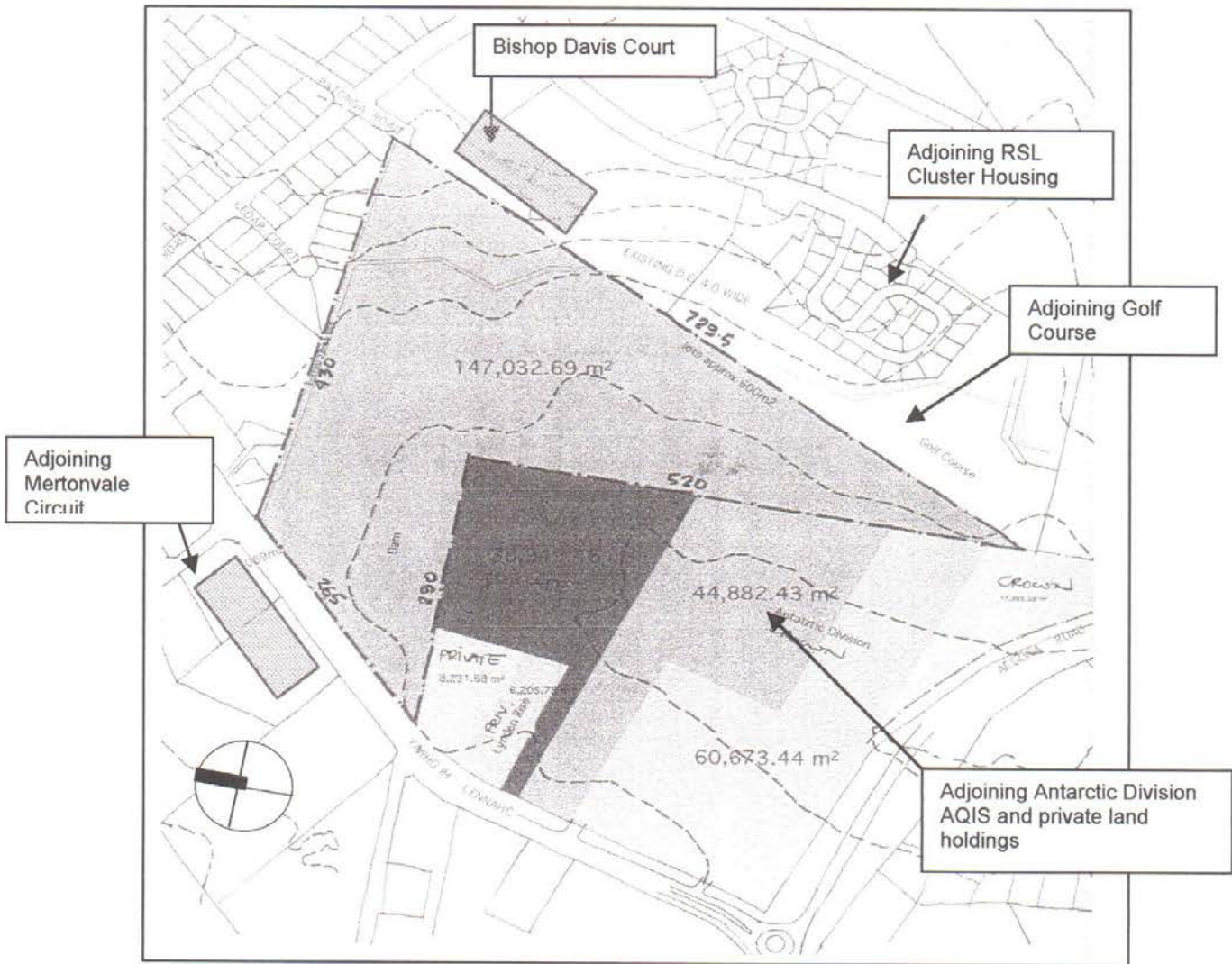


Fig 1.3 The Site-Context



### 1.3 Site Analysis

#### Opportunities

The site has good access from the Channel Highway and Patonga Road. The Patonga Road entry leads to a cleared, relatively flat area which offers opportunity for creating building lots with wide expansive district views. Topographically the site offers opportunities for circulation but is a constraint due to its many sided, irregular boundaries. Existing treed drainage lines determine layout (bordered by substantial vegetation). Existing dam offers use as a sediment control as well as a landscaped open space. Existing sewer services available to locate staging (lowers infrastructure costs). Existing natural vegetation. A varied land formation/natural vegetation offering distinct sense of place which could be used to provide identity to the place.

#### Constraints

- ✕ Lack of sewer service to the lower part of the site. (higher infrastructure cost)
- Existing 8m easement on the northern boundary.
- Existing drainage channel is in relation to sizing of blocks.
- Noise exposure from Channel Highway.
- Access to site from Channel Highway is limited by the placement of speed zones.

*Major constraint*

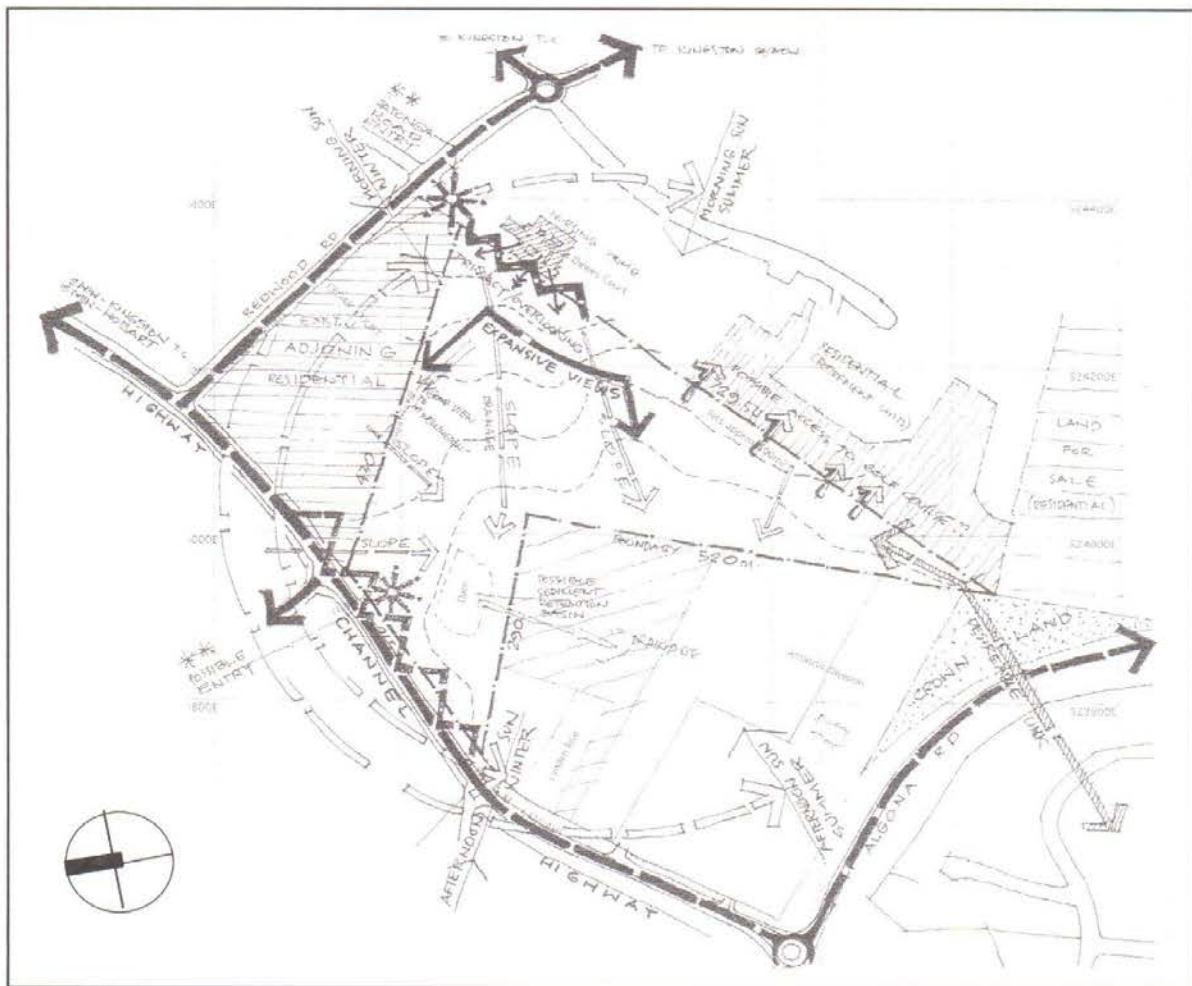


Fig 1.4 - Site-Analysis

### 1.3 Site Analysis..cont

#### Topography and Landscape

The aerial photograph identifies a generous number of mature trees across the southern part of the site and surrounding the existing dam. The Channel Highway boundary is lined with mature trees with two large pines located in front of the existing cottage.

A walk through the site reveals distinct areas with their own character. Opportunities exist to utilise the character to create neighbourhoods of special meaning.

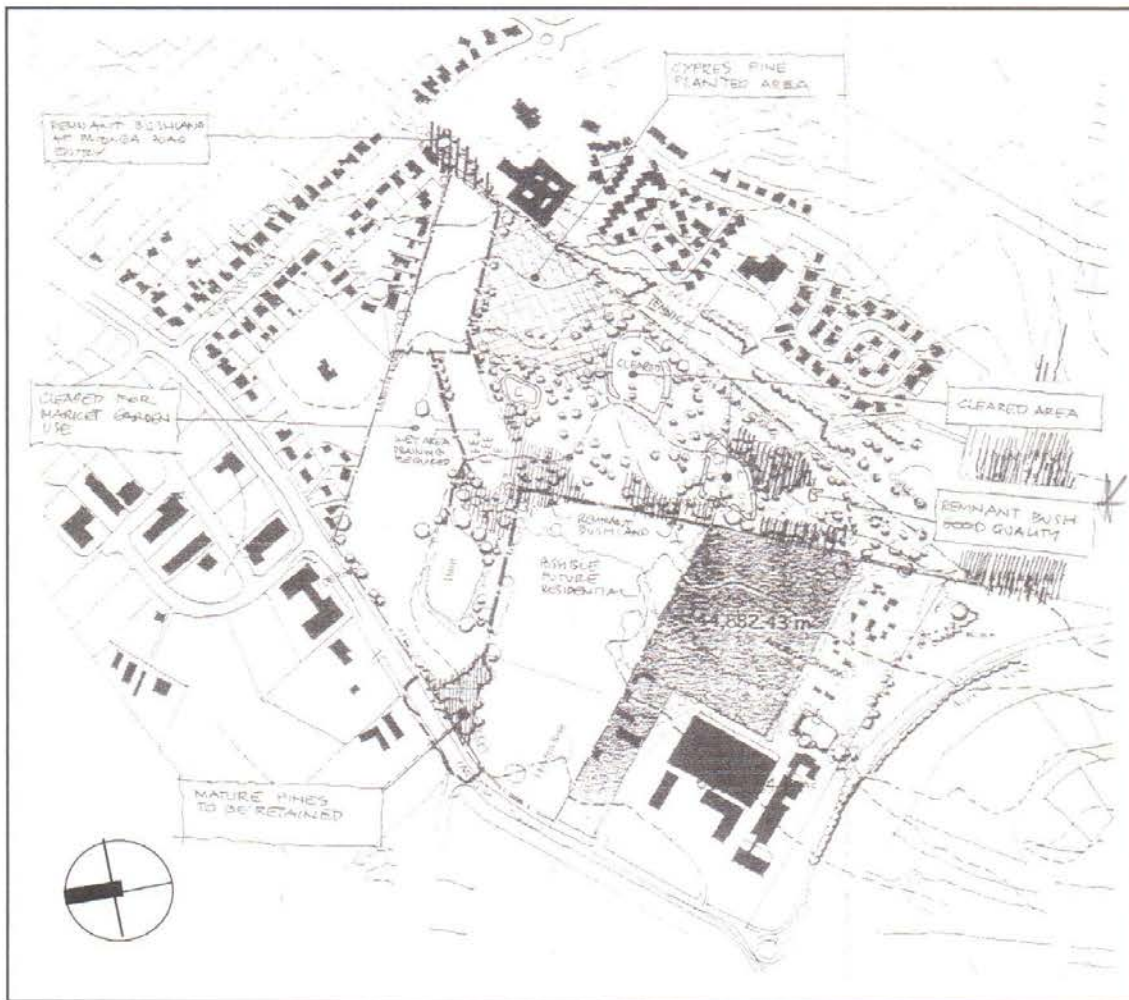
Special care has been taken to reserve and integrate natural landscapes into local parks and street corridors. A concentration of natural bushland is evident in the southern corner of the site and has been included in the layout in the rear of the lots.

Opportunities exist east of the dam for retaining such treed areas for inclusion into a central open space and definition of the structure /road layout.

The large pines fronting Channel Highway are retained as markers at entries and reinforce the image of a natural green residential community.

Patonga Road entry road needs careful design to minimise the destruction of the large mature trees found there.

*Pine, etc  
Weeds*



*Focus  
kind of  
on bush  
trees. There  
a lot of  
too.*

Fig 1.5 - Site-Analysis-Topography and Landscape

## 1.4 Site Services

### Stormwater

An opportunity exists to use existing dam as a sediment retention basin. The existing drainage channels could be used to determine layout as they are bordered/surrounded by substantial natural vegetation.

### Sewer

The site contains an easement along the northern boundary which requires permanent access. This easement can service lots within the light hatched area which is below the existing gravity sewer easement servicing the top portion of the site (fine hatch) accessed from Patonga Road.

Two sewer main holes are located at change of directions, one at the 75m contour near the northern boundary easement and the other in the pine plantation area south west of the boundary fence opposite the tennis courts in the golf course.

The new lots in areas below the 75metre contour will have falls to pumping stations redirecting to existing gravity sewer at the top of the site.

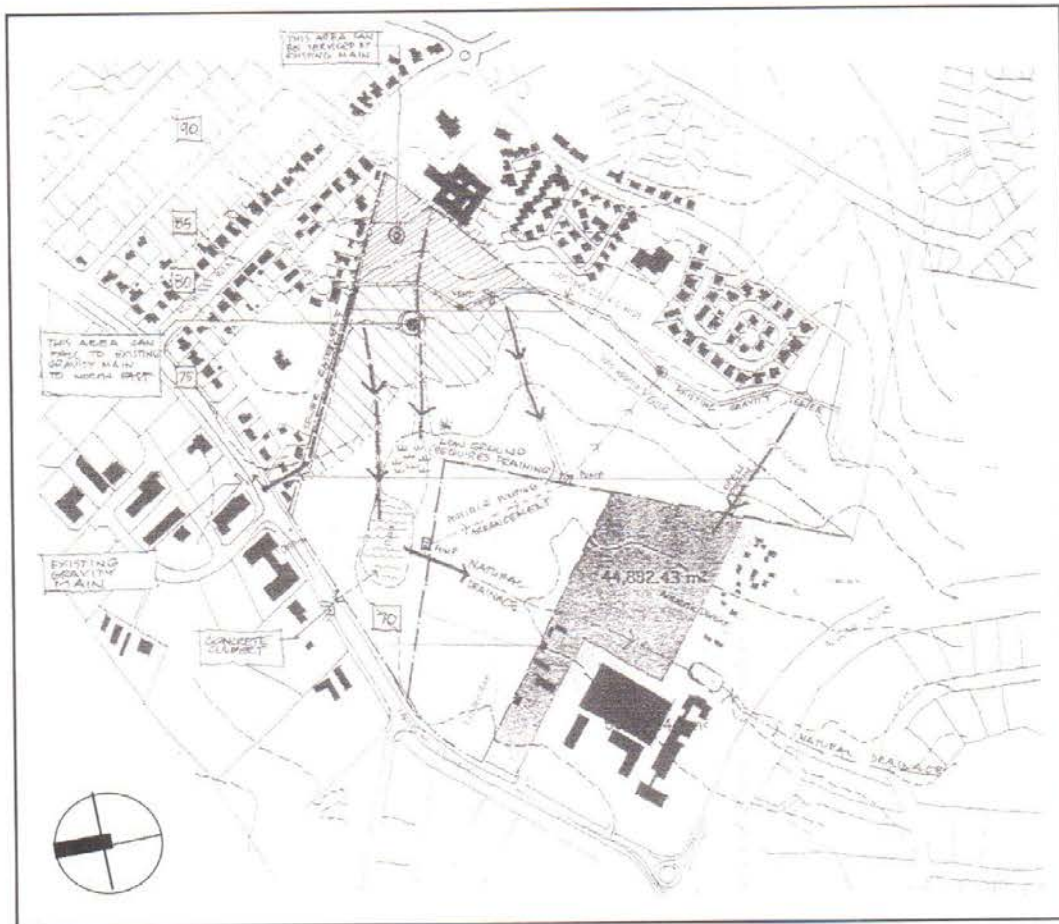


Fig 1.6 - Site - Services

## 1.5 Site Access

### Vehicular Traffic

The Channel Highway frontage is constrained by a change in speed zones at approximately a third of the boundary dimension heading south. Careful consideration has been given to the design of entries to ensure safe and efficient movement of pedestrian and vehicular traffic. The master plan indicates in conceptual terms the provision of a side lane allowing for ease of entry and exit with sufficient sight clearance to comply with the requirements. Existing mature pine trees are to be retained and incorporated to formalise the entry. They are well placed for inclusion in the design as markers for the entry as well as the internal road layout.

The Patonga Road entry is currently a reserved area covered with large well formed trees. Consideration has been given to a road layout which retains the major trees as much as possible.

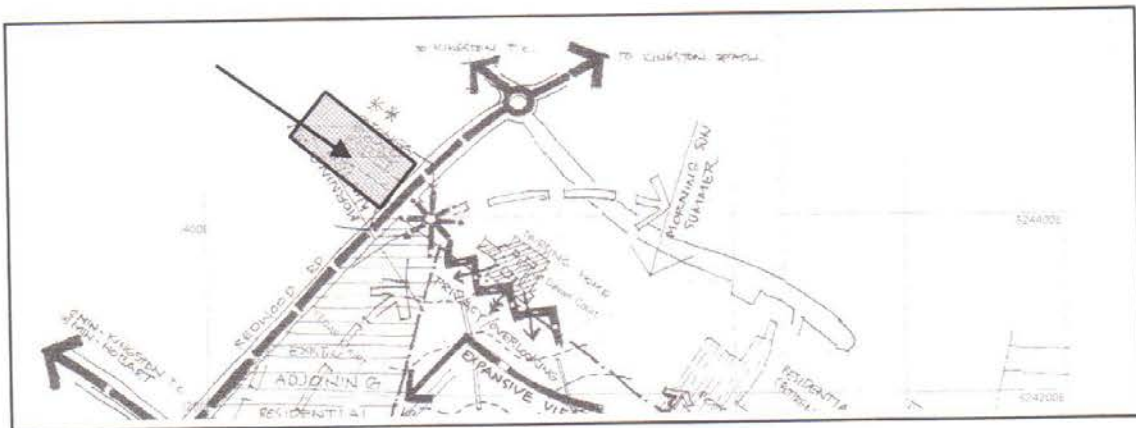


Fig 1.7 - Access- Patonga Road

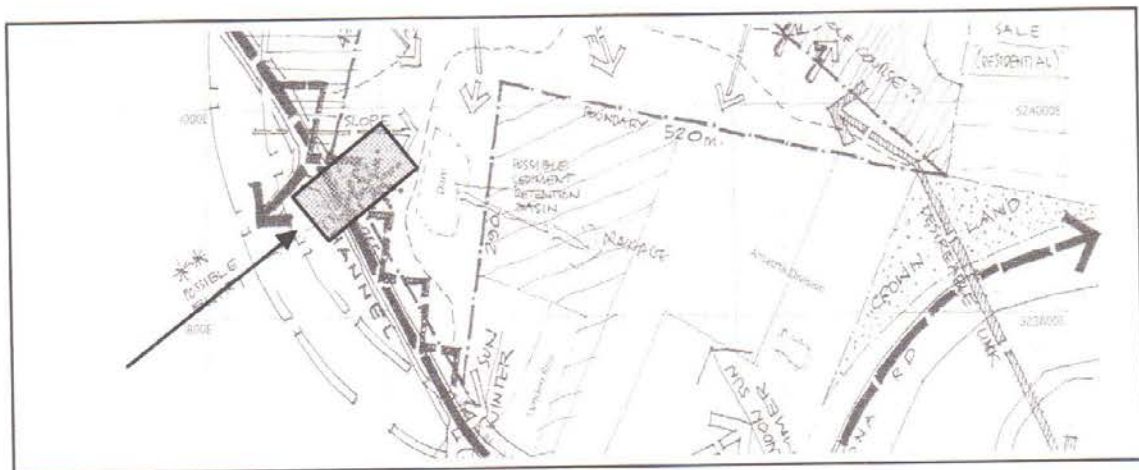


Fig 1.8 - Access- Channel Highway

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## 1.6 Planning Controls

### The Planning Scheme

The current Planning Scheme controlling the development is the The Kingborough Planning Scheme 1988.

### Scheme Objectives

- To guide and control development in respect of its design, siting, height and density and to encourage a high level of urban and civic design.
- To encourage the promotion of landscaping throughout the Municipality
- To encourage use and development of land and design of buildings in a manner which leads to efficiency in the use of energy and resources.
- To apply standards of accessibility , traffic management, road safety and parking in order to promote an efficient and safe road system.

### Zoning

Under the Planning Scheme the current zoning for the site is Residential R1. Schedule 2-Table of Uses lists Cluster Houses, Grouped Houses and Apartments as allowable uses, development of which may be permitted to Councils discretion.

The intent of the Residential zone is to:

- Provide areas where residential use amenity are given priority.
- Allowance shall be made for a range of dwelling types to satisfy the housing requirements of various household groups.
- Buildings should be of a domestic scale, one storey and individually identifiable.
- Design and siting of buildings should be adequate to provide sunlight and privacy between neighbours
- Landscaping should be encouraged throughout the zone to enhance the visual amenity of both public and private spaces.

### Development Standards

#### Uses

In addition to uses listed above, some commercial uses are also permitted to Councils discretion. There is an identified need and potential for commercial/services use which can be designed to complement and enhance future residential amenity.

#### Density

Minimum lot sizes shall be in accordance with the relevant standards of the scheme. As the Master plan proposes a variety of residential accommodation it is evident that provisions of Schedule 7 will apply ie Medium Density Residential Accommodation.

#### Amenity

Development shall adequately respect both the natural and built surroundings in terms of siting, orientation, size and design, open space, parking, materials and colours. The intent of the Residential zone requirements noted under Zoning above should apply

#### Environment

Development and subdivision shall provide for the adequate treatment and disposal of waste and runoff.

#### Services

The level and extent of services provided shall be consistent with the requirements of the zone, its location, and intensity of development.

#### Access

Subdivisions shall be designed to create an integrated road hierarchy for safe and efficient movement of traffic

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## 1.7 Planning And Design Philosophy

The planning and design approach to the proposed development has had full consideration for the site specific nature of the site conditions and character. The design and layout of the proposed internal roads and subdivision plan are the outcome of careful on-site investigation. The road alignments have been designed so that design speeds will be adhered to and to minimise any impacts on flora. The proposed open space system will enable retention of much of the natural growth trees in the central part of the site.

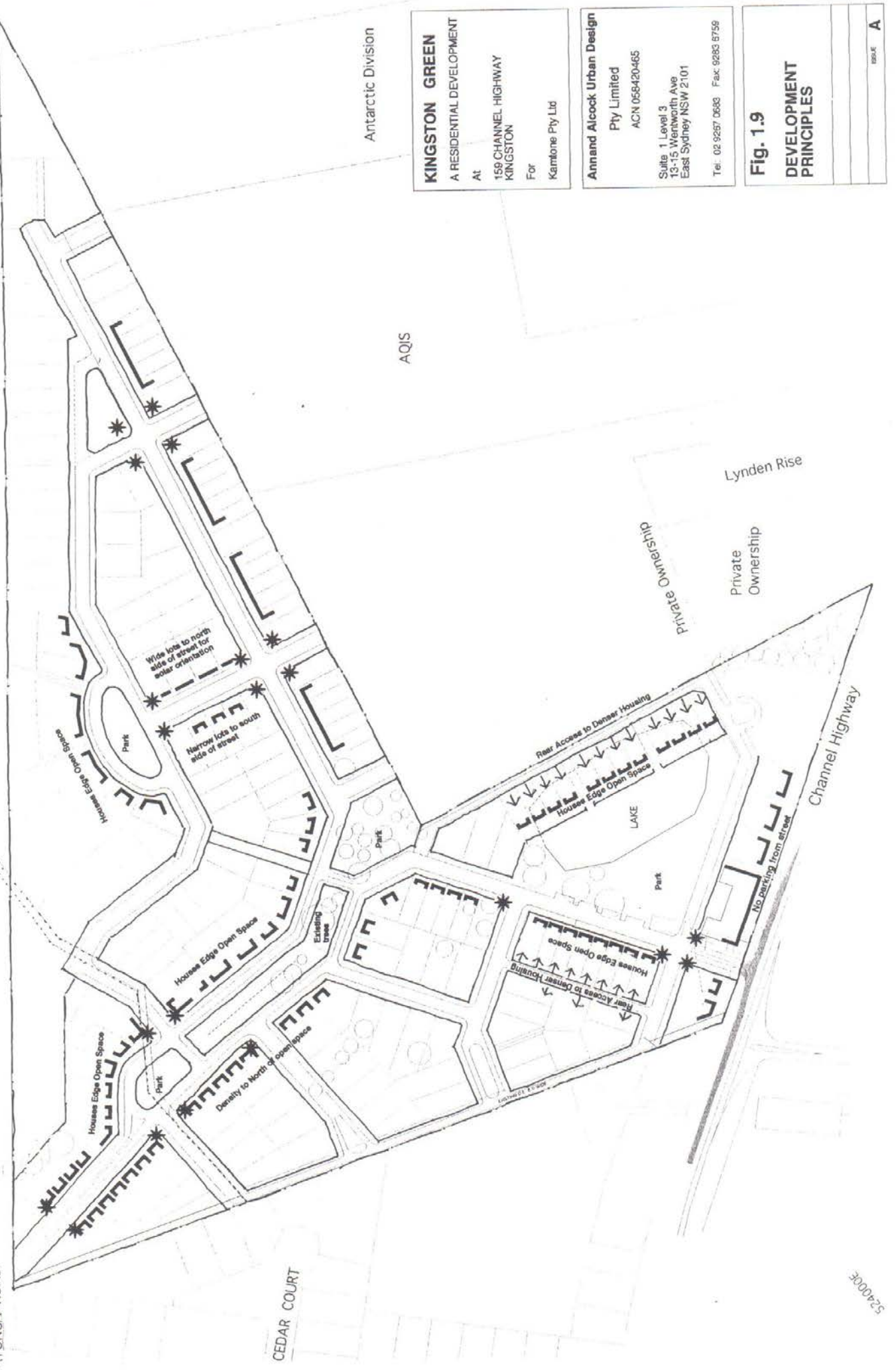
The master plan is based on the following planning and design principles, namely:

- *To work with the landform in the layout of road, allotments and other services*
- *To incorporate special site features into the design of the subdivision*
- *To give careful consideration to natural systems*
- *To provide appropriate housing in sensitive areas*
- *To provide dual points of vehicular access via Channel Highway and Patonga Road consistent with good traffic engineering practice*
- *To provide an allotment layout which seeks to maximise solar access to private open space. The future design dwellings on the subject site will also maximise solar access, particularly during the winter months.*
- *To maximise existing views throughout the site*
- *To maximise the number of allotments fronting internal open space*
- *To provide an innovative approach to subdivision and dwelling layout*
- *To provide an internal vehicular circulation system and road design/surfaces that discourage excessive speed and do not jeopardise pedestrian / resident safety*
- *To provide for choice in allotment size*
- *To provide a high level of internal resident safety and security.*
- *To provide a high level of recreation facilities available to residents*

The proposed development seeks to create a community which is strongly identified based on urban design but also integrating with its context in terms of physical form, landscaping, accessibility, social demographic and provision of a distinct residential streetscape characteristics. The proposal:

- *Relates to the landscape and physical context of the locality and its surrounds.*
- *Provides a diverse housing mix ranging from free standing cottages on various lot sizes, duplexes, courtyard houses.*
- *Creates a clear public /private street system accessible to general public and providing permeability with through site pedestrian connections*
- *Minimises the impact of 'garage doors' on the streetscape*
- *Creates public /community places and spaces of various types and character which create local levels of public amenity.*
- *Provides a high level of public domain excellence in parks, places, streets car courts and lanes by quality landscaping and building design.*
- *Emphasises site entries (both vehicular and pedestrian).*
- *Provides a high level of connectivity between places, spaces and facilities within and outside the site.*
- *Provides strong ESD performance based on orientation / solar access, optimisation of stormwater permeability and on-site detention.*

ATONGA ROAD  
 Bishop Davies Court  
 EXISTING D.E. 4.0 WIDE  
 Golf Course



**KINGSTON GREEN**  
 A RESIDENTIAL DEVELOPMENT  
 At  
 158 CHANNEL HIGHWAY  
 KINGSTON  
 For  
 Kamtone Pty Ltd

**Anand Alcock Urban Design**  
 Pty Limited  
 ACN 0568420465  
 Suite 1, Level 3  
 13-15 Wentworth Ave  
 East Sydney NSW 2101  
 Tel: 02 9257 0688 Fax: 9283 8759

**Fig. 1.9**  
**DEVELOPMENT PRINCIPLES**

52400E

Antarctic Division

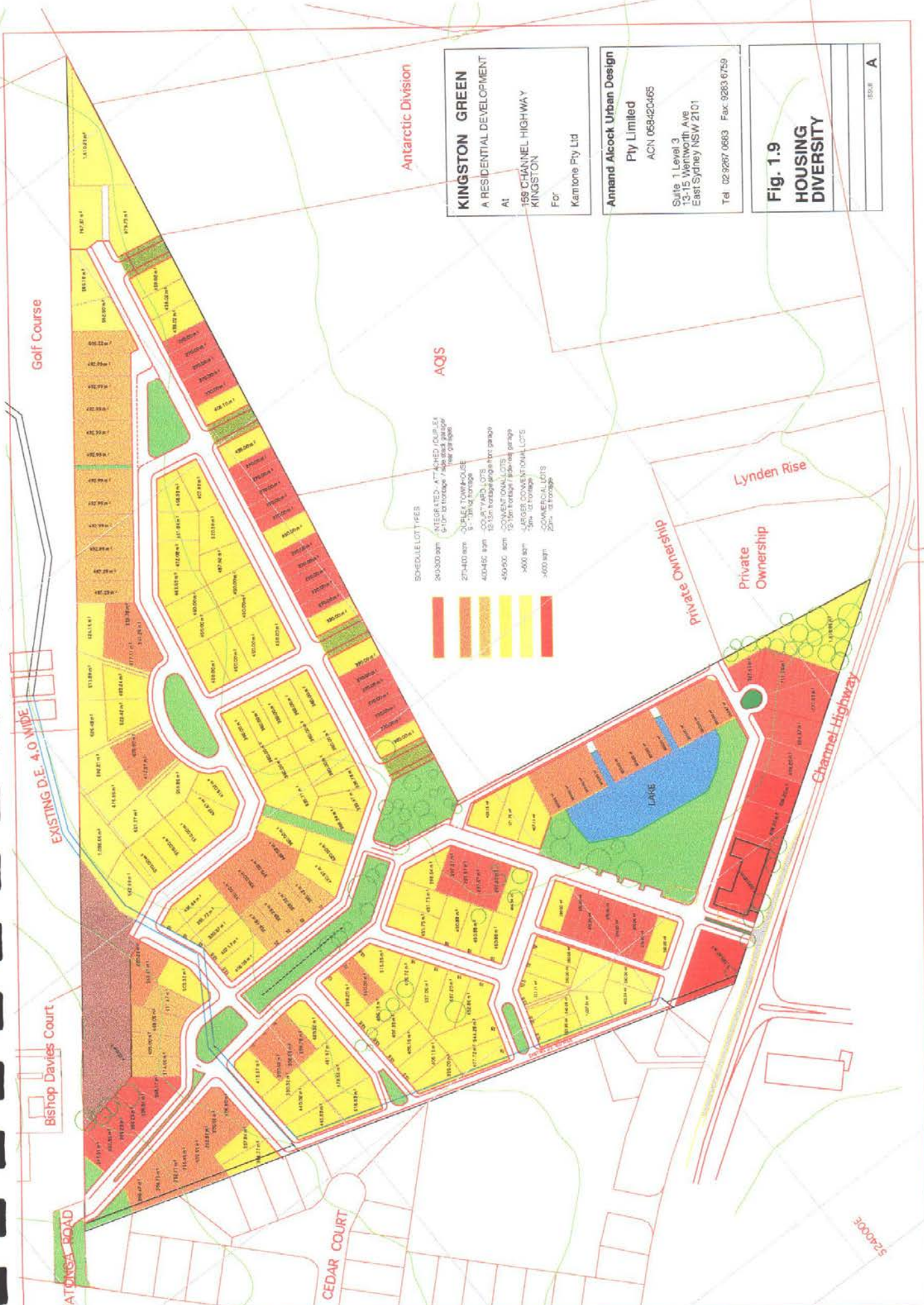
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**Fig. 1.9**  
**HOUSING DIVERSITY**

**AQS**

- SCHEDULE LOT TYPES**
- 240-300 sqm - INTEGRATED "A" TYPED JOINT EX. 6-10m<sup>2</sup> storage / 1.5m<sup>2</sup> car garage
  - 275-400 sqm - DOUBLE TOWNHOUSE 9-13m<sup>2</sup> storage
  - 405-440 sqm - 200-275sqm LOTS 12-15m<sup>2</sup> storage / 1.5m<sup>2</sup> car garage
  - 450-500 sqm - CONVENTIONAL LOTS 12-15m<sup>2</sup> storage / 1.5m<sup>2</sup> car garage
  - >600 sqm - LARGER CONVENTIONAL LOTS 15m<sup>2</sup> storage
  - >600 sqm - CONVENTIONAL LOTS 20m<sup>2</sup> storage



Golf Course

EXISTING D.E. 4.0 WIDE

Bishop Davies Court

PATONGA ROAD

CEDAR COURT

Private Ownership

Lynden Rise

Private Ownership

Channel Highway

52400E

ISSUE A



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## 2. PROPOSED DEVELOPMENT

### 2.1 Description of Proposed Development

#### The Master Plan

This Master Plan Development Application proposes to subdivide the site to create:

- single dwelling lots (cluster houses),
- super lots for integrated housing (containing cluster houses and grouped houses)
- commercial use lots fronting Channel Highway (containing uses of the 'local shop' nature in the main building and professional office/home office in the adjoining duplexes)
- public roads, and public open spaces.

The accompanying Master Plan Fig. 2.1 shows, in its single lot pattern, a total of 202 single dwelling residential lots, 8 single dwelling lots for professional offices, 1 lot for local shops type use and a parcel reserved for use by the adjoining Bishop Davis Court purposes. These numbers are consistent with achieving 15 dwellings per hectare.

\* actually  
Shaw L  
lots.

The single dwelling residential lots can be designed to accommodate conjoined dwellings in the form of duplexes, one and two storey detached dwellings, courtyard houses and townhouses.

The seven single dwelling lots either side of the local shop type building are proposed to accommodate professional type uses (legal, medical etc) on the lower level with residential above. These lots can be designed to accommodate either a duplex type dwelling with separation between each building. Alternatively they can be designed as a continuous form modulated to identify individual dwellings.

The single lot reserved for local shop type uses would have a built form approximating a two storey structure containing a raised corner element to identify the use, emphasise the entry to the estate and to provide an image depicting a community gathering place.

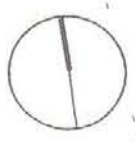
The single lot adjacent the Patonga Road entry shown as 'Residue' is to be sold at a much reduced price to assist the Bishop Davis Court in their good work.

The single lot pattern shown in the master plan can be created at a future date to comply with the requirements of the scheme at that time.



**KINGSTON GREEN**  
Development Master Plan  
Armand Alcock Urban Design  
November 2001

1:1000



ANTARCTIC DIVISION

AXIS

PRIVATE OWNERSHIP

PRIVATE OWNERSHIP

ADJOINING RESIDENTIAL LOTS

MERTONVALE CIRCUIT

CHANNEL HIGHWAY

CEDAR COURT

ADJOINING RESIDENTIAL LOTS

REDWOOD ROAD

BISHOP DAVIS COURT

RESERVE LAND

SEWER EASEMENT

ADJOINING GOLF COURSE

ATONGA ROAD

Bishop Davies Court

EXISTING D.E. 4.0 WIDE

Golf Course

CEDAR COURT

Parcel 1  
3,015 m<sup>2</sup>

Parcel 2  
4,416 m<sup>2</sup>

Parcel 10  
4,502 m<sup>2</sup>

Parcel 11  
4,001.0 m<sup>2</sup>

Block 3  
6,242 m<sup>2</sup>

Parcel 4  
3,570 m<sup>2</sup>

Parcel 5  
2,400 m<sup>2</sup>

Parcel 9  
4,246 m<sup>2</sup>

Parcel 12  
6,169 m<sup>2</sup>

Parcel 6  
1,125 m<sup>2</sup>

Parcel 21  
9,428 m<sup>2</sup>

Parcel 8  
5,078 m<sup>2</sup>

Parcel 13  
5,278 m<sup>2</sup>

Parcel 14  
2,100 m<sup>2</sup>

Parcel 7  
7,953 m<sup>2</sup>

Parcel 19  
4,884 m<sup>2</sup>

Parcel 20  
6,884 m<sup>2</sup>

Parcel 15  
3,975 m<sup>2</sup>

Parcel 18  
4,124 m<sup>2</sup>

Parcel 16  
3,073 m<sup>2</sup>

Parcel 17  
3,503 m<sup>2</sup>

AQIS

Private Ownership  
Private Ownership

Lynden Rise

**KINGBOROUGH COUNCIL**  
 Department Services Department  
**APPROVED / REVISED**

Development Application: **DS:2001-76**  
 Plan Reference No: **10-19-01**  
 Date Received: **21/08**  
 Decision: **21/08**

Antarctic Division

**KINGSTON GREEN**  
 A RESIDENTIAL DEVELOPMENT  
 AI  
 159 CHANNEL HIGHWAY  
 KINGSTON  
 For  
 Karltone Pty Ltd

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**Fig. 2.2**  
**SUBDIVISION**  
**LAYOUT**

ISSUE **A**

S24000E

**Stages**

The proposed stages 1-6 (fig.2.3) will comprise the above stated lots of nominally 300 sqm to 500+ sqm with frontages of 9 to 15m and depths of 22 m to 37 m. The smaller lots are proposed to be subdivided into separate titles following approval of integrated development applications (with approvals in place for a specific design of dwelling) with the dwellings progressively built by established house builders.

Development approval may be sought to erect a series of display homes (stage 1) close to the Patonga Road entry, and sell land and house/ land packages off the plan from those displays. Roads would be constructed on a stage by stage basis, with the main Hilltop Park area being established in the first development stage.



**Fig 2.3 - Proposed Staging**

## Design Guidelines

The majority of the lots proposed in the master plan may be sold as vacant land with strong design guidelines and restrictive covenants to allow a cohesive but wide variety of architect designed and project homes. The project team have successfully developed in the same manner by retaining an advice and approval role prior to house plans being submitted to Council. **This allows for the development of a suburb in a traditional manner without resource to absolute homogeneity of product found in some estates master planned and built by single developers.**


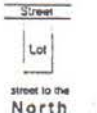

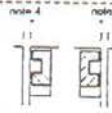

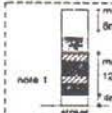
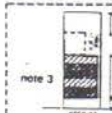
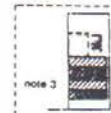
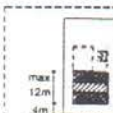
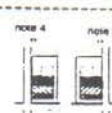


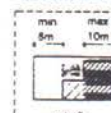
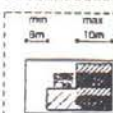
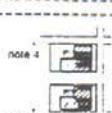

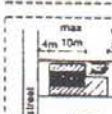


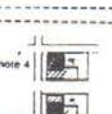

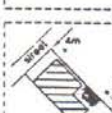
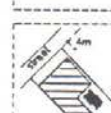
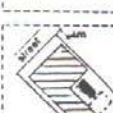
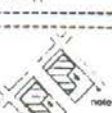


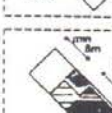


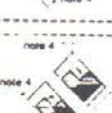




		<h3>House Design Code</h3> <p>Siting, Height and Private Open Space</p>				Stanhope Gardens <small>Peter Arnould and Associates                  ARCHITECTS                  URBAN</small>
Lot Orientation	7.5m (nominal) Lot Width Townhouse	10m-12m Lot Width House	12m-15m Lot Width House	15m-18m Lot Width House	Various Lot Widths Corner House	
	N/A	N/A	N/A			
						
	N/A					
	N/A					
	N/A					
						
<b>Key</b>	 1 storey  2 storeys  Principal Private Open Space (an area of 25m <sup>2</sup> with a minimum dimension of 4m)	 Possible 1 storey element		Note 1: Zero lot permissible to both side boundaries Note 2: Zero lot permissible on the southern boundary Note 3: Zero lot permissible on the rear boundary that maximises the northern orientation of private open space and living areas of the house Note 4: Zero lot permissible to side boundary for townhouses. Other houses, min. side setback to collector road 2.0m, all other streets 1.0m		

Fig 2.4 - Design Guidelines- Sample Only

### Setbacks

Dwelling setbacks are proposed to be 4.5m internally, which will allow the dwellings to project forward of the garage line to reduce garage door dominance. Lots on Channel Highway will have a 9.0 m minimum setback from the road reserve to enable the provision of a sound buffer.

### Access

The proposed road layout comprises of street types considered to be 'local' in nature. The attached street cross sections describe four types of roads the resultant layout providing a high quality, low speed streets for this new urban development. The street system allows for cycle ways across the site (fig.2.6) as well as the ability to cater for public transport access. A probable bus route is indicated on fig.2.6 All road carriageways and footpaths will be dedicated as public roads to allow public pedestrian and cycle access to the proposed public parks. Public pathways will provide safe pedestrian and cycle access throughout the development. A traffic study for the site has been prepared. Refer attachment 'A'.

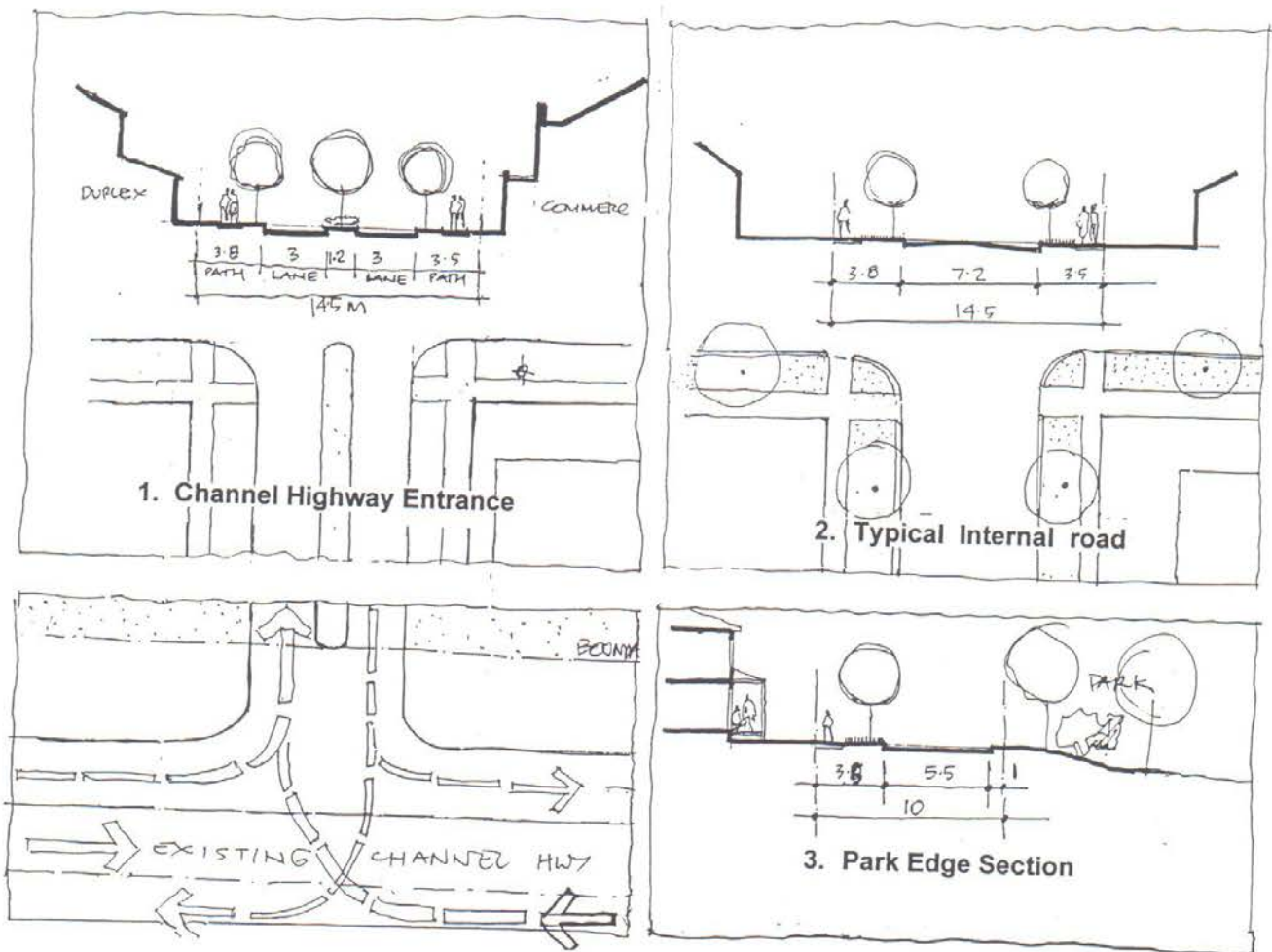
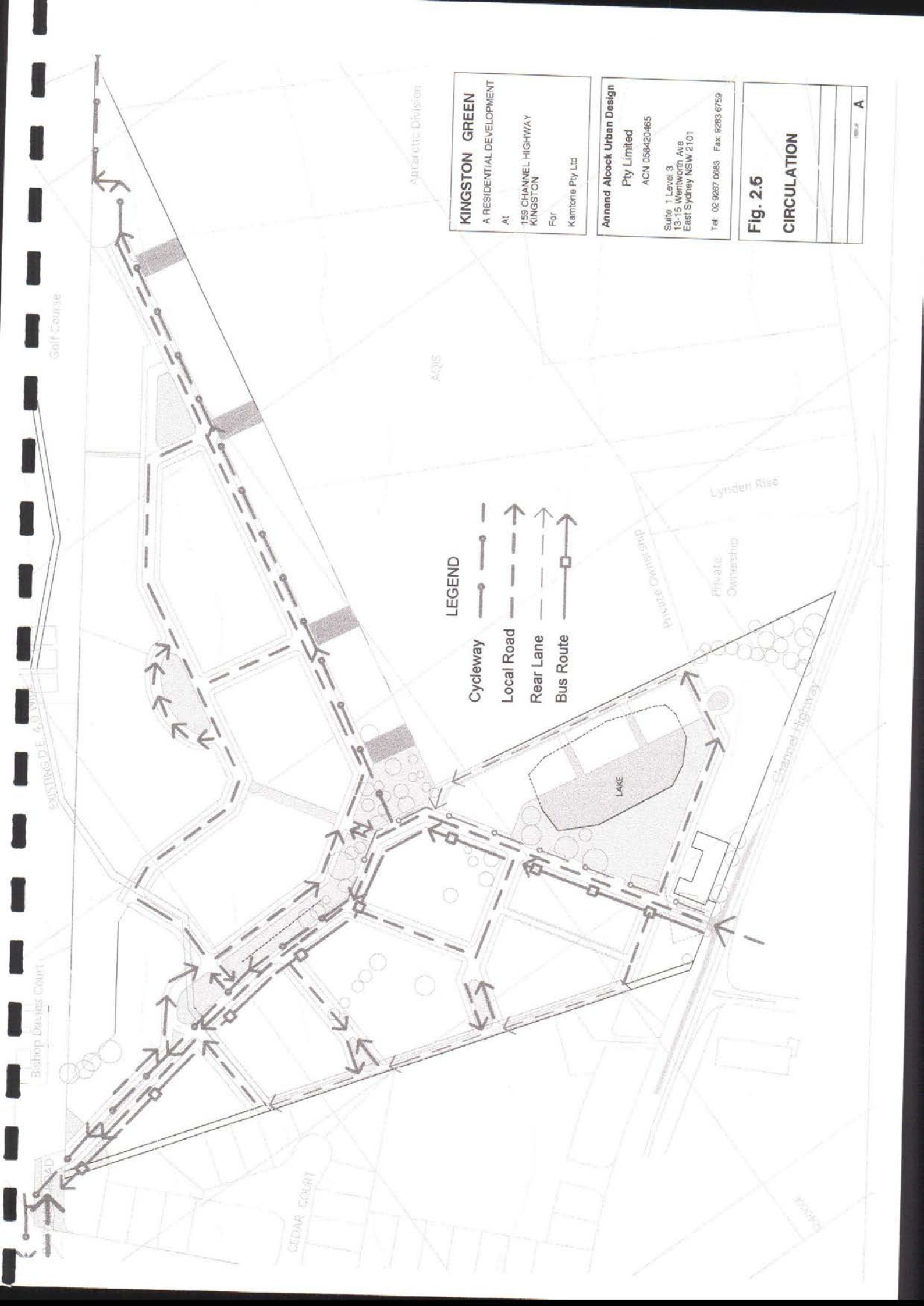


Fig 2.5 - Street Sections



**KINGSTON GREEN**  
 A RESIDENTIAL DEVELOPMENT  
 At  
 159 CHANNEL HIGHWAY  
 KINGSTON  
 For  
 Kamtone Pty Ltd

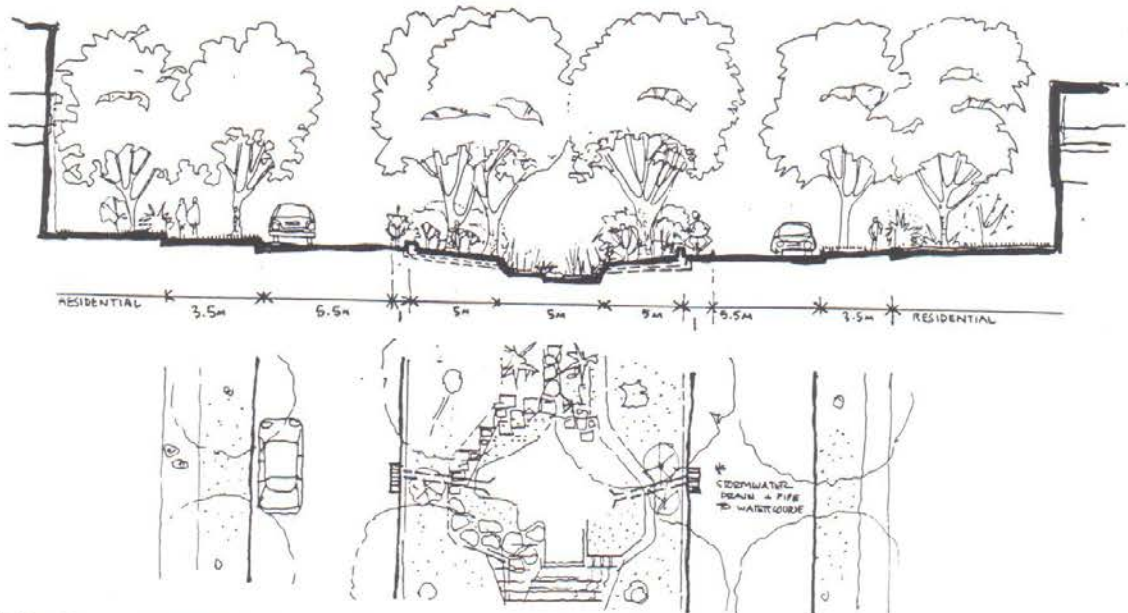
**Annard Alcock Urban Design**  
 Pty Limited  
 ACN 058420465  
 Suite 1 Level 3  
 13-15 Wentworth Ave  
 East Sydney NSW 2101  
 Tel: 02 9287 0683 Fax: 6283 6759

**Fig. 2.6**  
**CIRCULATION**  
 08/04 A

## Open Space

There are six open spaces proposed within the development. Refer fig.2.4. The combined areas of Hilltop Park, Patonga Road entry and the entry to the Hilltop Precinct provides an open space totalling 1660sqm. Stage 2 provides two distinct open space areas. The first is a linear park of approximately 2000sqm which acts as a stormwater collection channel with filtering ponds. The second is the central park of approximately 1800 sqm, and has been located to maximise the retention of the existing mature trees in that location. Stage three provides the largest of open spaces of approx. 7800sqm. It contains a water detention area of up to 3000 sqm. This space would be developed as a neighbourhood park with significant new landscaping and public shelter structures acting as an extension of the local shops / commercial buildings fronting the Channel Highway and acting as the gateway to the estate.

The proposal provides a total of 15,000sqm of open space which represents a generous amount compared to the 5% requirement by the planning scheme.



**Fig 2.7 - Central Spine Section**





Antarctic Division

AQIS

**AREAS SCHEDULE**

	sqm
OS-1	782
OS-2	623
OS-3	1878
OS-4	1700
OS-5	7826
OS-6	924
OS-7	830
OS-8	172
OS-9	240
OS-10	420
<b>TOTAL</b>	<b>15,395</b>

**KINGSTON GREEN**  
 A RESIDENTIAL DEVELOPMENT  
 At  
 155 CHANNEL HIGHWAY  
 KINGSTON  
 For  
 Kamitona Pty Ltd

**Annard Alcock Urban Design**  
 Ply Limited  
 ACN 058420465  
 Suite 1 Level 3  
 13-15 Wentworth Ave  
 East Sydney NSW 2101  
 Tel: 02 9267 0983 Fax: 0293 6759

**Fig. 2.8**  
**OPEN SPACE**

SCALE  
 A

*Not  
 good*

---

## 2.2 Development Strategy

The site is intended to be developed as follows:

- Master Plan development approval for an integrated housing scheme
  - Siteworks and subdivision approval for lots and integrated superlots.
    - Building Guidelines prepared by Annand Alcock Urban Design on behalf of Kamtone P/L (incorporating development controls) for design of lots and superlots to accompany stage 1 development applications.
- This will specify
- Building envelope, height, setbacks
  - Solar courtyards and single storey limitations to reduce overshadowing
  - Retaining walls and site levels
  - Garage location and reduction of garage impact to public domain
  - Front fence / front boundary treatment , decorative side fences, side and rear fences
  - Design parameters for external elements (verandahs balconies, pergolas, porches)
  - Building materials and colour palette – walls, roofs, fascias, gutters, garage doors etc.
  - Building details – windows, doors, other details and building services
  - Front garden landscaping (mandatory)
  - Rear garden landscaping (recommended)
- Guidelines agreed with council
  - Stage 1-5 development applications for individual lots and integrated superlots following review by Kamtone P/L.
  - Development Application approvals and construction certification

The guidelines will aim for a development style derived from the blending of local Huntingfield vernacular and Kingston coastal style. Builders will be required to follow these guidelines to create variety within an overall theme characterised by;

- 1-2 storey buildings
- Consistent roof material and colour
- Coastal feel to buildings – verandahs, pergolas, window hoods on facades with face brickwork, render and lightweight cladding alternatives.

**3.0 ASSESSMENT OF THE PROPOSAL BASED ON THE PLANNING SCHEME OBJECTIVES; THE INTENT OF THE RESIDENTIAL ZONE AND KEY OBJECTIVES COMMON TO THE INTEGRATED URBAN DESIGN APPROACH**

CONSIDERATION	COMMENT
<p><b>3.1 Master Plan for the Site and the Subdivision Layout</b></p> <ul style="list-style-type: none"> <li>▪ Residential lots, Superlots, roads, open spaces and services to be derived after careful consideration of the key objectives listed below.</li> </ul>	<p>See 'Master Plan Layout' which embodies the below listed objectives.</p>
<p><b>OBJECTIVES</b></p> <ul style="list-style-type: none"> <li>▪ To have regard to topographical feature, site character /constraints and features</li> <li>▪ To maximise solar access and microclimatic benefits to residential lots</li> <li>▪ To meeting a range of housing needs and provide housing diversity and choice</li> <li>▪ To facilitate surveillance of public open spaces</li> </ul>	<p>The subdivision layout responds to the topographical conditions of the site by arranging the grid to respond to the slope falling from the north-east to south-west of the site. This results in views to the district, and a site responsive design to minimise landform alteration. The existing stand of mature trees in key locations have been incorporated to create a feature within the development. See 'Development Principles' Fig 1.7</p> <p>Lots are oriented to maximise solar gain. Benefits are further maximised by combining orientation with house designs which will incorporate best solar design principles and in some cases compensate less well oriented lots. (Refer Master Plan)</p> <p>The plan provides a range of housing opportunities from attached housing on integrated lots, small lot housing/duplexes, courtyard housing on lots between 300m<sup>2</sup>-400+m<sup>2</sup> conventional houses on lots between 450m<sup>2</sup>-500+m<sup>2</sup>, and large conventional lots above 500m<sup>2</sup>. See 'Housing Mix' Fig.1.9</p> <p>Public open spaces have been designed with edge roads and houses overlooking them. There are generally free of front access garages to allow for maximum house frontage to park areas, and houses are intended to have front verandahs to overlook the public domain.</p>

<ul style="list-style-type: none"> <li>▪ To encourage non-motorised modes of transport and accessibility within the development</li>   <li>▪ To develop and maintain an ecologically sustainable environment, reduce use of fossil fuel and encourage use of renewable energy</li> </ul>	<p>The layout creates a permeable grid of street and spaces which will facilitate walking and cycling both within the development and connecting to other sector and facilities in Kingston</p> <p>The layout follows principles of passive solar design, and the subsequent residential buildings will be designed to achieve good solar access to living areas and principal private open spaces.</p>
<b>3.2 Storm Water Management</b>	
<p>Water management report to be prepared</p> <ul style="list-style-type: none"> <li>▪ To ensure that development is designed to minimise the risk posed by flood</li> <li>▪ To address Filling of flood prone land</li> </ul>	<p>See report by Phil O'Halloran and Associates.</p> <p>Filling of area in south-east corner of site will be conducted using on site fill.</p>
<b>3.3 Pedestrian and Cyclist Network</b>	
<p>To provide a unified off-road pedestrian and cyclist network throughout the site for transport and recreation.</p>	<p>The cycleway is shown in 'Circulation Plan'.</p>
<b>3.4 The Road System</b>	
<ul style="list-style-type: none"> <li>▪ To give safety to all users To create safe, convenient, direct access To encourage walking &amp; cycling</li> <li>▪ To provide a range of traffic / transport routes</li> </ul>	<p>See Fig.1.8 Circulation Plan</p> <p>The streets shown have been designed to provide:</p> <ul style="list-style-type: none"> <li>▪ Low speed traffic calmed outcome</li> <li>▪ High degree of connectivity</li> <li>▪ Appropriate level of on street parking for a 15 dw/ha environment</li> <li>▪ Surface detailing to promote pedestrian priority at key places, particularly around open space.</li> <li>▪ Short 'leg-lengths' (gaps between intersections) to discourage speeding over 40km/hr on streets within the sector – and with a turning geometry roads will encourage low speed driving behaviour</li> </ul> <p>Street carriageways are typically 7.2m (14.5m reserve), which is extensively used as a roadway dimension in traditional Australian suburbs and compares favourably in traffic speed and accident results with more recent suburban roads where cars dominate.</p>

<ul style="list-style-type: none"> <li>To ensure that the proposed subdivision is not likely to significantly increase traffic movements, create traffic management problems or cause access problems for pedestrians.</li> </ul>	<p>Refer to traffic / transport report covering issues relating to vehicles movement, site entries and road details</p> <p>The streets are all considered to be 'local' in nature and designed to produce high quality low speed streets in this new urban development.</p>
<p><b>3.5 Public Recreation / Open Space</b></p>	
<ul style="list-style-type: none"> <li>To meet the needs of the incoming population</li> <li>To provide safe and suitable park setting and multiple uses of the reserves to enable a wide variety of recreational opportunities to be accommodated.</li> <li>To conserve remnant bushland</li> </ul>	<p>See 'Open Space Plan'</p> <p>The open space provided within the development amounts to over 10% as compared to a requirement for a 5% This includes a neighbourhood park which will incorporate local open space, play equipment, bushland retention, and gazebo/shade structures for casual sitting.</p> <p>Existing mature tree stand within the site is to be retained and enhanced. Existing bushland east of the existing dam is to be retained and enhanced</p>
<p><b>3.6 Utilities and Service</b></p>	
<ul style="list-style-type: none"> <li>All services to be provided underground</li> <li>Common trenching encouraged</li> </ul>	<p>All services (with the exception of part stormwater) to be provided underground See Site analysis 1.4 Common trenching will be encouraged</p>
<p><b>3.7 Natural Environment</b></p>	
<ul style="list-style-type: none"> <li>To retain regenerate and promote planting of local indigenous trees, shrubs and groundcover</li> <li>To increase canopy cover, habitat value and landscape character</li> </ul>	<p>See 'Master Plan' See 'Site analysis plan' The landscape plan will be prepared designed to meet the objectives expressed</p>
<p><b>3.8 Provision of Infrastructure</b></p>	
<ul style="list-style-type: none"> <li>Site services to be provided prior any development proceeding.</li> </ul>	<p>Site service can be provided progressively as development is implemented. See 'Service/Infrastructure' Plan</p>
<p><b>3.9 Ecologically Sustainable Development</b></p>	<p>Objectives and controls can be achieved as described above</p>

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**Attachment 4.1 –Water Management**

cleared abandoned market garden → principally virgin bushland/pine plantation\*

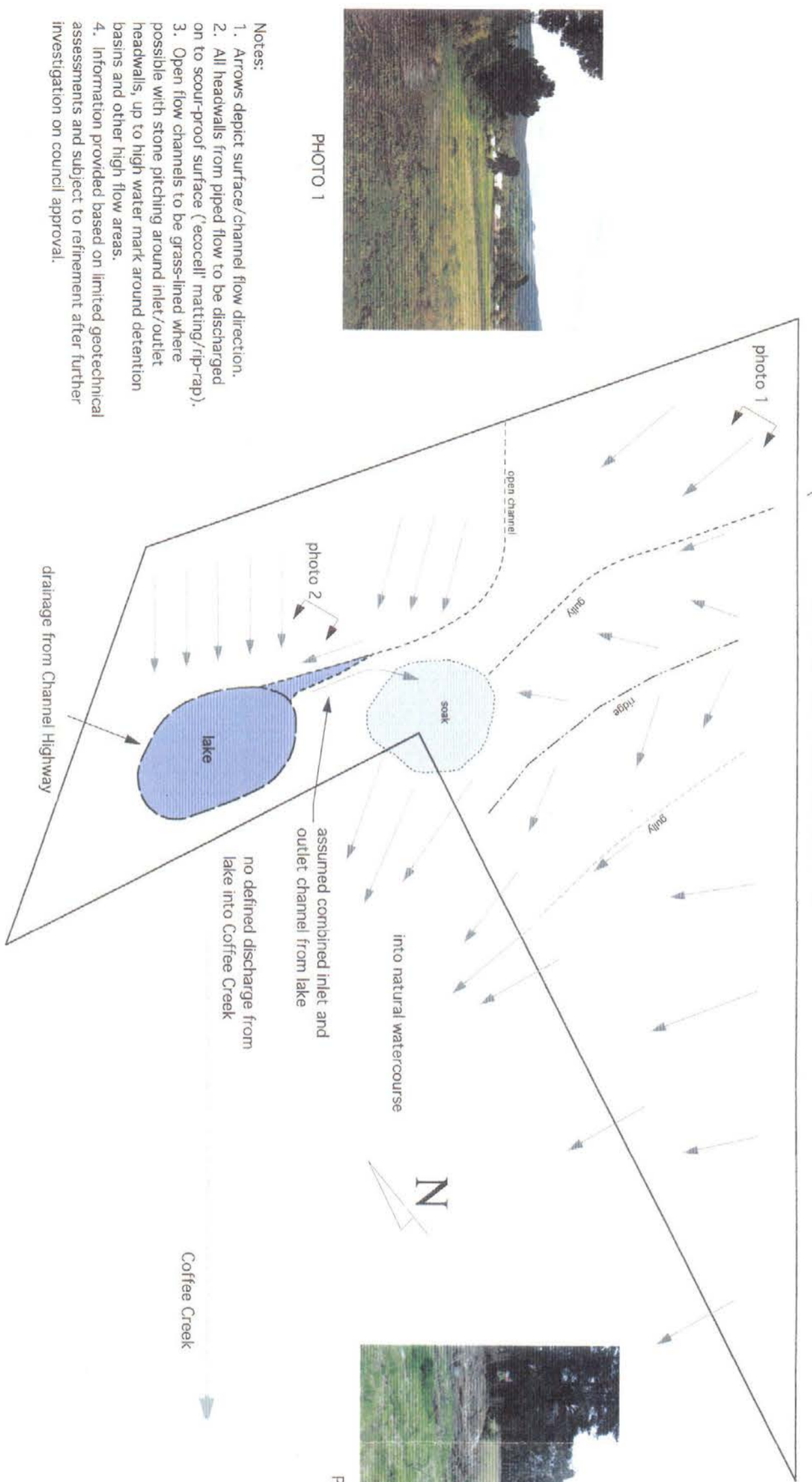


PHOTO 1

PHOTO 2

- Notes:
1. Arrows depict surface/channel flow direction.
  2. All headwalls from piped flow to be discharged on to scour-proof surface ('ecocell' matting/rip-rap).
  3. Open flow channels to be grass-lined where possible with stone pitching around inlet/outlet headwalls, up to high water mark around detention basins and other high flow areas.
  4. Information provided based on limited geotechnical assessments and subject to refinement after further investigation on council approval.

\*Refer to Master Plan (annard Alcock Urban Design) for further details.

# STORMWATER MANAGEMENT PLAN

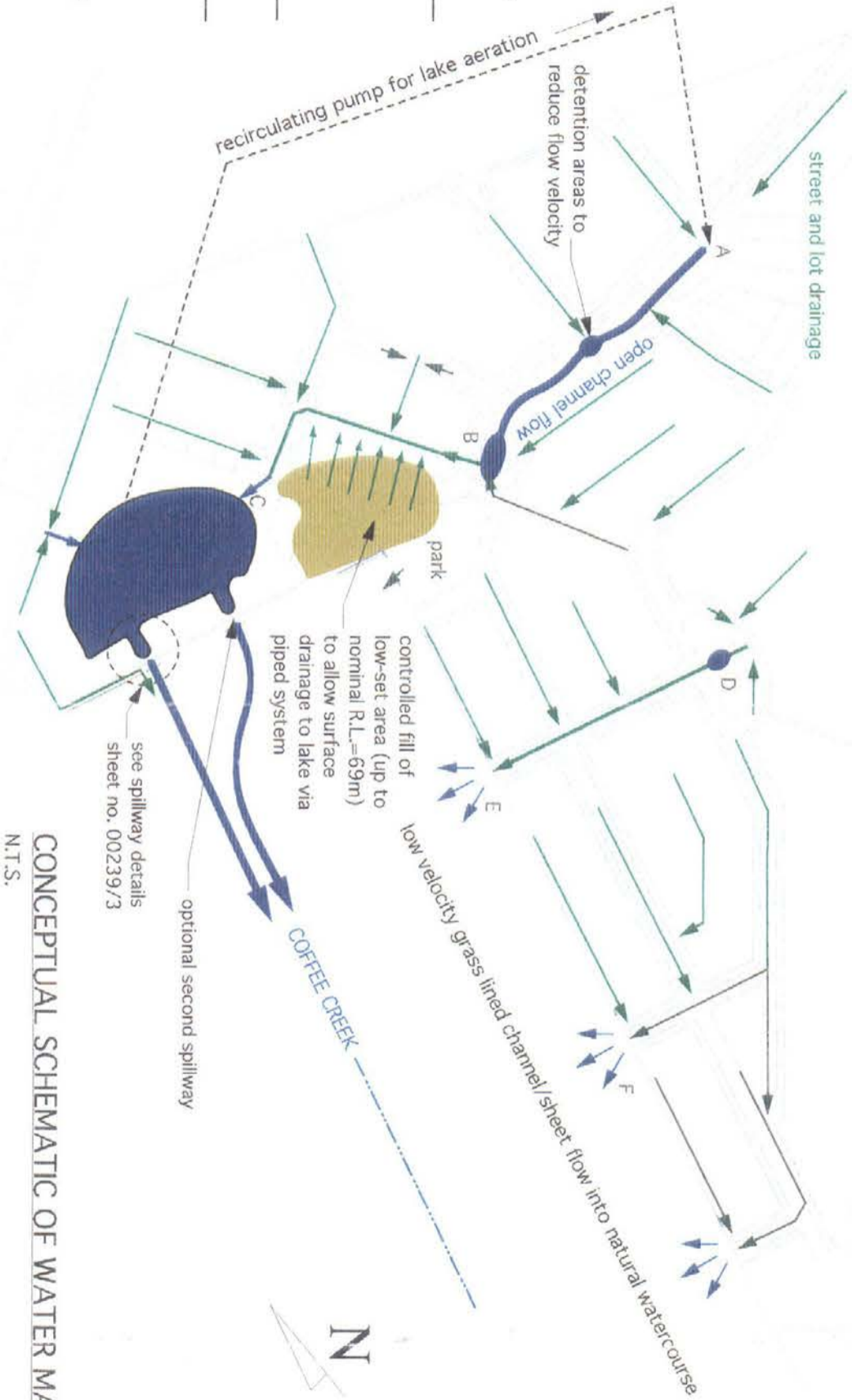
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REV	DETAILS	2	DATE	3	4	5	6	7	8		

Position	Estimated peak flows* (cumulative) (litres/sec)
A	100
B	170
C	270
E	120
F	110

\* Figures calculated using the rational method with ARI of 25 years with an initial pump flow assumption of 20l/s prior to the onset of the storm flow

Notes:

- All lot drainage directly into underground pipes (no kerb connections).
- Calculations of estimated peak flows exclude external inflows such as subterranean springs, significant illegal drainage across boundaries or future discharges from the Channel Highway road and reserve



CONCEPTUAL SCHEMATIC OF WATER MANAGEMENT PLAN  
N.T.S.

see spillway details  
sheet no. 00239/3

optional second spillway

COFFEE CREEK

N

DRAWING REVISION

REV	DETAILS	DATE

**Phil O'Halloran & Associates**  
Incorporating the practice of J. E. Collier Pty. Ltd.  
**CIVIL AND STRUCTURAL ENGINEERS**  
P.O. Box 121 South Hobart Tas 7004 Ph 62 240511 Fax 62 248748

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159 Channel Highway  
Kingston  
Hobart

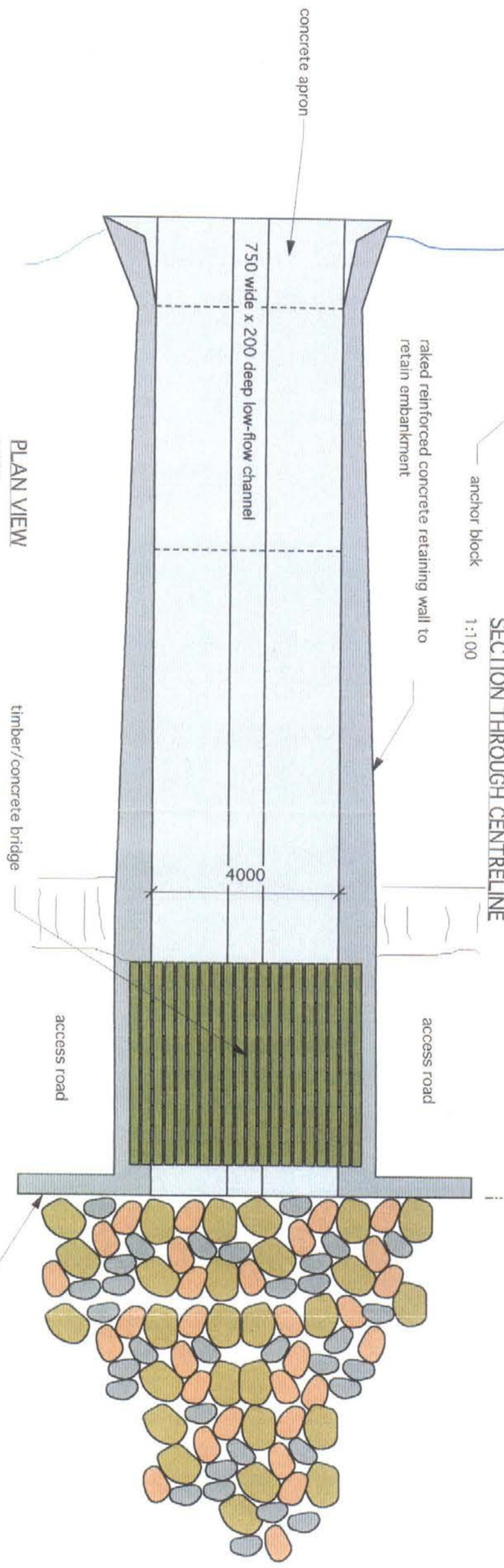
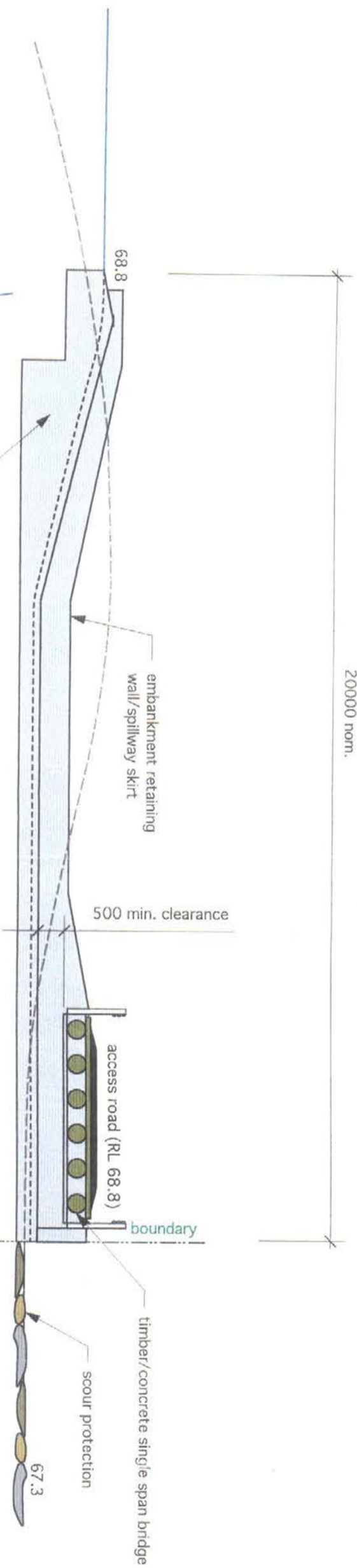
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STORMWATER DRAINAGE PATHS

drawing title	drawn	approved	revision
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scale			
date	5/12/01		
drawing number	00239/2		

Check  
with  
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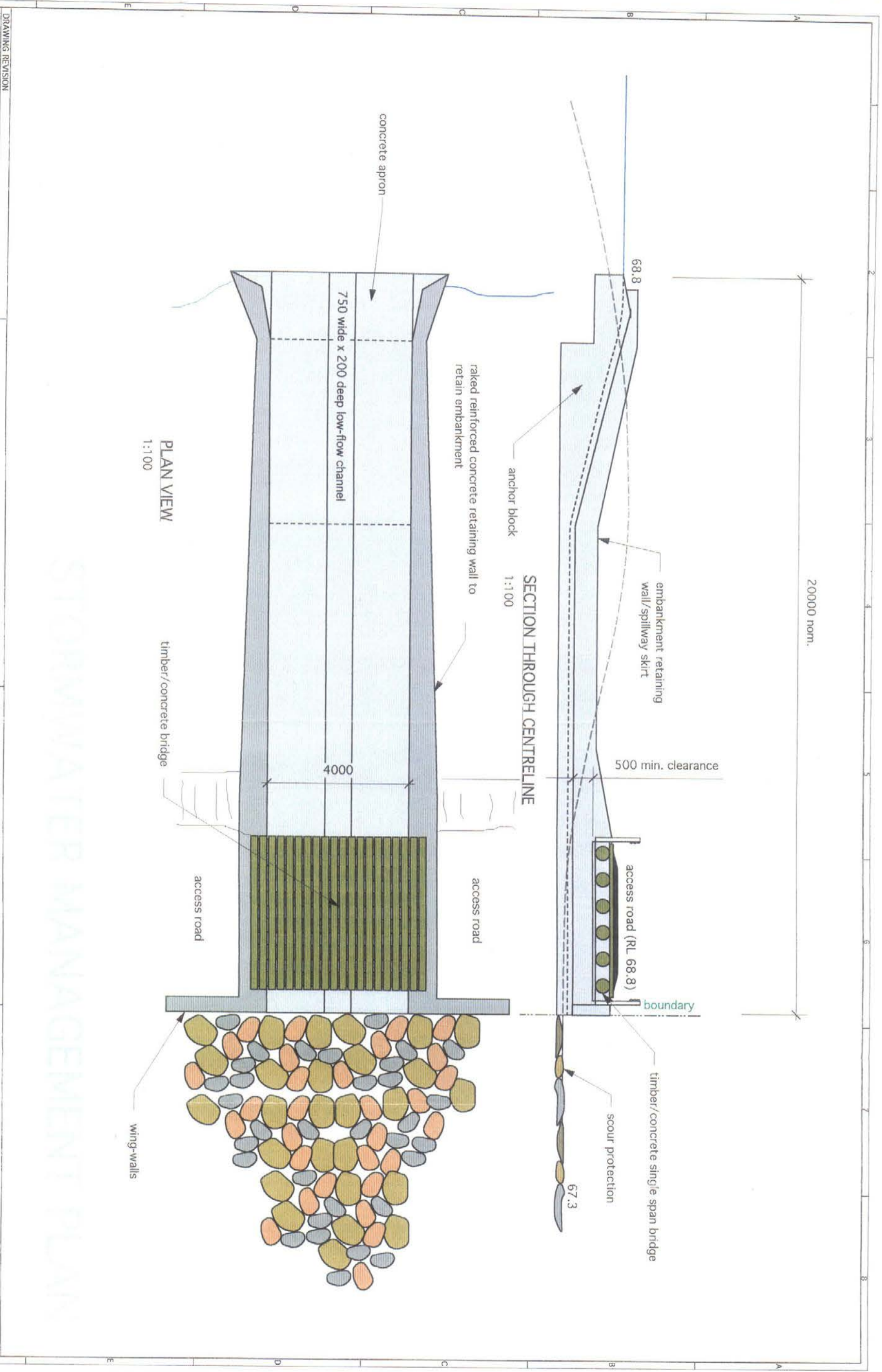


20000 nom.



PLAN VIEW  
1:100

SECTION THROUGH CENTRELINE  
1:100



REV	DETAILS	DATE

DRAWING REVISION

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**'KINGSTON GREEN' SUBDIVISION**  
 159 Channel Highway  
 Kingston  
 Hobart

**LAKE OVERFLOW SPILLWAY**  
**CONCEPT DETAILS**

drawing title  
 scale 1:100  
 date 5/12/01

drawn M.O'H.  
 approved P.O'H.  
 drawing number 00239/3  
 revision

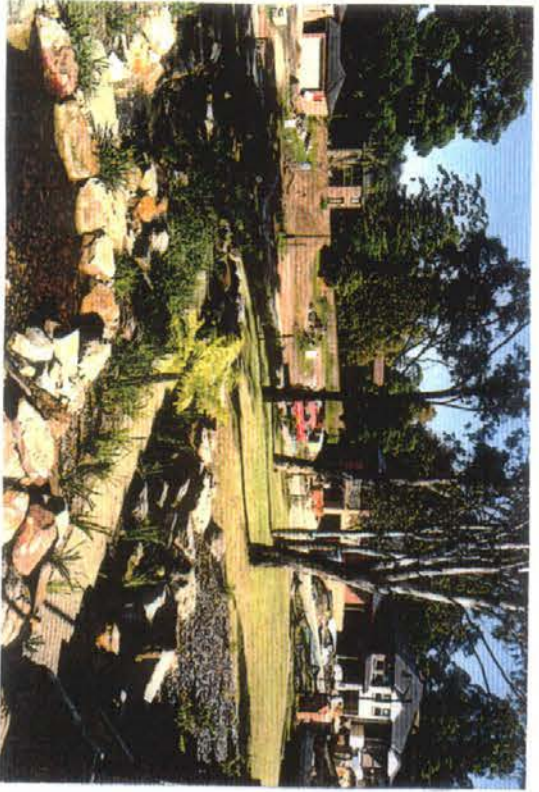
STORMWATER MANAGEMENT PLAN

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**Attachment 4.2 -Traffic Assessment Report**

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**Attachment 4.3 –Images and House Types**

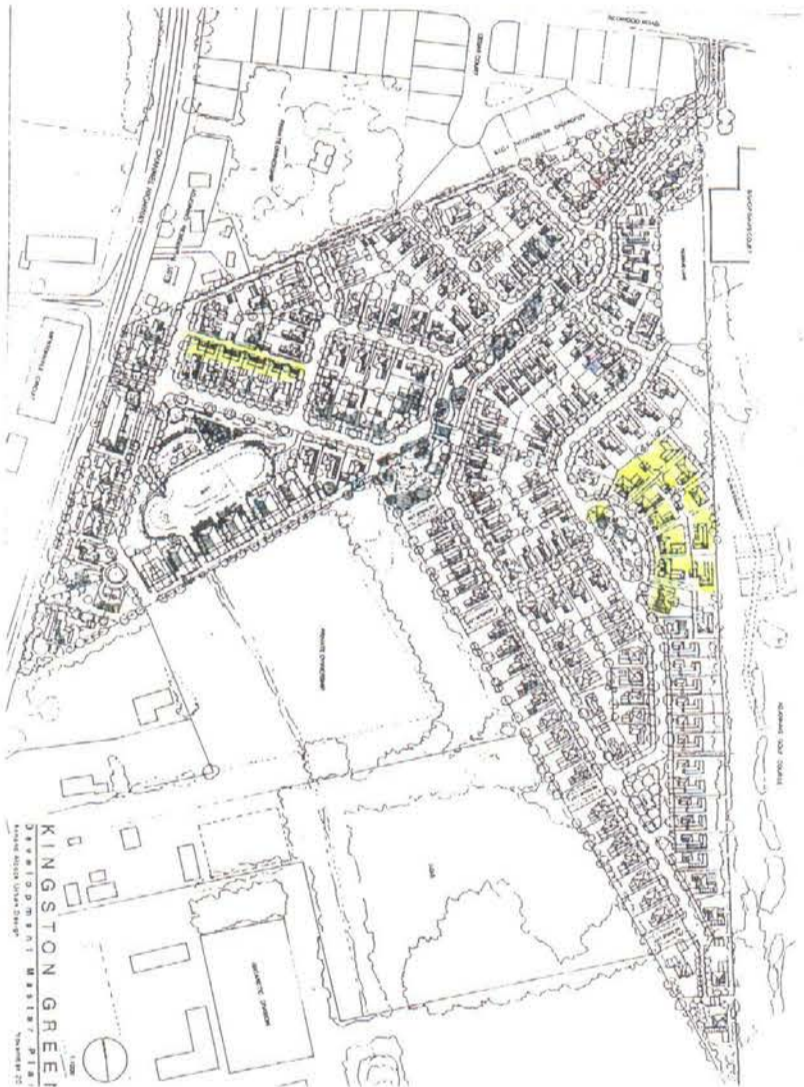
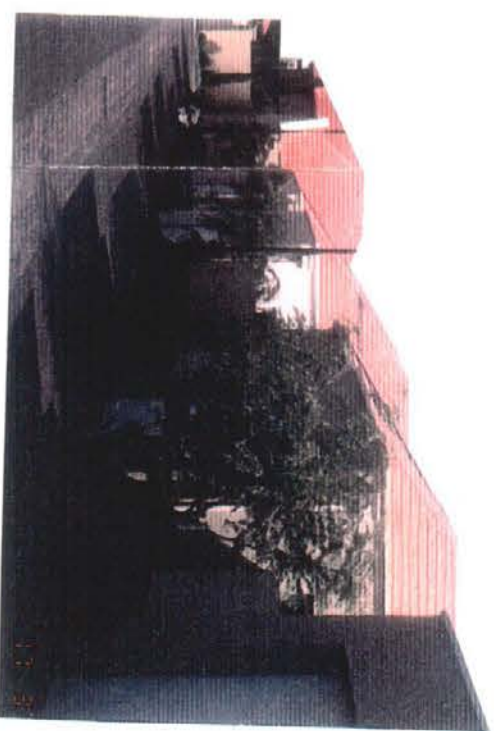


# Kingston Green

INDICATIVE ONLY  
PARK AREAS

MASTER PLAN IMAGES  
Annand Alcock Urban Design





# Kingston Green

INDICATIVE ONLY  
CAR COURT / LANEWAY

MASTER PLAN IMAGES  
Annand Alcock Urban Design



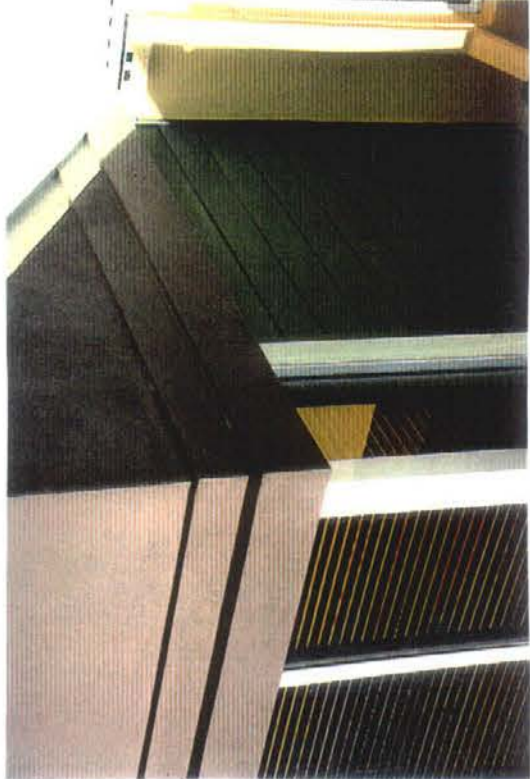
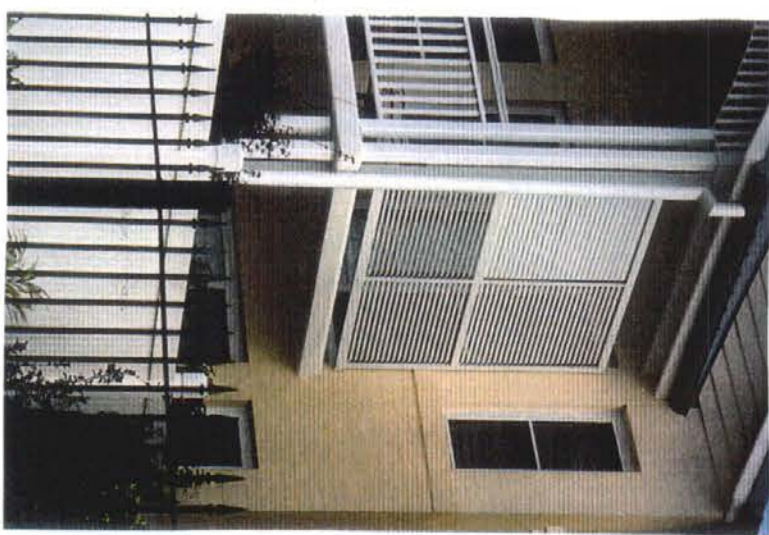


# Kingston Green

INDICATIVE ONLY  
LARGER LOTS

MASTER PLAN IMAGES  
Annand Alcock Urban Design



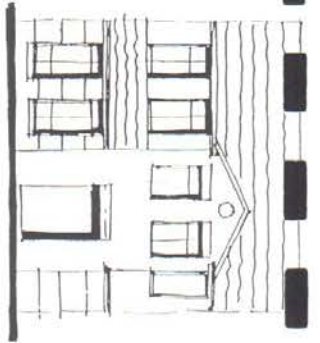


# Kingston Green

INDICATIVE ONLY  
SMALL / MEDIUM LOTS

MASTER PLAN IMAGES  
Anmand Alcock Urban Design

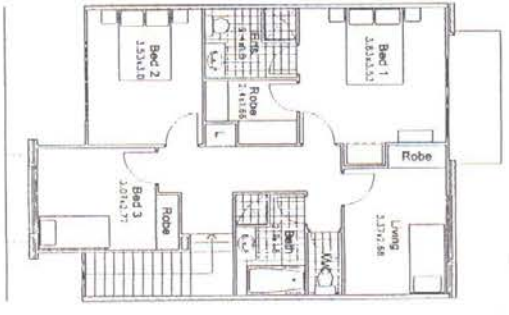




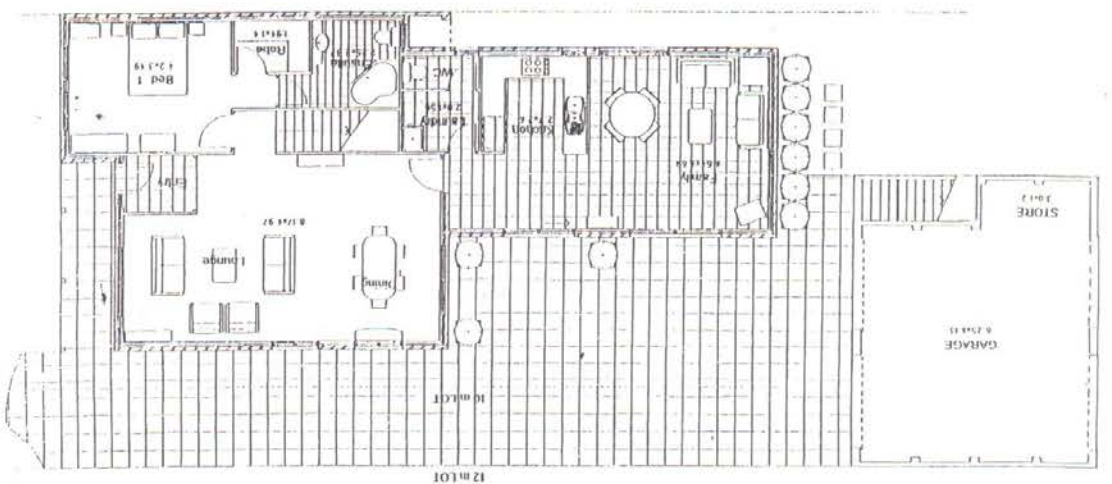
Front Elevation



Ground Floor Plan



First Floor Plan



10m Frontage



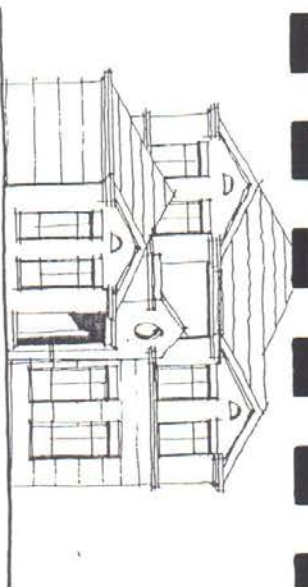
**KINGSTON GREEN**

**HOUSING TYPE**

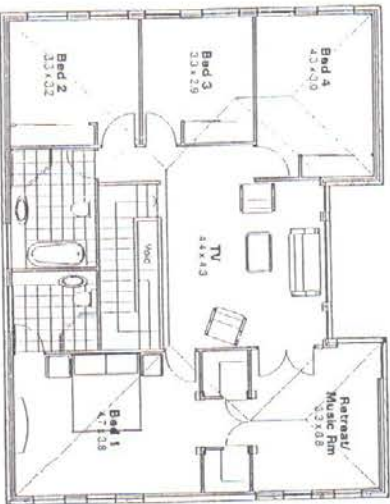
ANNAND ALCOCK URBAN DESIGN ( 02) 9267 0683

8m Frontage

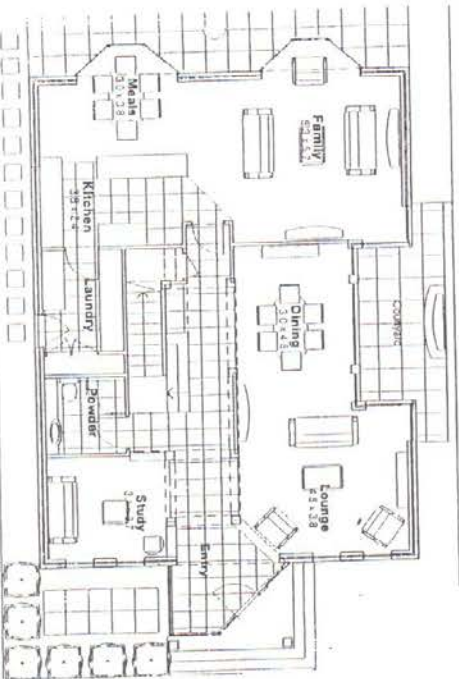




Front Elevation

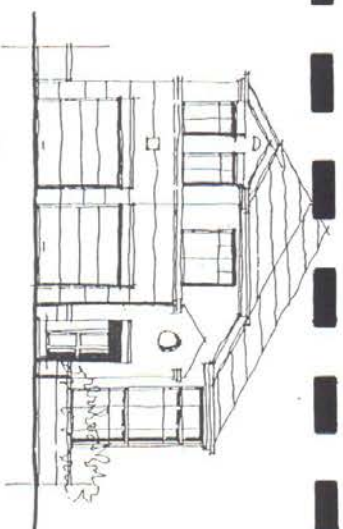


First Floor Plan



Ground Floor Plan

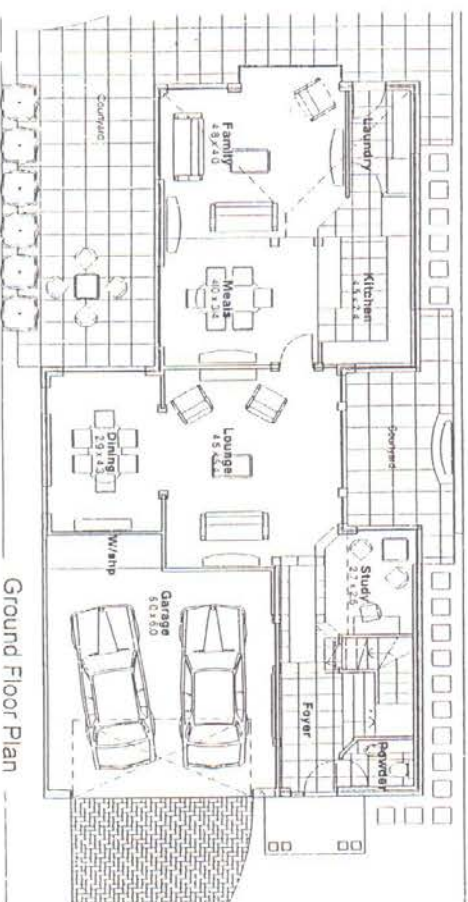
12m Frontage



Front Elevation



First Floor Plan



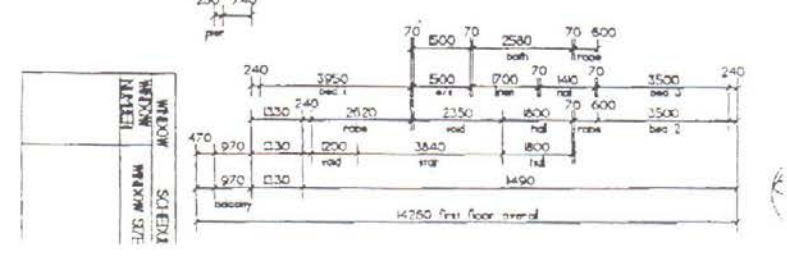
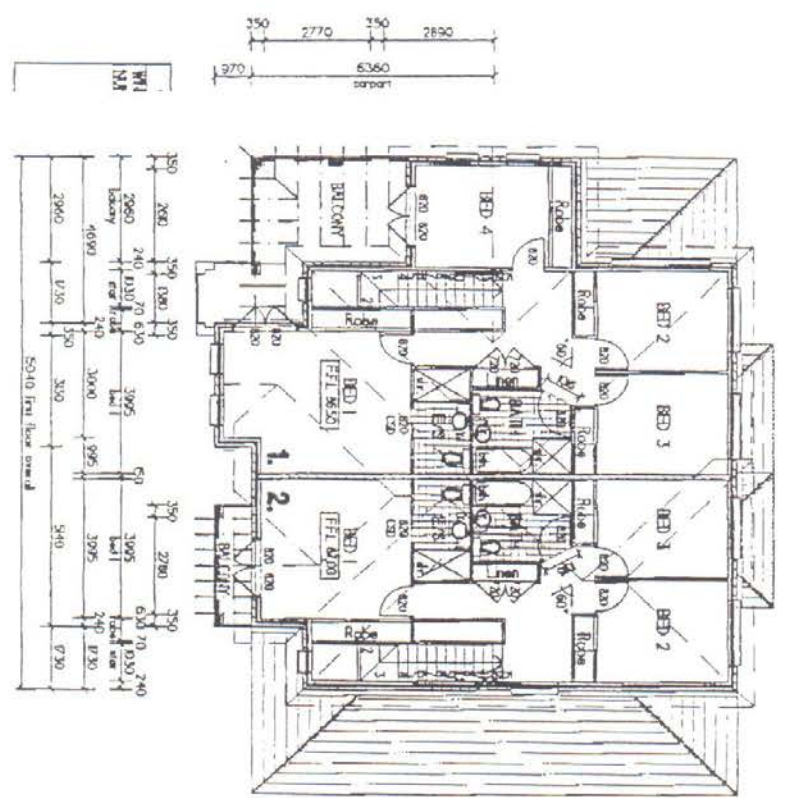
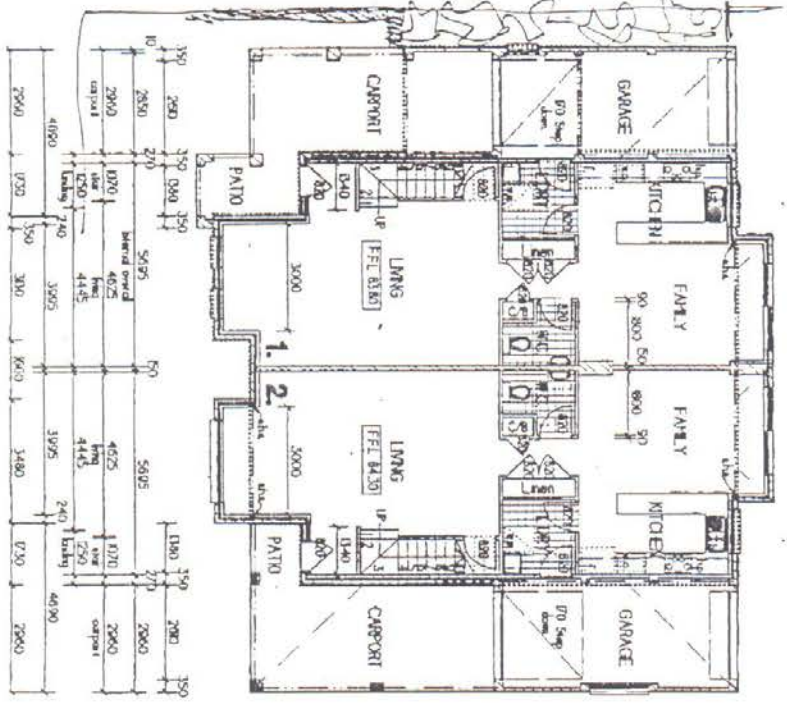
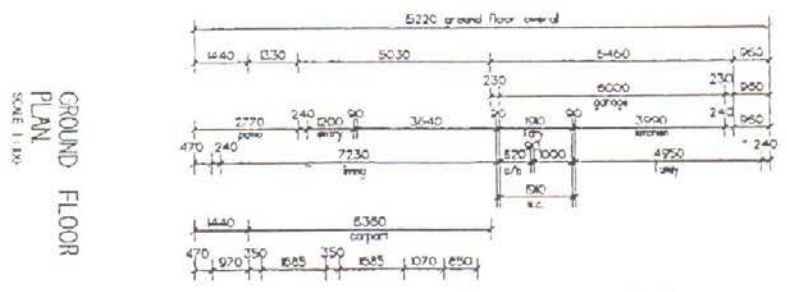
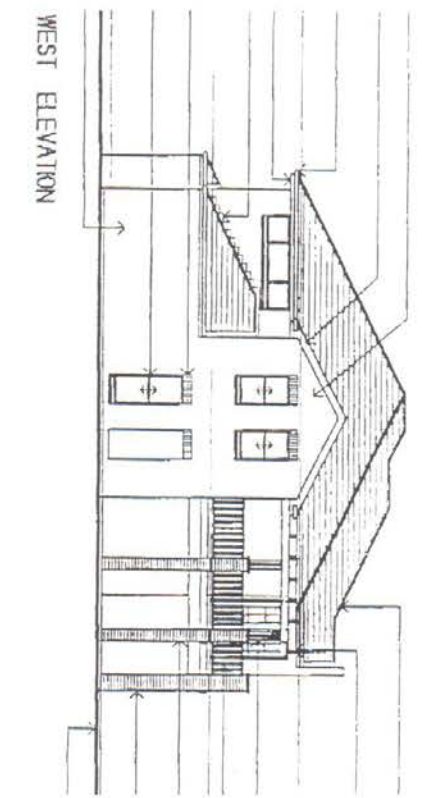
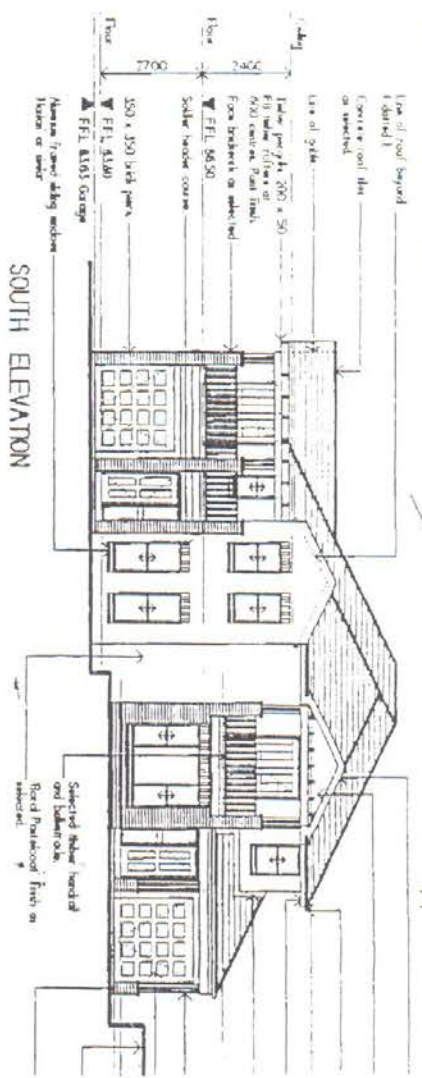
Ground Floor Plan

15m Frontage

KINGSTON GREEN

HOUSING TYPE

ANNAND ALCOCK URBAN DESIGN (02) 9267 0683

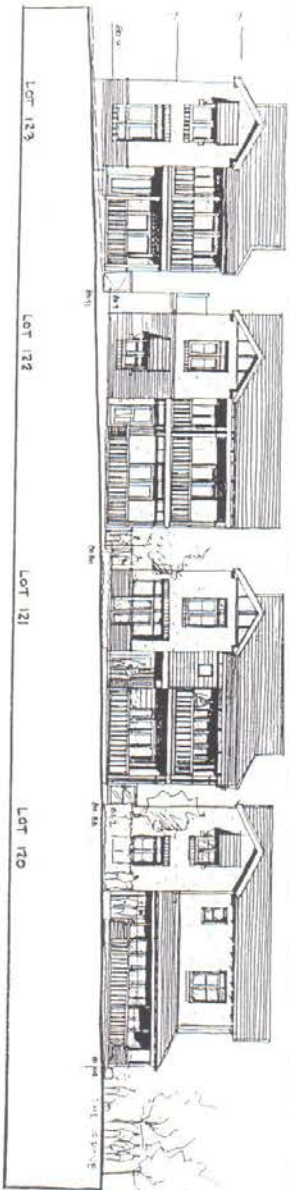


10m Frontage

KINGSTON GREEN

HOUSING TYPE  
ANNAND ALCOCK URBAN DESIGN (02) 9267 0683

GROUND FLOOR  
PLAN  
SCALE 1:100



HUNTERFORD AT OATLANDS  
OPTION 2 - BROWNSIONS



HUNTERFORD AT OATLANDS  
HOUSE DESIGNS - LOTS 120 TO 123  
OPTION 1  
GROUND FLOOR PLAN  
Scale 2000  
Annand Alcock Urban Design



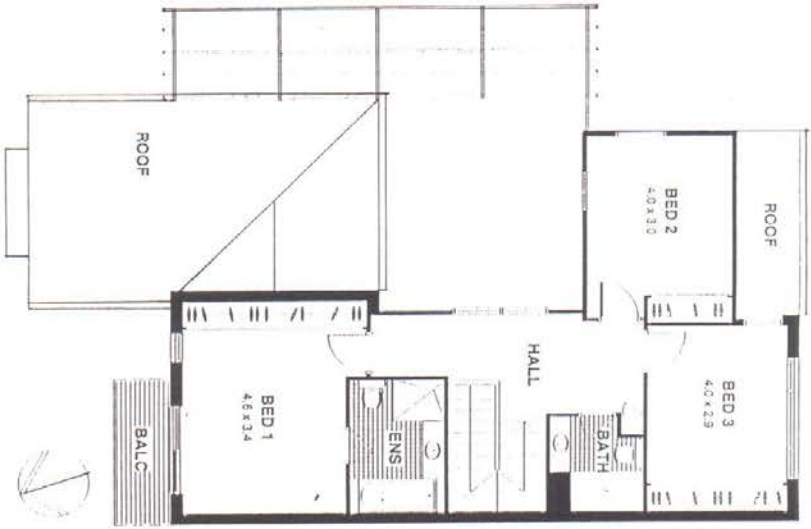
HUNTERFORD AT OATLANDS  
HOUSE DESIGNS - LOTS 120 TO 123  
OPTION 1  
FIRST FLOOR PLAN  
Scale 2000  
Annand Alcock Urban Design

12m Frontage

# KINGSTON GREEN

HOUSING TYPE

ANNAND ALCOCK URBAN DESIGN (02) 9267 0663



10m Frontage

**KINGSTON GREEN**

HOUSING TYPE

ANNAND ALCOCK URBAN DESIGN ( 02 ) 9267 0683

GROUND FLOOR





# Kingston Green

## A Vision

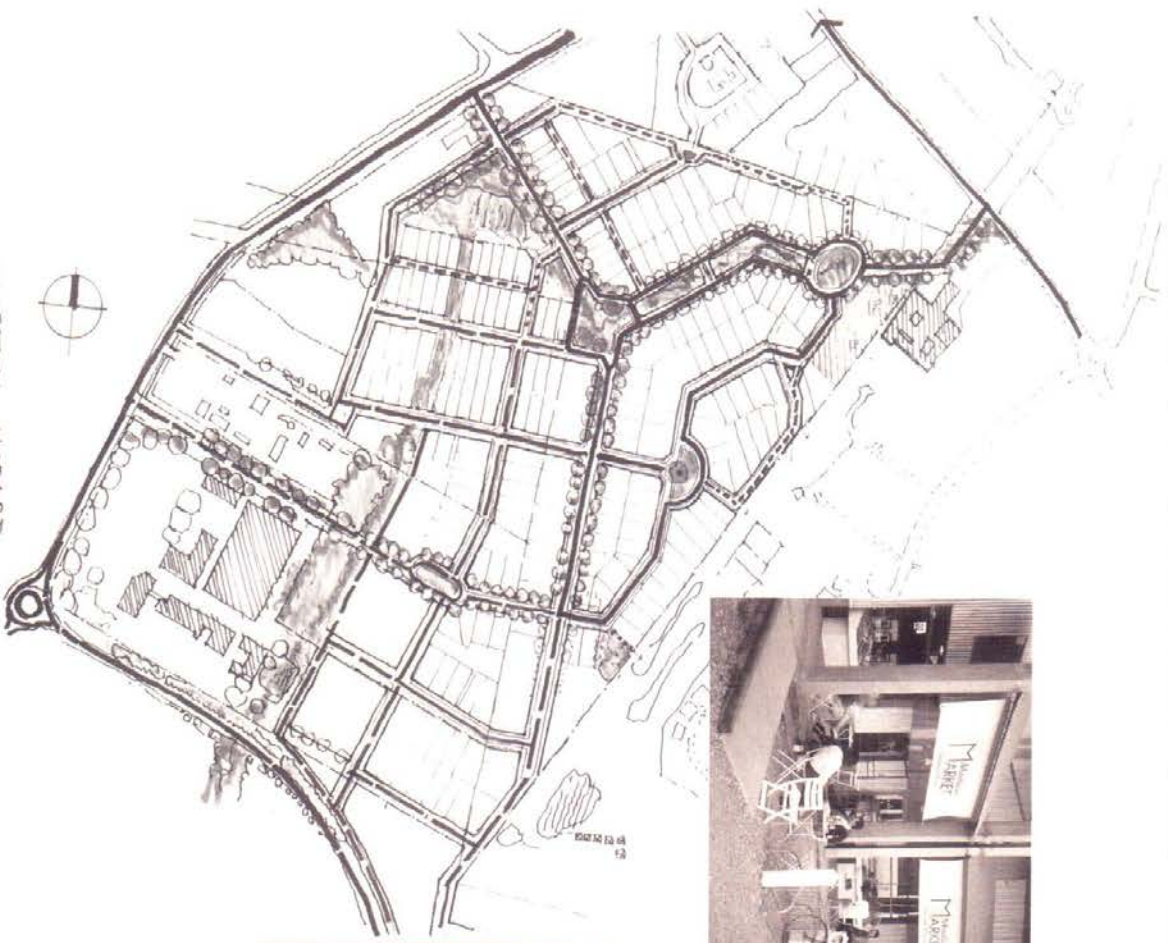
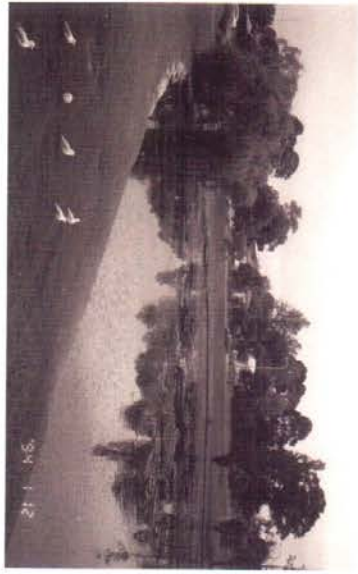


# Master Plan

Kingston Green - Tasmania

## Vision Statement

Kingston Green provides an exemplary residential community enjoying the wonderful environment and amenity of natural streetscape, parks and man made ponds. Kingston Green provides a diversity of housing product from traditional cottages, through small lot housing, town housing, duplex and apartments. It provides a variety of experience with a high level of pedestrian access including parks, water and street landscaping. It includes an appropriately scaled commercial component containing a community based local shop.



KINGSTON, HODART  
Concept Plan 1:4000 @ A4

# Place Making

Kingston Green - Tasmania

- Front buildings on to public domain
- Enclose public spaces with appropriately scaled buildings
- Create sequences of spaces and places (central park to intimate waterfront plazas and small parks)
- Enclose the water bodies as well as parks



Streets with houses facing front



Front fences promote conversations



Local retail facility as meeting place



Place defining structures and to create focus



Water bodies enclosed by development

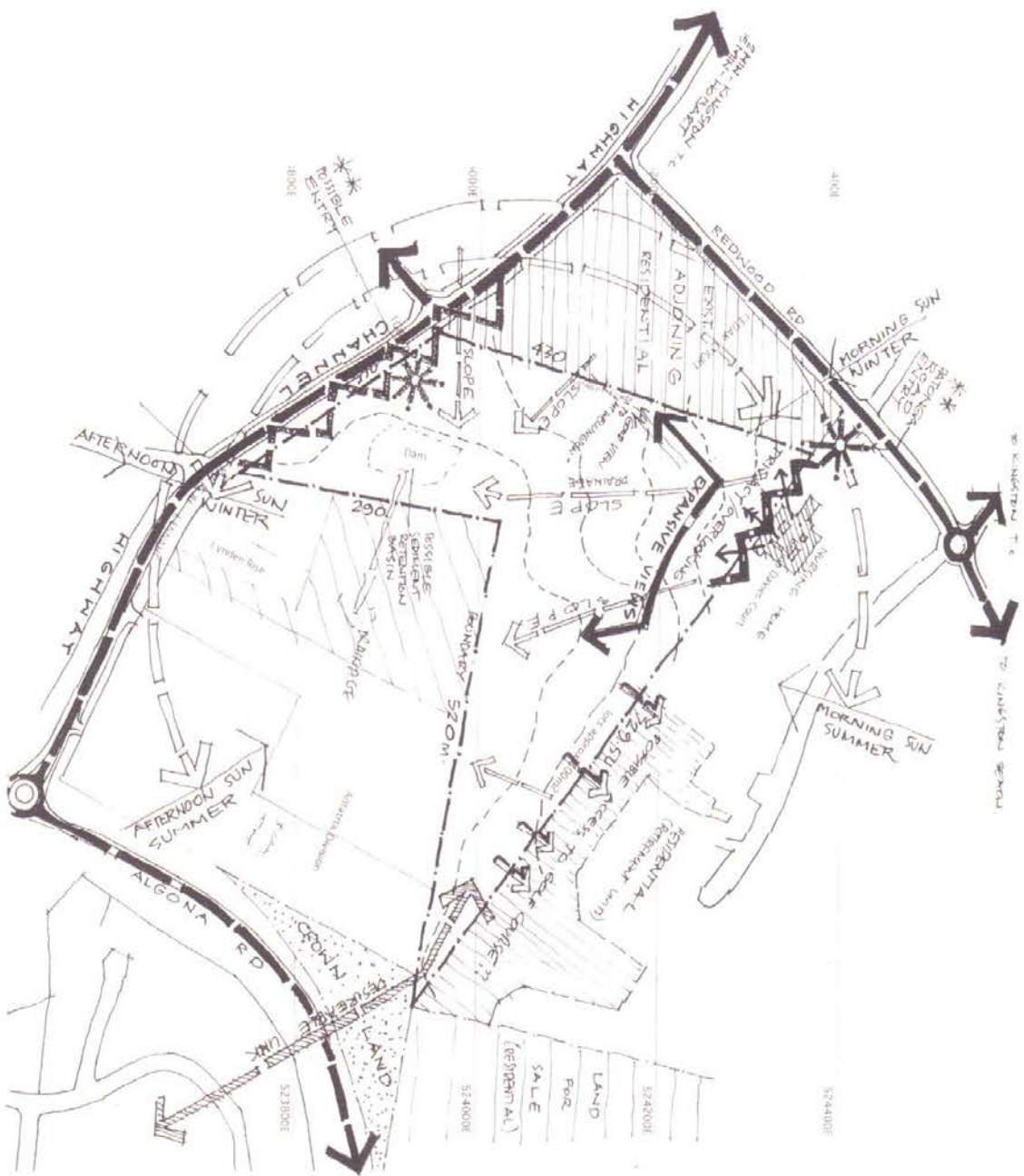


Enclosed internal parks



# Design Principles

Kingston Green - Tasmania



## Design Principles

Kingston Green is based on principles of community and sustainability, stressing values of physical, social and environmental amenity. The major design principles embodied in the master plan are explained over the following pages. They include:

- Creating strong and stimulating site entries
- A strong sense of place making
- A clear urban structure
- Connective streets and paths allowing easy and safe circulation
- General public access to areas of waterfront amenity
- Creation of a diverse housing mix
- Creation of a small waterfront retail focus
- Location of higher densities in areas of high environmental amenity (water views, around small park, etc)
- Ensuring excellent solar access to all dwellings
- Providing an interconnected network of public parks, places and spaces
- Providing for a mix of residential densities and generous levels of open space
- Providing a strong underlying environmental ethic in terms of sustainable development
- Optimising views and visual pleasure from private and public views.

# Linked open Space Network

Kingston Green - Tasmania

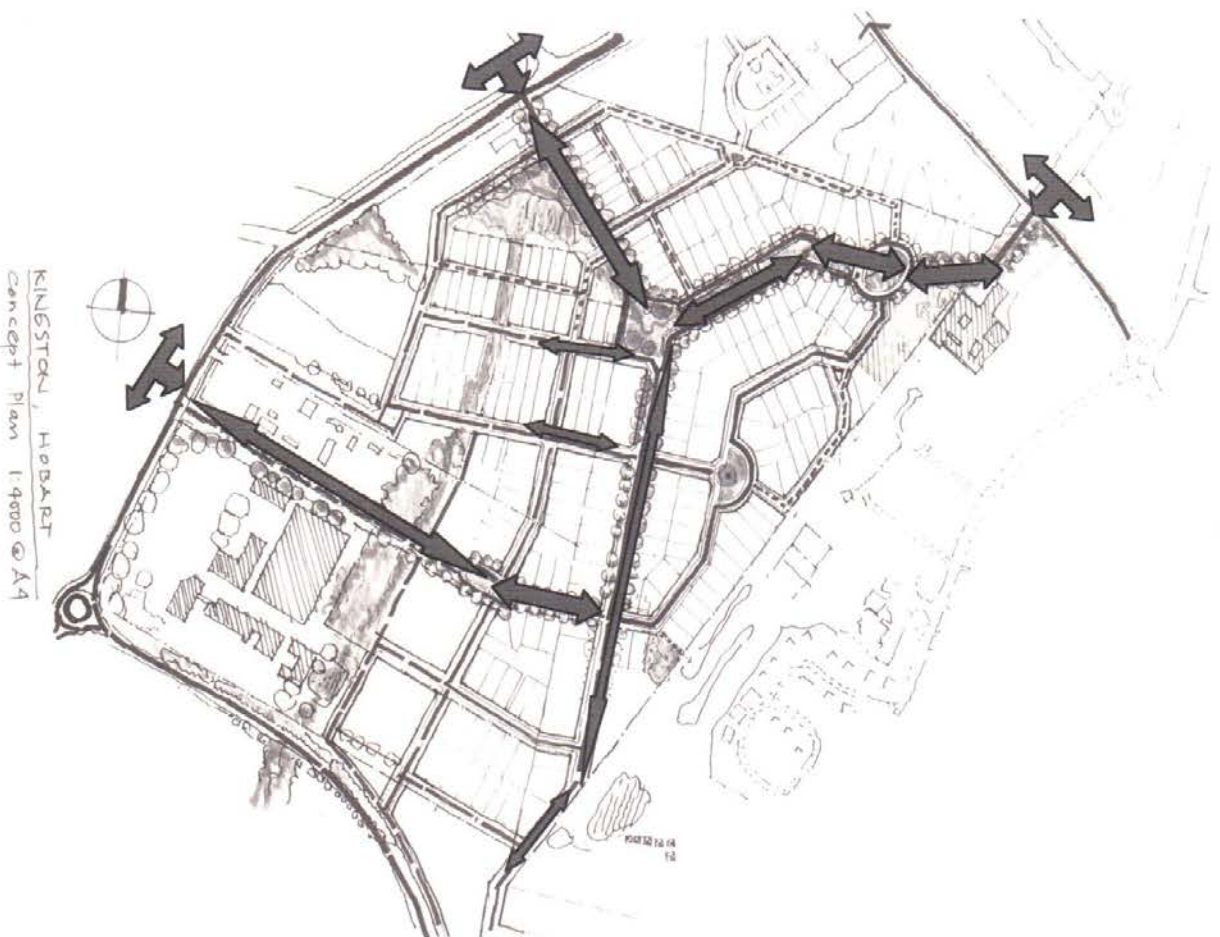
- Every home should be but a small walk from a small park
- Denser housing should have greater amenity
- Streets should be integrated into the pedestrian system
- Pedestrian network should be varied and stimulating
- Pedestrian network should connect all major project features



# Connective Movement Systems

Kingston Green - Tasmania

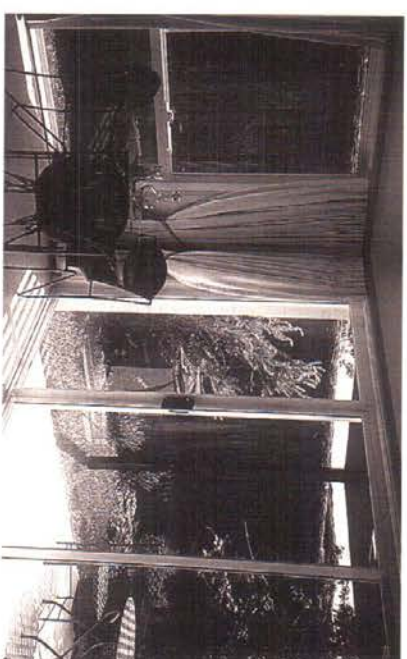
- Provide connectivity both internally and to context
- Ensure appropriate road widths for all streets
- Provide rear lane or similar access for all small lots (<12m frontage)
- Create legible, comprehensible street system



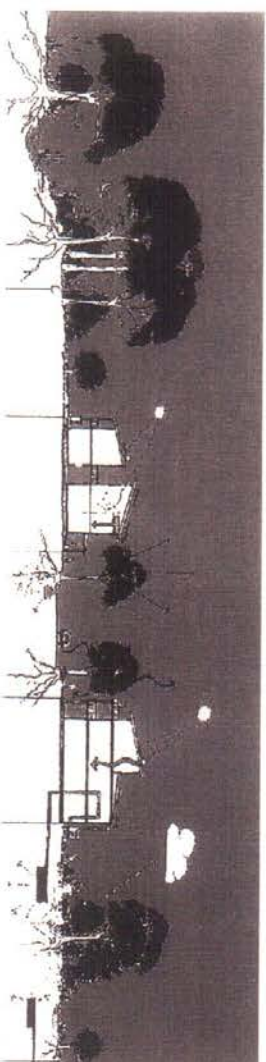
# Environmental Management

Kingston Green - Tasmania

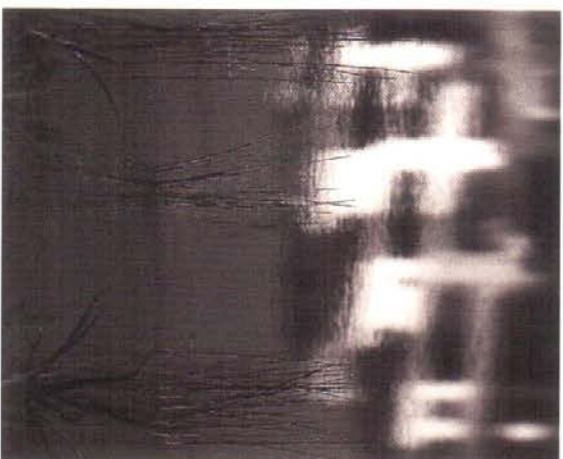
- Smaller lots/density housing with excellent solar access
- Surface run off/ stormwater treated before accessing pond
- Pond/wetland to function as a water quality treatment system
- Conserve any significant remnant woodland/tree species



Solar Court



Passive Solar design



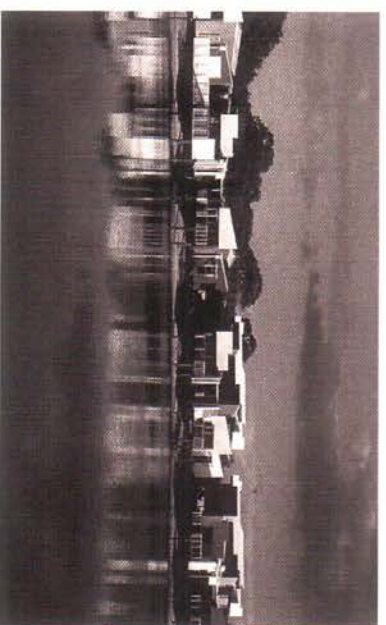
Wetlands / Water Management



# Housing Diversity

Kingston Green - Tasmania

- Create high density in areas of highest amenity and close to community focal points
- Provide large lots on periphery and in areas of poorest solar access
- Provide smaller lots with solar courts facing north



# Creating Views

Kingston Green - Tasmania

- Create views to sites feature and district views from all points and paths
- Use building form to create foci at important transition points
- Optimise views particularly for density housing



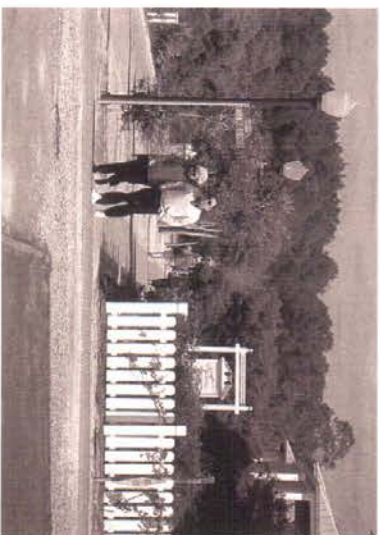
Long views across water



Optimise private views

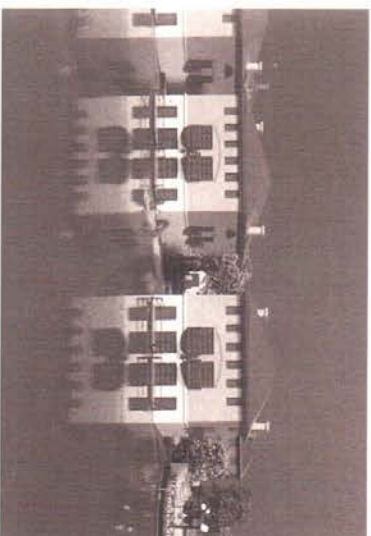
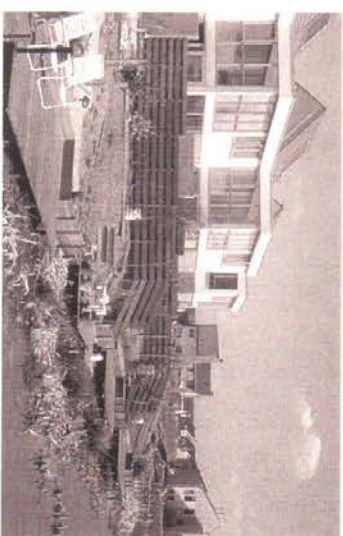
# Entry Retail Precinct

Kingston Green - Tasmania



# Lake Side Precinct

Kingston Green - Tasmania



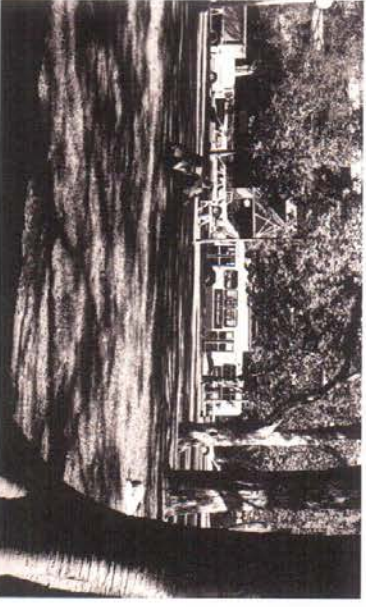


# Central Spine Precinct

Kingston Green - Tasmania



KINGSTON, TASMANIA  
Concept Plan 1980 @ A4



# Hill View Precinct

Kingston Green - Tasmania

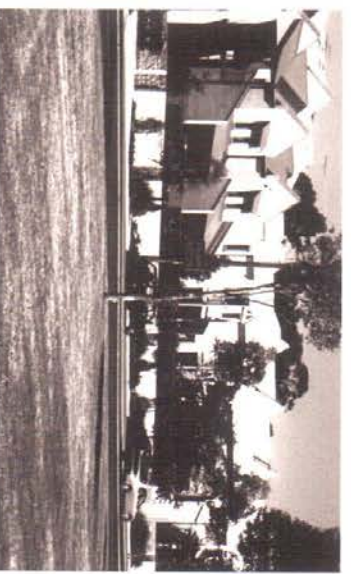


# Golf Links Precinct

Kingston Green - Tasmania



KINGSTON, HERBERT  
concept Plan 1:900 @ A4



Kingston Green - Tasmania



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