



## Kingseat

### Vision

*Kingseat will retain its place as the fourth largest village in Franklin and lies on a district collector route, which links a number of settlements. Kingseat will perform a strategic role in servicing not only its own population but the surrounding rural area, particularly in terms of providing central sports facilities. It provides an opportunity to establish services and facilities in a central and accessible location. Through targeting growth to this location, Kingseat will be consolidated as a village with sufficient critical mass to support planned community facilities and a small commercial node. It will be a node for equine facilities and activities.*



## 7.8 Overall role and function

Kingseat is currently the fourth largest village in Franklin based on census population (collected as meshblocks). With 600 residents, it accounts for 1% of Franklin's total population and has experienced very slow growth. From its current population, Kingseat will more than double its population to a total of around 1,500 by the year 2051.

The 59 hectare grounds and buildings of the now closed Kingseat Psychiatric Centre dominate the village. Because of its central location in relation to other villages on the Manukau Harbour and availability of land for residential development, Kingseat presents an opportunity for establishing a comprehensive and integrated rural village node.

The current layout of Kingseat has isolated the residential settlement from the main road and it has no definable village centre. However its strategic location in the northern half of Franklin District means that it is well placed to provide central services for other peripheral settlements and the surrounding rural population. The scale of residential development projected for Kingseat is at a level that will support a small commercial node.

Detailed structure plans are being carried out therefore the section addressing Kingseat establishes guiding principles to be considered and incorporated. In order to allow best practice outcomes, principles have been provided as opposed to prescribed outcomes. Consultation is still to be undertaken. The aerial map indicates the recommended extent of Kingseat's study area including the land identified by the Franklin Rural Plan Change 14 but the eventual boundary of the settlement is yet to be defined.

### Character Areas

#### Kingseat East

Kingseat East Neighbourhood Area is currently formed around a couple of stores at the intersection of Kingseat Road and Linwood Road. The shops have a rural ambience as they sell local produce. Fragmentation of lots surrounding the cluster of shops reduces the sense of containment. An opportunity exists to refocus development around this key intersection in order to contain activities and create an identifiable centre. Linwood Road and Kingseat Road will form the primary entrance to the village.

#### Kingseat West

Kingseat West Neighbourhood Area is currently bounded by the existing "Kingseat Special Zone" where the former hospital is situated, and the residential enclave (the former "workers" accommodation) to the north. Rural Plan Change 14 identified the estuary margin as suitable for residential subdivision subject to a minimum lot size of 2500m<sup>2</sup>. The Rural plan Change requires a structure plan to be developed for intensification of this area below 2500m<sup>2</sup>. An important consideration of any future development is retaining the rural character and creating a defined heart to the town centre.

### Strengths

- Estuary location
- Centrally location to other settlements including Te Hihi, Waiau Pa and Clarks Beach
- 'Village' living environment
- Opportunity for development and re-development
- Opportunity to design a village in an integrated manner
- Large properties with small number of land owners – easier to achieve cooperation

### Challenges

- Small population base
- Housing is remote from village centre
- Patches of existing residential, not integrated
- Loss of productive rural land to low / non-productive residential uses
- Distance to employment
- Dependence on private car for transport
- Opportunity to improve and restore the edges of the estuary

## 7.8.1 Live

- Kingseat currently has a population of 600
- This is projected to increase to 990 people by 2021
- By 2051, Kingseat's population is projected to reach 1,550
- Taking into account anticipated changes in demographics and household occupancy consistent with New Zealand-wide trends, the population at Kingseat will be accommodated in 600 households.

### Principles:

1. Residential development should provide a greater intensity of development toward the village centre. This will ensure efficient use of resources and vitality around the proposed village centre. This will also contain the spread of residential housing.
2. Provision of affordable housing and a range of housing choices.
3. Avoid access from housing onto the main roads, instead providing access to properties through local roads.
4. Design residential communities around 5 minute and 10 minute walking catchments from the village centre.
5. Retain characteristics that will give Kingseat a distinctive character.
6. Incorporate principles of crime prevention through environmental design (CPTED).

## 7.8.2 Work

It is estimated that Kingseat will have an increase of 55 jobs by 2021, reaching 135 jobs. Population growth will be the key economic driver, and establish Kingseat as a central node. The economic sectors expected to have the most significant growth in employment terms include: manufacturing (20 jobs), construction (10 jobs), retail trade (10 jobs) and education 5 jobs. Kingseat currently has 1 hectare of business-zoned land. Given the anticipated employment growth, Kingseat will not require any additional business zoned land by 2021, but will require a further 1 hectare by 2051. It is recommended that all economic activity is located centrally to provide a contained commercial and industrial focus which is situated within a walkable catchment.

## Retail Hierarchy

The Kingseat Village Centre is likely to include a clustering of a range of retail, community, educational, health, religious and recreational facilities. Retail facilities supporting these areas mainly provide for convenience goods that serve the day-to-day needs of the neighbourhood.

Neighbourhood Centres should be focused on shops and services that provide predominantly for the residents within the centre's catchment.

There may be the need for neighbourhood shops also, depending on the physical size of the residential area and the distance to the village centre. If the radius is greater than 400 metres, a neighbourhood centre may be appropriate in addition to the village.

### Principles:

7. Provide a mix of retail and community facilities appropriate for a small village, clustering retail activity in the heart of the village.
8. Ensure good quality design of village centre.
9. Design access and parking away from the main roads.

## 7.8.3 Play

As a village is re-designed, the opportunity exists to use public open spaces to link the heart of the village centre to areas within a 400 metre radius (being a 5-minute walk). Consideration should be given to include quality space with regard for its streets, parks, reserves, and vistas. Kingseat is surrounded by natural landscapes of undulating hillsides and mangrove areas. Environmental corridors within these areas should be identified and protected from development. This will also provide the opportunity to integrate pedestrian and cycle routes with new development.

As Kingseat is developed, it provides the opportunity to consolidate active sports field to service the local and wider rural communities. Given expansive areas of flat land surrounding the village centre, an appropriate location can be identified in consultation with Council's parks department. This should also consider the consolidation of recreational uses and greater efficiency of land to provide safe and convenient access to all users.

### Principles:

10. Design public open space such as streets, parks, reserves, and footpaths and cycleways to identify the village centre. They need to be attractive, animated, well used, well supervised and easily maintained.
11. Design stormwater management facilities for multi-use public open space such as passive recreation.
12. Ensure the open space system is integrated with pedestrian and cycling networks.
13. Determine what are appropriate public open space facilities, suitable for Kingseat and the surrounding rural area. These may include organised sportsfields, neighbourhood parks, and passive recreation facilities, equine facilities.
14. Use existing natural features such as native bush, viewshafts, waterways in designing public open space.
15. Vest continuous length of esplanade reserves along the estuary with Council.
16. Create a network of bridle trails throughout the town, linking to a multi use trail along the future esplanade reserve.



## 7.8.4 Infrastructure

### Circulation

Kingseat Road and Linwood Road will have capacity to absorb the traffic increases as part of Kingseat's growth and should not significantly affect the efficiency of the local road network. Development at Kingseat will be concentrated rather than dispersed which will provide a good opportunity for developing a central focal point. This is likely to be at the intersection of Linwood Road and Kingseat Road. This intersection will need to be planned at an early stage so that traffic management measures can be incorporated with other design principles at the outset.

Traffic management measures should include parking provisions and safety measures such as pedestrian facilities and speed control. Within the village centre, traffic management can also be used to promote a sense of place and retain pedestrian connectivity. Typically within the more compact form of villages, circulation should be aimed primarily at pedestrian and cycling needs.

Due to its small size Kingseat is unlikely to be able to sustain an economically viable bus service. As the population grows, monitoring should be undertaken within the wider catchment, including Waiau Beach and Clarks Beach to check whether demand is sufficient for some modest form of public transport such as 'dial-a-bus' which might at some future date evolve into a route linking the harbourside communities of Clarks Beach, Waiau Beach, Waiau Pa, Kingseat and Karaka to Pukekohe. It is unlikely that an economically viable regular service could be established at an early stage.

#### Principles:

17. Ensure good connectivity of local roads
18. Connection of walking and cycling networks
19. Provide traffic management features at the intersection of Kingseat and Linwood Roads. Not only will this be a busy intersection providing access to the residential areas of Kingseat, but it is likely that any new village centre will be located at this intersection.
20. Consider options for realignment of the main roads.

### Three Waters Infrastructure

The planning and implementation of infrastructure required for all three (urban) waters (water supply, wastewater, stormwater) for all development should be in accordance with a District wide 'Integrated Three Waters Future Guidelines and Practices' document. This approach is outlined in the Infrastructure section of Part X of the DGS.

#### Water Supply

The proposed growth for Kingseat will require installation of a new reticulated water supply system. The two generic options for this new water supply are:

1. Water sourced from ground surface water or from a new water supply source in this part of the district alone
2. Connection to a very much expanded greater Pukekohe area water supply system. Refer future planning for Pukekohe.

#### Wastewater

The growth projections and density of development proposed means that a reticulated wastewater scheme is required. Detailed investigations are required to ascertain the most sustainable long-term solution for the planned growth. Three generic options appear feasible:

1. Conveyance of the wastewater to an expanded Clarks Beach wastewater treatment plant.
2. Conveyance of the wastewater to Patumahoe which links with Pukekohe wastewater scheme, and then the Tuakau treatment and discharge / reuse facilities.
3. Extensive development or replacement of the existing oxidation pond.

#### Stormwater

The projected growth would be catered for by expanding the existing and installing a new stormwater system incorporating where possible low impact stormwater design to minimise the need to collect, treat and dispose of stormwater. The overall approach should be consistent with an Integrated Catchment Management Plan (ICMP) for this area.

Incorporated in the design of Kingseat should be sustainable stormwater features such as enhanced use of ground soakage techniques, reduction in impervious surfaces and use of natural ecosystem treatment methods such as grass swales, pond and wetlands.

#### Schools

Kingseat's current residential population at 600 people does not provide a sustainable catchment to support a school. With an expected growth of 950 by 2051, giving a total population of 1500, the numbers do not justify a new school. Waiau Pa to the west and Te Hihi School to the east will continue to support these rural catchments. However, if the growing population of Clarks Beach is taken into consideration, there may be a need for a future school serving both communities.