



Tuakau

Vision

Tuakau is a rural service centre supporting the surrounding rural district, particularly the areas between Pukekohe and the Waikato River. Tuakau will have renewed connection to the Waikato River through reserve networks. Located on a significant transport route between Pukekohe and Pokeno, Tuakau has the potential to be an attractive and functioning rural town, accommodating a reasonable proportion of the District's population, employment growth, and industrial growth. The redevelopment of the town centre will be assisted by a new road providing direct access from Buckland Road. This will increase the number of visitors to the town, resulting in a vibrant and active town centre with a sustainable economy. Economic growth will be assisted by an increase in industrial land and activities.

Map 7.19 Tuakau Neighbourhood Centres



7.5 Tuakau Overall role and function

Tuakau is the third largest town in Franklin accommodating 3,200 people in 2004. Tuakau was developed alongside the Waikato River and served the rural population south of Pukekohe. The river was the most effective transport route at the time. In the future, Tuakau will grow in population but retain a compact shape, nearly doubling in population by 2051 (2004-2051 growth at 87%) with only a moderate expansion in urban footprint. The town will be suitable for people wanting to live in a rural town with close proximity to industrial employment opportunities, retail, and community facilities. Tuakau would benefit from an economic boost by further streetscape upgrades and by concentrating a large portion of growth within and around the existing town, a more economically sustainable, vibrant and efficient Tuakau is achievable.

Currently, Tuakau is made up of a mix of industrial use, agricultural service activities (including the salesyards), low density residential, and retail. Historically, Tuakau developed around the former train station on the North Island main trunk railway line and this relationship between the station and the town centre is still evident today. In contrast to many rural towns, the town centre did not develop on an arterial road. The arterial road network does not pass through the town centre and is located some distance away at the edge of the town. Although Tuakau is located close to the Waikato River, there are few physical links to the river and the design or theme of the town does not acknowledge its location.

Over time, the mix of household types available in the Tuakau urban area is expected to change from being predominantly families (56%) in 2004, to a mix of single and couple households (51%) by 2051 and families making up 49%. This transition will gradually occur as Tuakau becomes more desirable for a greater range of people that make up a community. This change in demographics is expected to occur as retail opportunities increase, services such as medical facilities become available, more employment opportunities are created and better community facilities are planned.

Tuakau is also likely to continue to offer an attractive location for young families and people seeking the lifestyle quality of a rural town while being affordable and close to services. Tuakau is generally more affordable as a rural town than Pukekohe. An increasing portion of these households will fall within the younger population bracket. This will have an impact on other factors such as employment provision and community / social facilities.

The Shape of the Future

Existing housing densities in Tuakau are low. Whilst this may appear attractive to those seeking a "rural town" lifestyle, the low population densities do not support vibrant community. The shape and location of the central business area is reasonably isolated from the Tuakau residential areas – by a railway line on one side and the salesyard complex / sportsfields on the other. The main entrance from Pukekohe is poorly connected with most of Tuakau and with the town centre in particular. By increasing the housing densities, particularly around the central retail area and changing the orientation of the village centre, Tuakau will become a safer and more functional rural town.

The current urban extent for Tuakau is 361 hectare, but in order to achieve an overall density of 10 dwellings per hectare, the residential areas of Tuakau will have to extend by 46 hectare. Combined with the additional industrial areas, this will make

Map 7.20 Tuakau Slope and Soil Constraints

the total footprint 531 hectares by 2051. Extending the residential area to the west and creating a new road link from Buckland Road to more directly access the town centre will enable Tuakau's town centre to become a destination with more through traffic to generate income. The area identified for Tuakau's future urban expansion was determined through constraints mapping which identified areas suitable for sustainable development. Constraints include the streams which dissect the town, versatile soils, slope, and wetlands. The area for urban expansion is located on the western side of Tuakau. The north is constrained by steep topography, to the east is the industrial land, and to the south is the Waikato River.

Table 7.14 Areas of Tuakau

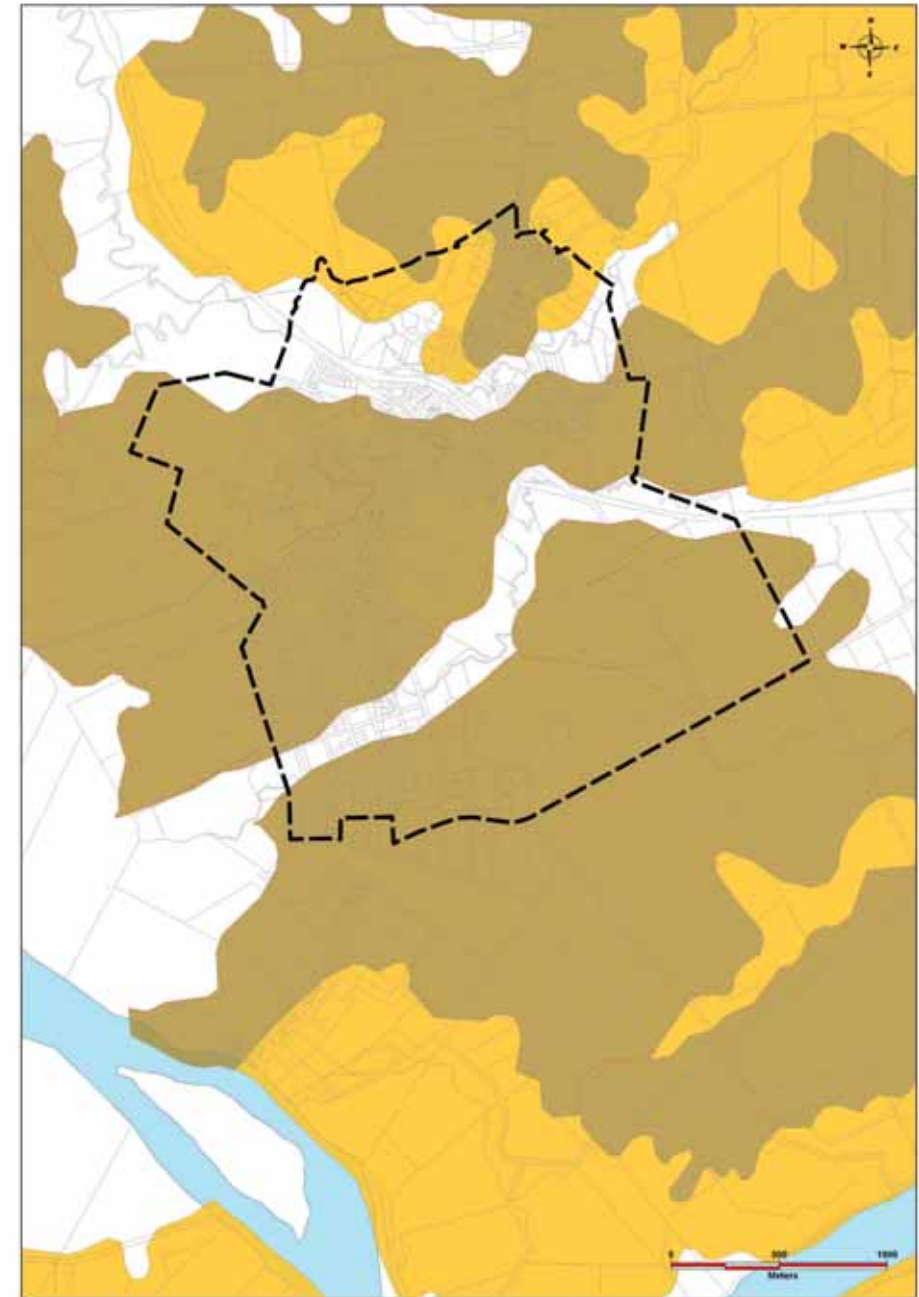
	current zoned	2021	2051
Central business	31	31	31
Residential Area	164	240	240
Low Density Residential	193	63	63
New Residential Areas		46	46
Existing Business	45	71	99
Future Business		32	53
TOTAL	378	436	531

Strengths

- larger sized lots for business
- links to the rural trail network
- strong local agricultural sector
- potentially good accessibility to Auckland through both rail and road connections
- 'rural town' living environment
- more affordable housing
- proximity to the Waikato River
- future industrial / commercial park
- development and re-development opportunity of housing and employment
- sporting facilities

Challenges

- population base that is not sufficient
- current image
- personal safety
- limited public transport facilities
- limited retail and service sector
- limited processing and manufacturing base
- limited variety in housing type
- location of stock yard within the town centre undermines the opportunity to intensify the town centre / commercial core
- located halfway between Pukekohe and Pokeno. This is particularly an issue with Pokeno poised for a significant redevelopment.
- weak linkage to the arterial road network
- reopening the train station
- relatively low property values may encourage dominance of 'lower market' development, rather than a range of living environments



Neighbourhood Centres

In accordance with the principles of a Liveable Neighbourhoods, the Strategy identifies distinct neighbourhoods, each with a radius of 400 metres. Two neighbourhood centres have been identified on current and potential public transport routes, in close proximity to bus and train stops. These are located on the intersections of main roads, where it is appropriate to have a neighbourhood focus, such as small convenience shopping.

Historical context

A historical feature of Tuakau's early land wars is the Alexandra Redoubt accessed off River Road. This is easily overlooked with little directional signage or information linking this site. Acknowledging heritage is important as communities derive much of their identity from their history. Preserving historic resources helps to maintain a connection to the heritage in the face of population growth and change.

Character Areas

1. Tuakau Town Centre

The heart of Tuakau comprises the main street and the associated retail centre. The town centre has many positive characteristics, but struggles to retain a sense of vibrancy and economic sustainability. Although it once served as a key service centre to the surrounding rural district, this role has changed over time and has reduced the volume of activity in the heart of the town. Although Tuakau historically had a strong rural character, there is little representation within the town centre to provide linkage to its past. Tuakau has many distinctive places that could reinforce a sense of place and identity for its local community through the historic and cultural associations they provide. Similarly, recognition of historic icons is an important economic development tool to attract business and support local tourism.

2. Tuakau North

Tuakau North is made up of relatively steep ridges and deep gullies. Bounded by the railway to the south, its northern fringe is surrounded by pockets of vegetation and rural.

3. Tuakau East

Tuakau East is the industrial area including manufacturing, distribution, light industry and supporting services. Predominantly surrounded by rural activity, the area is bounded by the railway to the north and Whangarata Road to the south.

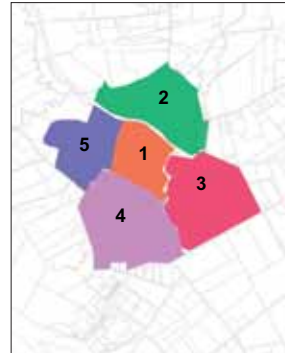
4. Tuakau South

Tuakau South is surrounded by a rural fringe to its southern boundary and includes River Road (State Highway 22) and George Street. This area currently forms a second neighbourhood centre supporting a local dairy in close proximity to primary and secondary schools. Located on the main route to the river, this area is ribboned with a mix of light industrial and residential activities which separate the main town from its natural asset, the Waikato River. Currently subdivided for residential use to the west, this area remains undeveloped and is not connected to the town's infrastructure.

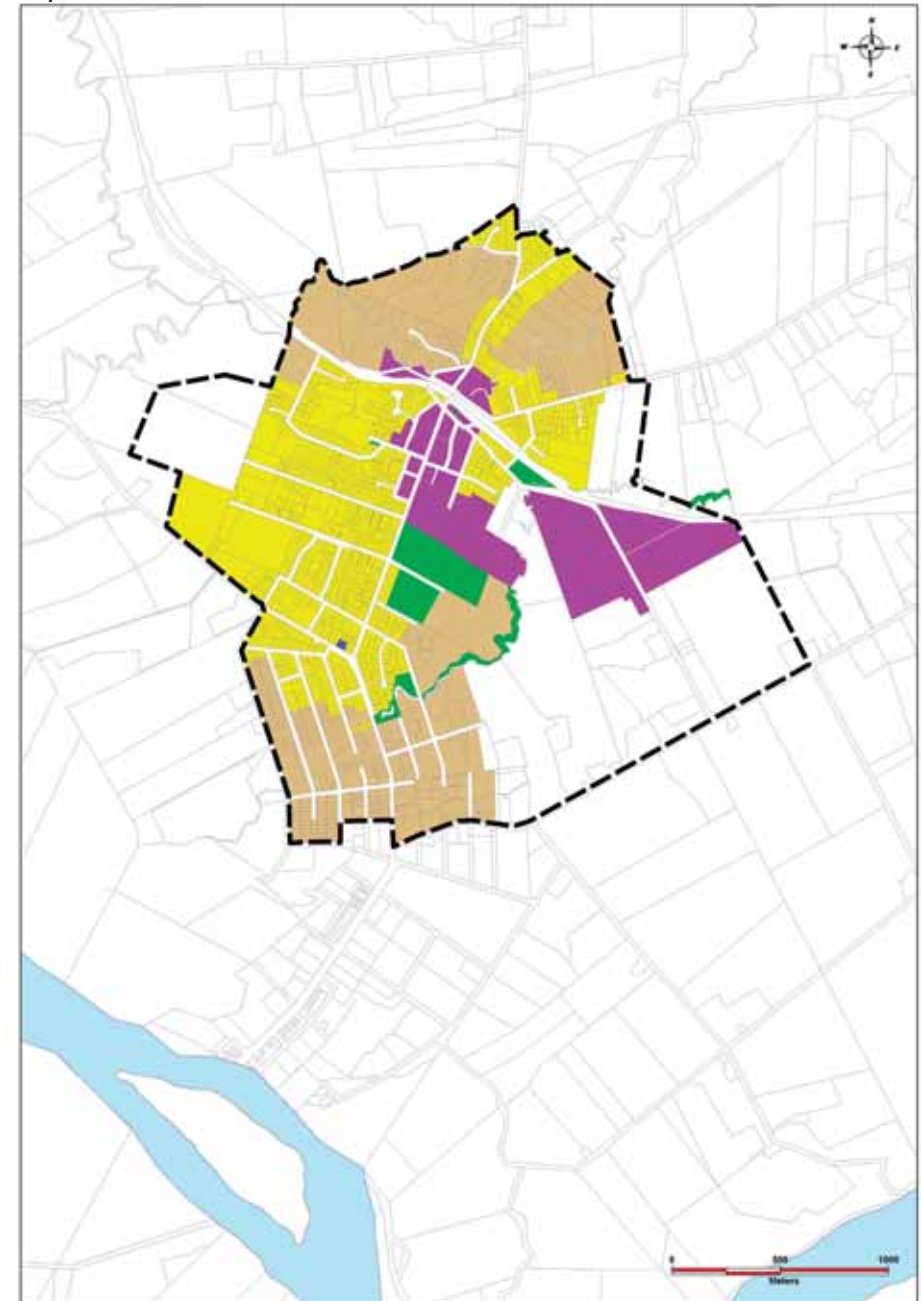
5. Tuakau West

Tuakau West is an area of established residential development to the west of the town centre, bounded by State Highway 22 to the south and the railway to the north. Being an area of gently undulating hillsides makes it attractive for moderate density housing.

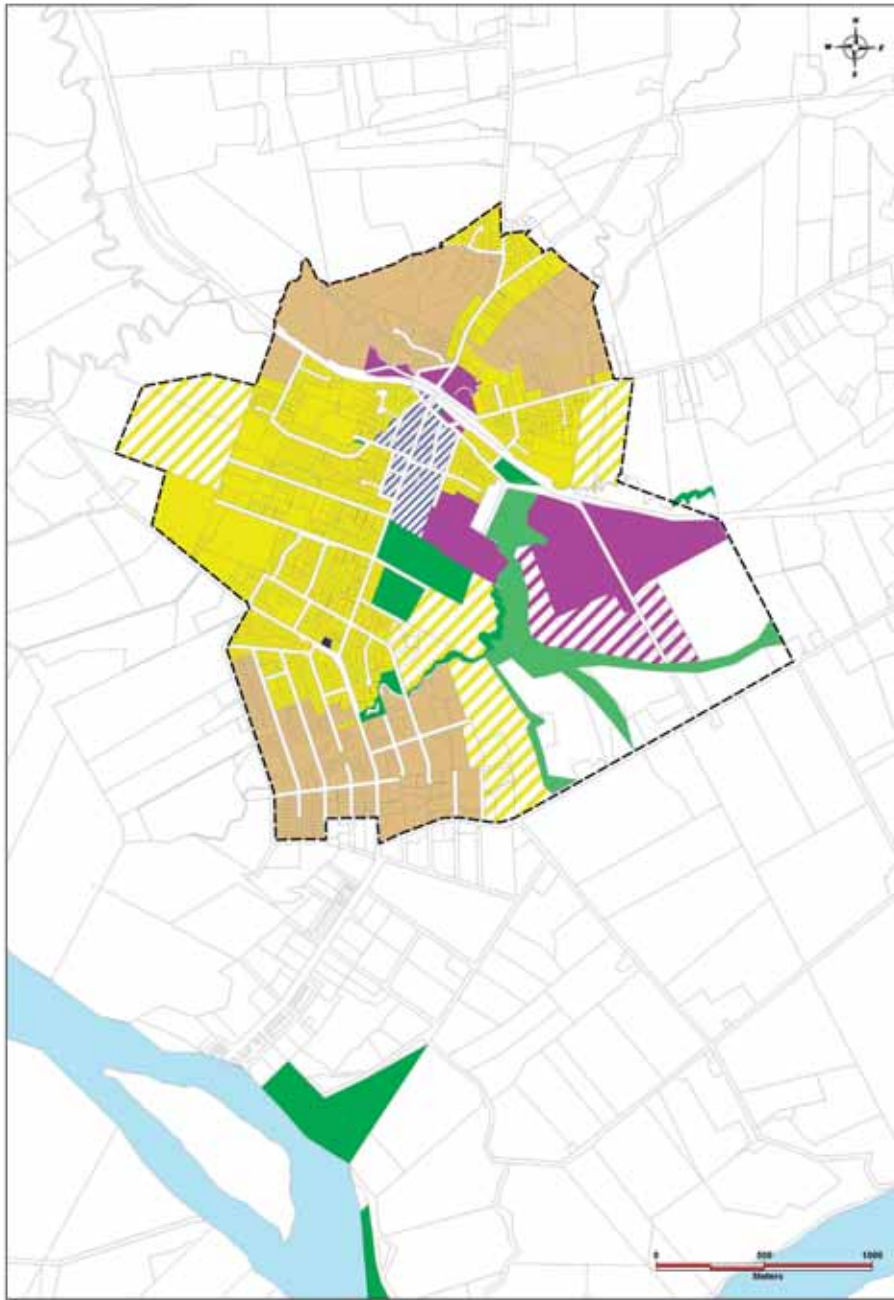
Figure 7.4 Tuakau Character Areas



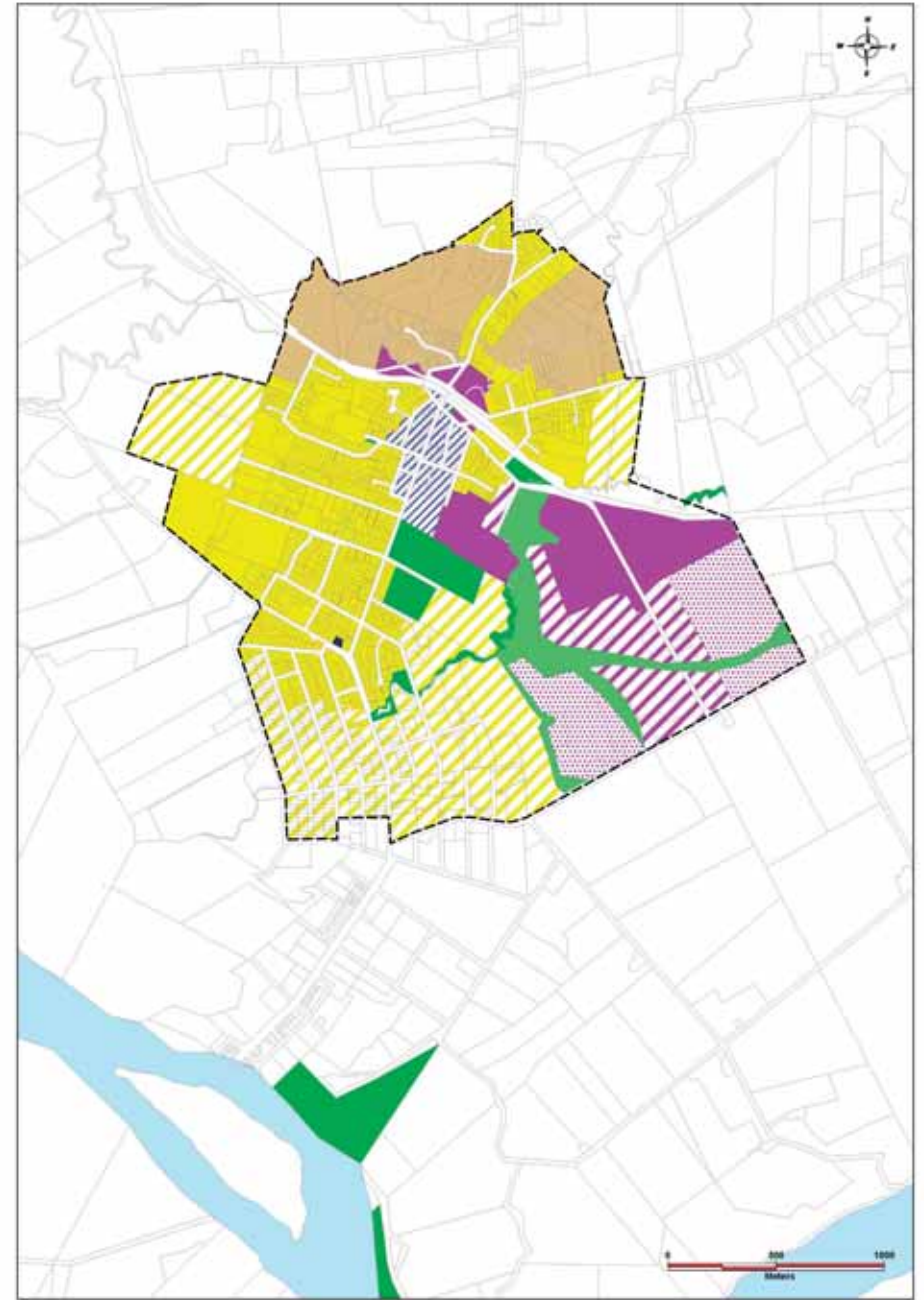
Map 7.21 Tuakau 2004



Map 7.22 Tuakau 2021



Map 7.23 Tuakau 2051





7.5.1 Live

- Tuakau currently has a resident population of 3,200 people (as at 2004).
- This is projected to grow substantially to 4,300 people by 2021, a 51% increase over the 17 years.
- By 2051, Tuakau's population is projected to reach nearly 5,900, a gain of some 2,700 people.
- The population will be accommodated in 2,270 households by 2050.

Table 7.15 Tuakau housing density and profile

Tuakau Population Profile	2004	2021	2051
Population No.	3,173	4,298	5,927
Mean Household Size	2.93	2.72	2.55
Total Households	1,083	1560	2,227
Mean Lot Size Residential	1,810	1400	1,070

Residential Densities

As at 2004, Tuakau has reasonably low residential densities with a mean section size of 1,810m², and a density of 5.5 dwellings per hectare. By 2051, an appropriate density is considered to be 10 dwellings per hectare, constituting almost a doubling of the current densities. The increased density is in accordance with the principles of compact urban form promoted by the Auckland Regional Growth Strategy. Densities greater than 10 dwellings per hectare were considered as being either inappropriate for Tuakau's status as a rural town or unachievable and unrealistic. Accordingly, the amount of land required to accommodate a population of 5,900 is based on achieving that density. It is assumed that a density of 10 dwellings per hectare will not be achievable immediately, but will incrementally increase over time as shown in Table 7.15.

By 2021, three new areas for residential development have been identified for greenfield development – on the western edge of the urban area (A), northern side of the railway line (B), and the eastern edge of Dr John Lightbody Reserve (C). These areas have been identified as the first stage of residential development as they are areas requiring change which can be facilitated by development. Area A is located around the proposed new entrance road from Buckland Road. The future road and residential area should be progressed simultaneously by way of a structure plan, addressing the alignment of the road and internal road connections for the residential development. Area B forms the north eastern edge of Tuakau's urban limit. A waterway passes through the lower portion of this area and any residential development will require retirement of esplanade reserve. Development will facilitate extension of the esplanade reserve network. Area B directly fronts Dr John Lightbody Reserve. Lack of passive surveillance and residential activity surrounding Dr John Lightbody Reserve has resulted in safety issues. Increasing residential activity in Area B, and therefore safety, is a priority.

Areas D and E comprise stage 2 of residential development, and its uptake is projected for the 2021-51 period. Area D will involve intensification of Rural Residential lots while Area E is greenfields development. Although zoned Rural Residential, Area D is currently unserviced so intensification can not proceed until the full range of infrastructure servicing is in place.

Table 7.16 Tuakau housing density and uptake of residential land

Description of area	Current Estimate (2006)			Target hh/ha	To 2021		To 2051	
	ha	hh	hh/ha		% uptake	hh	% uptake	hh
Central Business	31			0				
Existing residential zones	164	970	5.9	10	18%	1087	65%	1403
Low Density Residential	139	170	1.2	1	50%	263	70%	434
New Residential Zone		0	0	10	42%	132	62%	339
TOTAL	334	1,140				1,493		2,275

Tuakau's existing residential areas comprise relatively large sections. The future will involve intensification of areas currently zoned Rural Residential. The mix of dwelling styles will change, with the average section sizes decreasing. Variety of lifestyle and living environments is important and could potentially reach the following mix of housing patterns as indicated in Table 7.16.

Urban Environment

The contours of Tuakau provide a range of different housing opportunities. Nestled to the north is an area of natural bushland set deep within a steep gully. This area has attracted a significant portion of the town's residential development as its elevation provides views of the surrounding landscape. As a result there is pressure for this area to develop further, however the steep terrain limits the capacity of the area to take any further development.

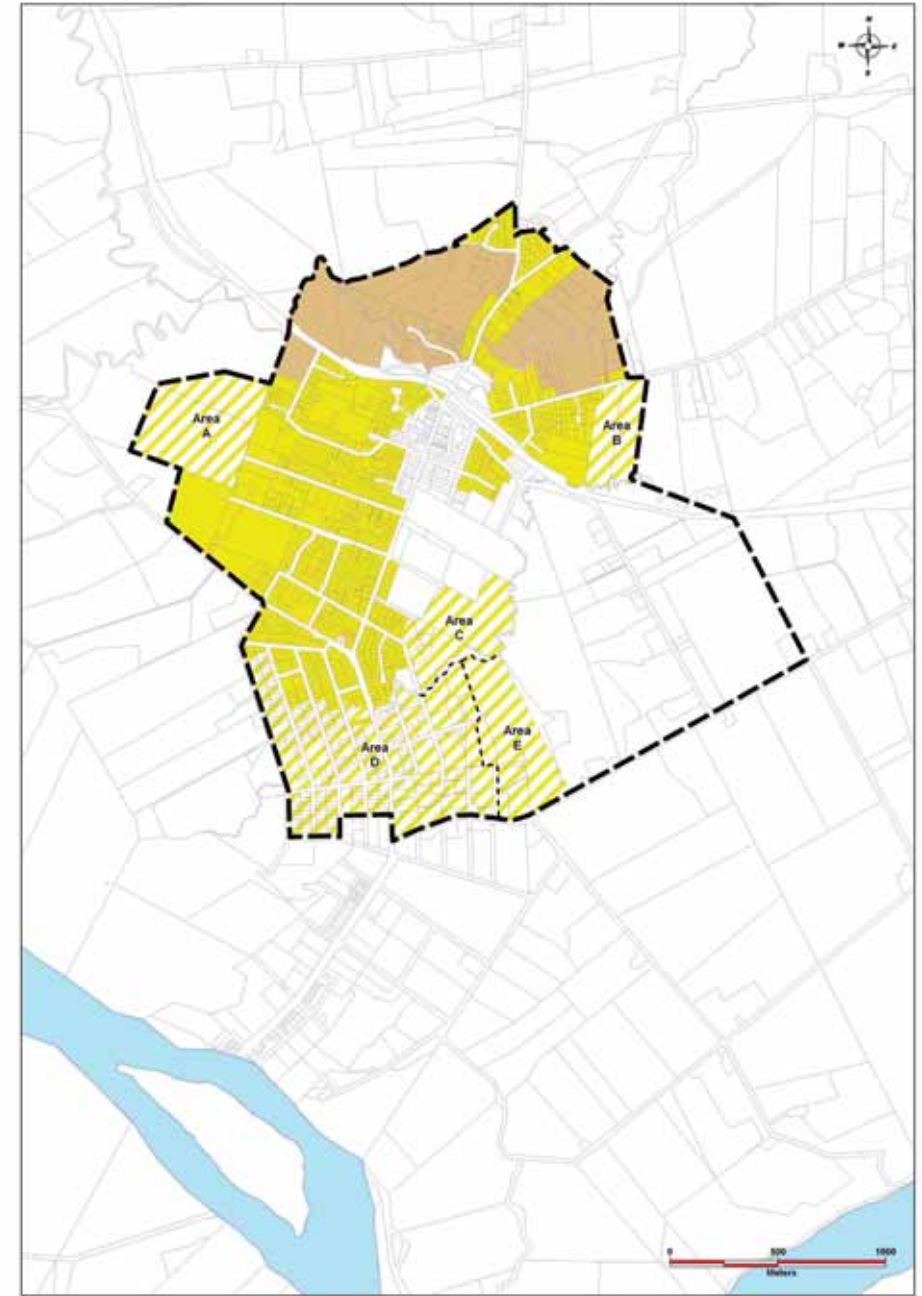
The southern and eastern boundaries of Tuakau are reasonably flat or undulating although not all are suitable for development due to streams and waterways.

Table 7.17 Tuakau forecast change in housing styles

Tuakau Residential Living Environment	2004	2021	2051
Detached	1,003	1464	2,036
Semi-detached	68	99	204
Row or Terrace	14	20	87
TOTAL	1,084	1583	2,327



Map 7.24 Tuakau 2051 Live (Residential Zone)





7.5.2 Work

Business Activity

As Franklin's third major town, Tuakau will continue to be a significant retail, service and commercial node serving the needs of the surrounding rural community. Tuakau is expected to grow by 1,100 jobs by 2051, reaching a total of 1,750 jobs. Population growth will be the catalyst for most economic growth. The sectors with the most significant growth in employment terms include:

- retail trade, (2004-2051 growth of 210 jobs), reaching a total of 280 jobs
- property and business services, (2004-2051 growth of 110 jobs), reaching a total of 120 jobs
- education, (2004-2051 growth of 70 jobs), reaching a total of 160 jobs
- accommodation, cafes and restaurants, (2004-2051 growth of 70 jobs), reaching a total of 100 jobs
- health and community services, (2004-2051 growth of 40 jobs), reaching a total of 60 jobs.

Economic growth will also occur from expansion of sectors and activities already located in Tuakau. Other non retail and service key sectors experiencing high growth in percentage terms will be:

- manufacturing (2004-2051 growth @ 267%), reaching a total of 100 jobs
- construction, (2004-2051 growth @ 264%), reaching a total of 150 jobs

Table 7.18 Tuakau employment projections

	2004	2021	2051
Employment No.	647	947	1,676
Employment provided by Business Land	420	669	1,241

Business Land Allocation

Based on the projected populations, and therefore employment figures, Tuakau has sufficient business land up until 2021 but will require an additional 4ha by 2051 to accommodate the additional 750 jobs expected during this time. Of this growth, around 380 jobs are expected to be in Group 1 sectors which tend to have larger space requirements, and 340 jobs will be in Group 2 sectors.

However, there are other reasons why a larger amount of business land (primarily for industrial use) could be provided at Tuakau. Tuakau's proximity to rail, and the state highway network makes it attractive for industrial activities. Additionally, Tuakau's town centre needs increased economic activity to make it more sustainable and providing future industrial land is seen as a way to bring more dollars into Tuakau's economy.

Franklin District Council also has regional responsibilities to provide a portion of the 700ha of future industrial land needed within the Auckland Region. Consequently an additional 21ha has been identified on the Tuakau "Work" map for release by 2021, with 17ha capable of being released by 2051. Release of future business land has been staged to match expected uptake and to allow flexibility. If there is rapid uptake of the first stage, then it may be appropriate to release the second stage sooner. If uptake is slower than expected, Council can delay release and rezoning of the second stage. The Rural zoned land between the future industrial areas and Tuakau's urban limit has been identified as being suitable for industrial but only if / when demand necessitates its release. This may occur before 2051 but is more likely to be released after 2051 and only if required.

Hierarchy of Business Activity

The Franklin Operative District Plan does not distinguish between the industrial, retail, commercial and service activities which are combined under the general zone of Business. The mix, size, and location of the different business activities are critical to business and employment growth. The following hierarchy of business and industrial activity provides a framework for business activities.

Town Centre

Tuakau town centre serves as the main retail centre for the surrounding community and rural areas. It is located towards the northern end of George Street. At present, the main arterial from Pukekohe skirts the edge of the town, drawing traffic flows away from the town centre and compromising its commercial and social vibrancy. The streetscape of the town centre is generally unappealing with poor treatment of building facades, a lack of vegetation and public amenity, though some initiatives have begun to address these concerns.

The centre is also disconnected from a number of key activities. The displacement of Tuakau's sportsfields and community facilities away from the town centre weakens retail activity and reduces general foot traffic within the main street. Light industry at the northern end of the town, and the sales yards to the east, once conveniently sited close to railway are now at odds with retail and residential land uses surrounding them, detracting from the potential vibrancy of its centre.

The DGS recommends a number of changes to the town centre to support future social and economic sustainability. This involves reorienting the town centre to front the future road linking Buckland to George Street, in the vicinity of the salesyards.

Neighbourhood Centres

Neighbourhood centres will provide small scale community facilities and retail, serving the day-to-day needs of the local community, such as the local dairy, corner store or service station. These will form focal points for neighbourhoods, with a catchment typically being within a 400m radius being a 5-minute walk as identified in Diagram X. Two neighbourhood centres have been identified in Tuakau with one already existing.

Map 7.25 Tuakau 2051 Work (Business Zone)

Mixed-use Centre

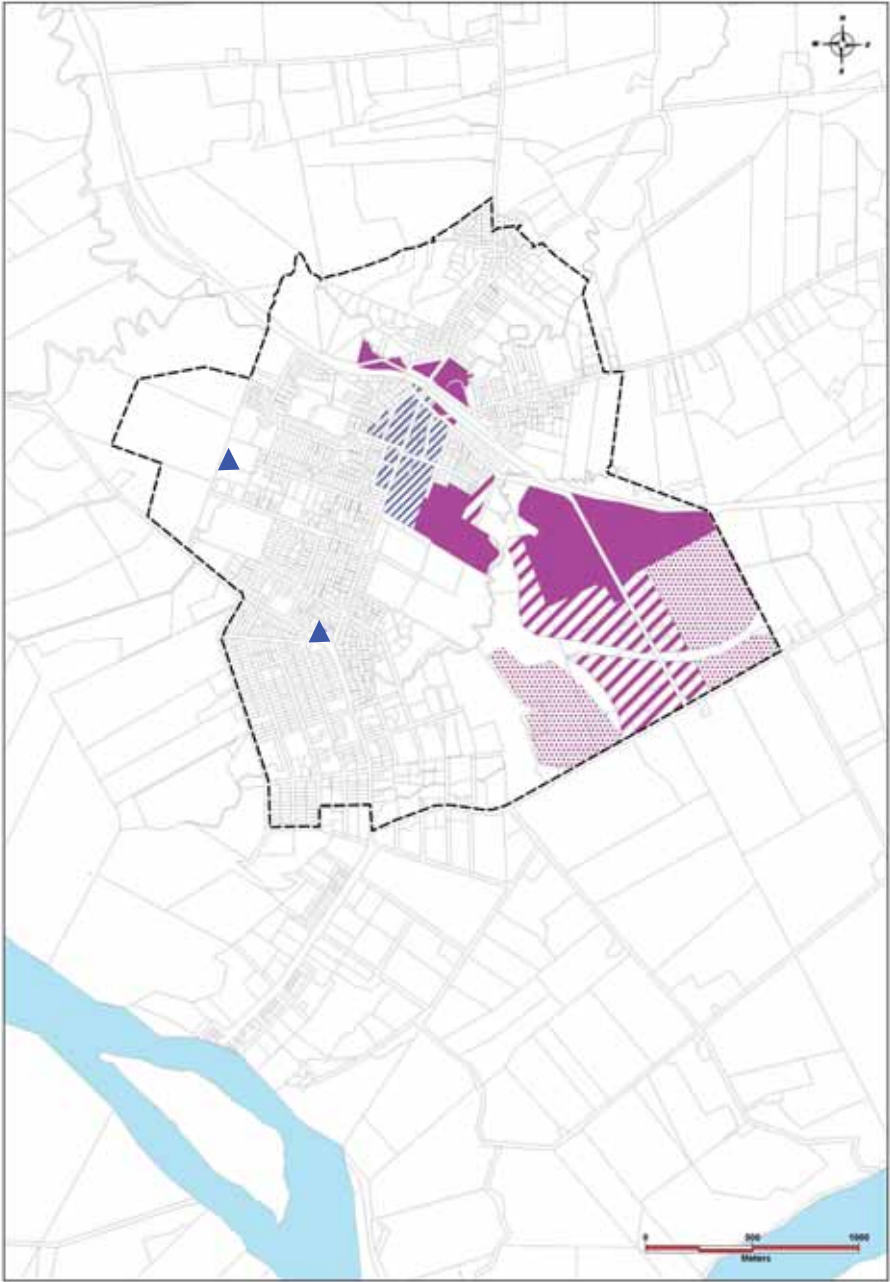
A Mixed-use Centre has been identified along Liverpool Street close to the retail activity of the Town Centre. Non high-street activities such as specialist retail, small workshops and commercial uses are encouraged on first floor (street level), with offices and residential encouraged on the upper floors.

Commercial and Industrial Land

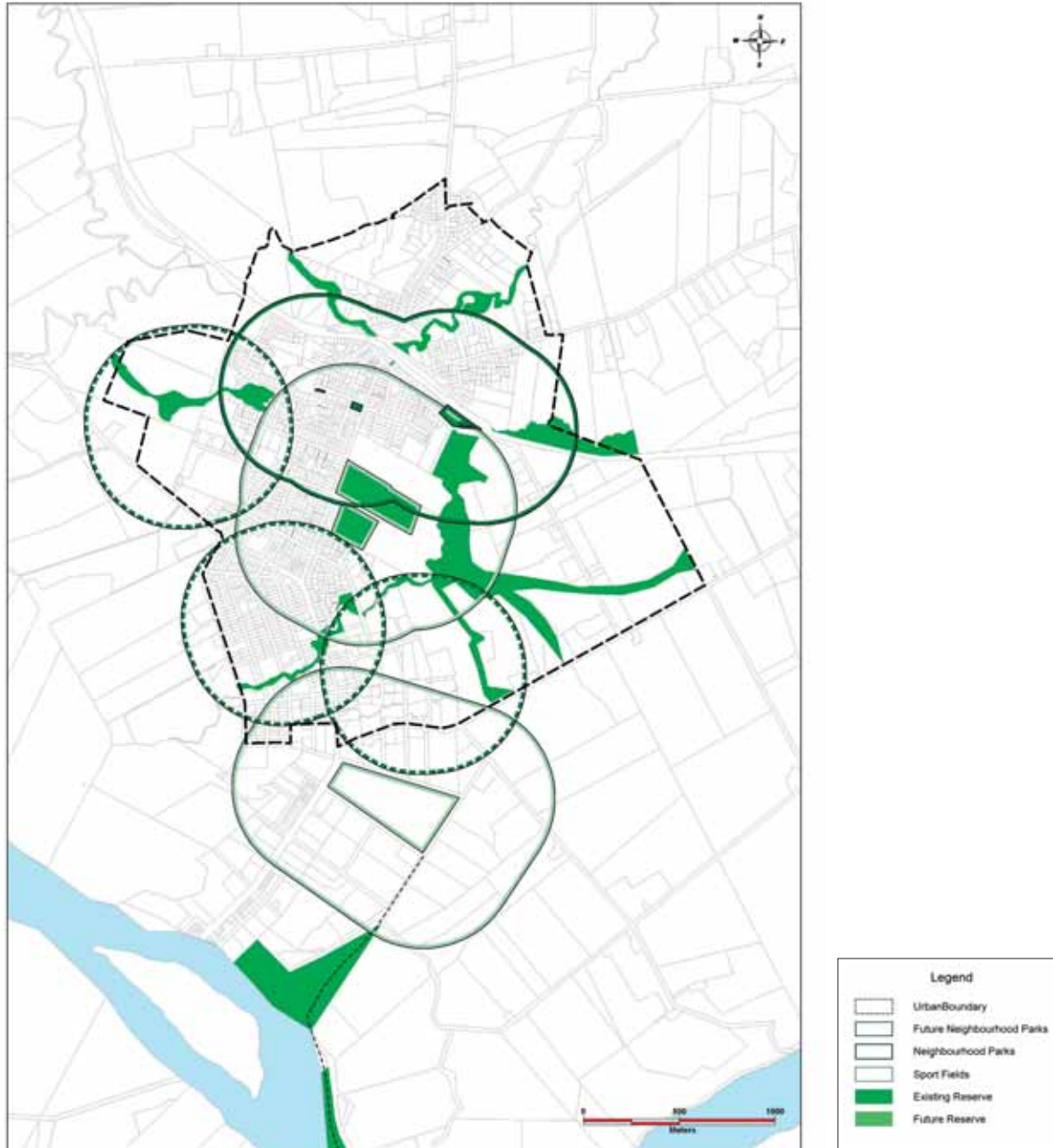
There is currently 30ha of Business Zoned land used for industrial activities in Tuakau, located along Bollard Road on the eastern fringes. This area is characterised by industrial activities such as manufacturing, distribution, light industry and supporting services. The area is bounded by the railway to the north and has reasonable road access for trucks to Pukekohe via Whangarata Road and Buckland Road, and to Auckland using Whangarata Road to access State Highway 1 via Pokeno. An additional 21ha of industrial land will be released by 2021, and another 17ha by 2051.

Table 7.19 Tuakau business land (hectares)

		2004	2021	2051
	DGS Projections	58	58	62
Group 1	Town centre retail / commercial	9.7	14.7	14.7
	Neighbourhood centres	1.6	3.0	3.0
	Northern commercial	4.6	4.6	4.6
Group 2	Light industry east of town centre	9	4	4
	Industry	30	51	68
TOTAL		54.9	77.3	94.3



Map 7.26 Tuakau 2051 Play (Open Space Network)



7.5.3 Play

Tuakau has two main sportsfield complexes – Dr John Lightbody Reserve that is located on George Street and the Tuakau Domain that is situated a reasonable distance from the town centre on River Road. Due to the design of past residential developments, personal safety is a significant issue. The houses have traditionally turned their backs on the sportsfields and there is no passive surveillance. The design of the retail area to the north and design of houses surrounding the sportsfield is possibly the most important feature to ensure Dr John Lightbody Reserve is safe and usable. It is envisaged that future community facilities could be located on this reserve.

While Tuakau's other main sports park, the Tuakau Domain, is currently underutilized and isolated from the town, it is recommended that it be retained in order to provide opportunities for equestrian groups and other less mainstream sport codes to develop facilities within close proximity to a significant urban settlement. A multi-use trail should be developed to connect this reserve and the Alexander Redoubt Reserve to Tuakau. This multi-use trail could then be extending to connect with the proposed Waikato River Rural Trail. This would improve access to the Waikato River reserves, which offer a wide range of recreational opportunities. The opportunity exists to develop a multi-use trail network along stormwater reserves in the proposed Business Land and ensure links to the Dr John Lightbody Reserve and the town centre. This could become an important recreation circuit for local residents.

Although Tuakau has several neighbourhood parks, it is envisaged that another 3-5 parks will be required in growth areas (as shown on indicative open space network map). Additionally, the network of waterways through Tuakau provides a valuable opportunity to acquire walking trails. Again the orientation and design of houses surrounding these open space networks is critical to the safe use of them.

Tuakau currently has poor connectivity to many key community facilities such as the Tuakau College. Where possible, Council should seek to remedy this situation.

Tuakau has a number of significant natural features in its surrounding landscape that are valuable recreation opportunities. To the south, the Waikato River is utilized for a range of recreational activities. The portion of waterfront reserve dedicated to family recreational land provides good amenity and access to the river. However, separated from the town centre by 2km, there are no clear linkages to this natural resource. Despite the attractive reserve located alongside the river, its isolation and dislocation from the town makes it not entirely safe.

In order to raise the profile of Waikato Riverbank there should be clear linkages to the existing community through such treatment of a treed streetscape along River Road, provision of pedestrian and cycle paths and informative signage. Not only will this provide links to this natural asset but promote a sense of pride about the town's identity and sense of place.

The future industrial area has a significant portion of public open space, mainly following the streams that dissect the eastern parts of Tuakau. These esplanade reserves have a number of purposes including providing a buffer between residential and industrial, improving the amenity of the industrial area, providing recreation walkways, and creating links to the town centre and residential area for alternative transport methods.



7.5.4 Infrastructure Requirements

Circulation

Transportation issues affecting Tuakau have been largely overlooked in Regional transport planning. There is a perception that Tuakau is a place that people pass by on the way to somewhere else, and the location of the District Aerial Route effectively bypassing the town does nothing to alleviate this perception. The Hamilton-Auckland rail line passes through Tuakau but there is currently no operative station. There is an occasional bus service which links Tuakau with Pukekohe but overall Tuakau is poorly connected both internally and externally, and highly car-dependent.

Pedestrian and cycle movement within Tuakau is constrained by the lack of connections between streets. Notwithstanding the constraints of topography and terrain, a town the size of Tuakau is potentially well-suited for walking and cycling. To encourage and promote walking, local streets should be made as pedestrian-friendly as possible and furthermore permeability should be increased by providing and extending pedestrian and cycle links throughout the town.

There is the opportunity, however, for revitalised traffic and transportation infrastructure to be used as a catalyst in regenerating Tuakau. A new road link from Buckland Road to the town centre or development of the District Collector route between Tuakau and Bombay (possibly as part of a "scenic route" through to the Waikato River) will increase the number of people passing through the town, thus establishing Tuakau as a destination rather than a town that is easily bypassed.

The main retail area combined with the former train station form the town centre. However, the southern parts of Tuakau lie outside the pedestrian catchment of the town centre. A secondary hub centred around the intersection of George Street and Buckland Road, with the existing small group of shops as a focal point, is an appropriate location for a neighbourhood / pedestrian catchment. A future neighbourhood centre is identified on the future road linking the town centre with Buckland Road.

Road Hierarchy and Alternative Modes of Transport

Road hierarchy is usually characterized in rural environments by less stratification than in urban environments - in transport terms Tuakau is currently rural. Road hierarchy is defined by the land-service and traffic functions of the roads. Almost all roads in Tuakau are in the intermediate range of the hierarchy, operating as collector distributors. Clear definition of a roading hierarchy would provide increased structure to Tuakau. The different functions of roads include heavy vehicle routes, bus routes, and collectors which are clearly differentiated from various levels of access streets.

Development of significant Business Land to the southeast will require the adoption of traffic management measures to ensure the efficient routing of heavy vehicles to SH1 and to Pukekohe whilst avoiding the town centre.

A comprehensive pedestrian and cycle network should form an essential component in any future structure plan for Tuakau. Pedestrian and cycle access along environmental corridors will also provide opportunity for public access and greater activity occurring along these spaces.

The primary hub of Tuakau lies close to the existing rail line and adjacent to the former station. There is potential for the former station to be re-opened in conjunction with the

development and improvement of the rail line for passenger services between Auckland and Hamilton. The existing bus service, albeit currently of poor quality, will pass through all three neighbourhood centres. Increase in Tuakau's population will make a regular bus service more viable. The accessibility by train from Pukekohe, Papakura, Manukau and south and central Auckland could increase the desirability of living in Tuakau. The development of Tuakau would be well aligned with the principles of sustainable transport.

Three Waters

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 6 of the DGS.

Water Supply

It is proposed that the District's most recent capital improvement plan and water supply improvements be updated to cater for the short-term growth projected in the currently serviced and adjacent areas.

The future water supply demand to meet the projected long-term growth could be provided by expanding the existing bore supply (providing the sustainable yield and source security can be proven for the growth projections). Alternatively, link all, or part, of the Tuakau area to an expanded Pukekohe supply.

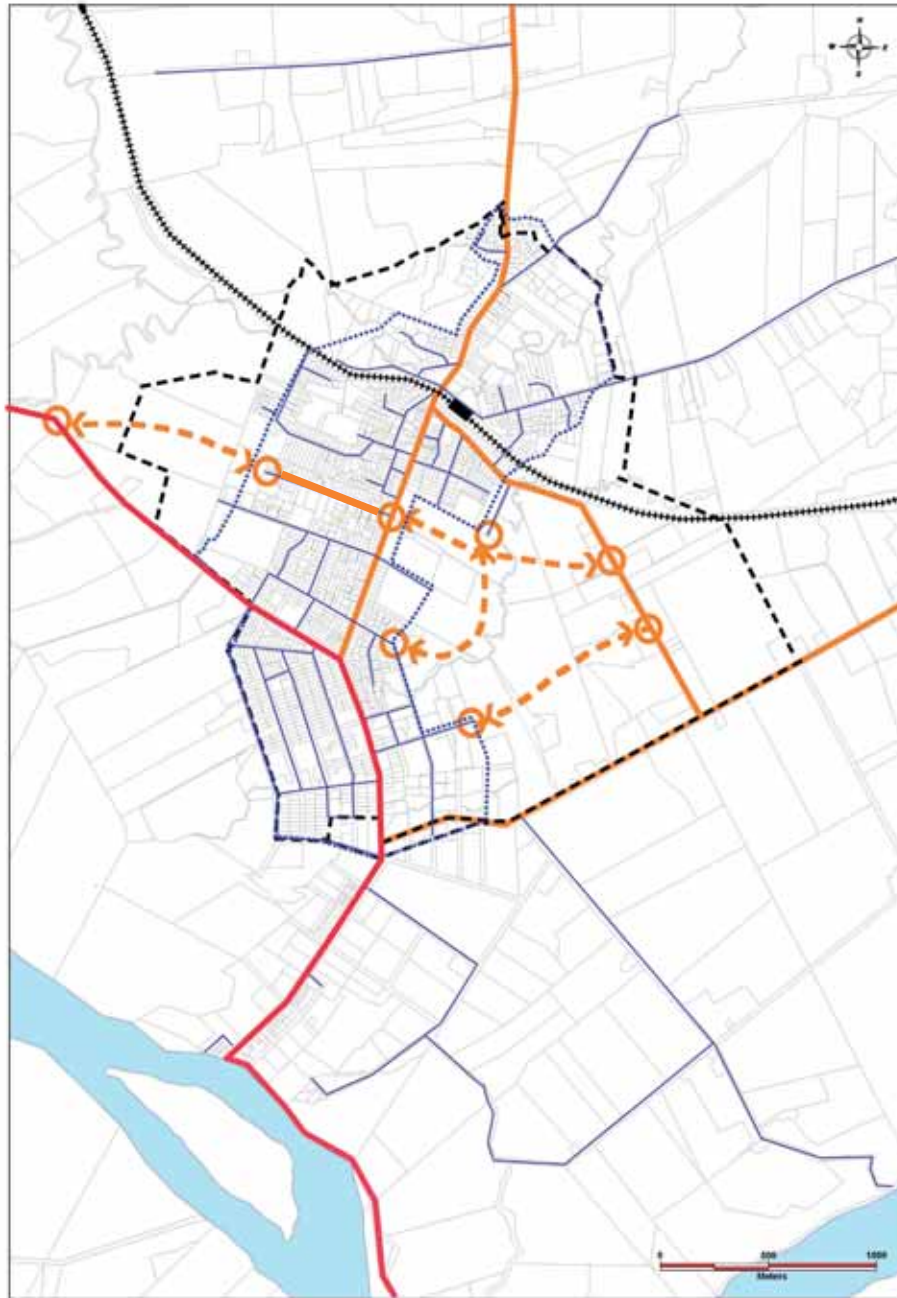
In addition, there are features which could be incorporated in the design of new dwellings including rainwater tanks, and certain household plumbing requirements that would effectively reduce Council's potable water supply demands.

Wastewater

The Tuakau treatment plant will become the focus of wastewater treatment and disposal / reuse for the Pukekohe, Patumahoe and Tuakau areas. To cater for the growth set out in the DGS, this plant will also probably serve Pokeno and possibly Kingseat and Clarks Beach / Waiau Beach area. Expansion of the collection area, trunk conveyance and treatment plant will need to be consistent with growth projections.

This treatment plant site is reasonably generous in its area and location and provides good potential for both alternative more compact (in tank type) treatment plants as well as installation of facilities that would allow the treated wastewater to contact land before either direct or indirect discharge into the Waikato River. Future investigations relating to the treatment plant type and expansion to cater for growth should also include assessment of beneficial reuse for the treated wastewater. Examples of facilities that would allow contact of the treated wastewater with land include wetlands, diffuse riparian strip discharge and rock passages. In future resource consent investigations, due consideration would need to be given to the practicalities of treated wastewater contacting land before discharge to natural water.

Map 7.27 Tuakau 2051 Transportation Network



Tuakau Stormwater

Future stormwater facilities, consistent with future growth, would be provided by expanding the existing infrastructure and providing new stormwater system incorporating as far as possible low impact stormwater design procedures that minimise the need to collect, treat and dispose of stormwater. The overall approach will need to be consistent with the future Integrated Catchment Management Plan (ICMP) for this area.

Provision of existing and future stormwater infrastructure will be both compatible with, and integrated into the increased use of on-site and local area stormwater management techniques that would be set out in the District wide “Integrated Three Waters Future Guidelines and Practices” document. This will include (where possible and practical) sustainable stormwater such as ground soakage techniques, reduction in impervious surfaces and use of natural ecosystem treatment methods such as grass swales, pond and wetlands.

Schools

Tuakau currently has one primary school and two high schools servicing the local and wider rural community. These schools are generally well sited along key collector roads adjacent to sporting fields and recreational facilities. The projected population growth for Tuakau by 2051 is an additional 2,754. Given a total population of approximately 6,000 (being the immediate catchment for Tuakau), it is anticipated the area will require an additional primary school. Should the uptake of numbers increase to include the wider rural catchment, schools should consider expansion of existing facilities.

7.5.5 Future Actions

In addition to the District-Wide Actions set out in Section 6, Tuakau has a number of specific actions required:

Design-based Focus

1. Redesign the entrances into the town, to reflect its historical background and create an entry statement into the town centre.
2. Undertake a landscape assessment to identify key vistas and important natural features.
3. Develop a structure plan for Tuakau, addressing issues such as the connectivity of roads, connection of public open spaces and walkways, and integration of residential uses with the town centre.
4. Establish design guidelines to ensure housing is located and oriented towards the sportsfields and walking trails to ensure a safer environment, particularly around existing sportsfields. This is particularly important in Tuakau where there are safety issues associated with the sportsfields.
5. Redesign River Road to create a visual link between the town and the Waikato River. In order to raise the profile of Waikato Riverbank there should be clear linkages to the existing community through such treatment of a treed streetscape along River Road, provision of pedestrian and cycle paths and informative signage. Not only will this create a link between the river and town but promote a sense of pride about the town's identity and sense of place

Transportation and Connectivity

6. Define and develop the road hierarchy of Tuakau.
7. Develop the northern route from Bombay, possibly as part of a “scenic route” which continues through Tuakau to connect with and provide continuity with the River Road approach to the Waikato River
8. Identify and develop options for a new road link to the town centre from Buckland Road.
9. Develop a plan, in conjunction with the road hierarchy, for managing heavy trucks away from the town centre.
10. Strongly promote the improvement of the Hamilton-Auckland passenger rail service and the re-opening of the station.

Town Centre Development

11. In consultation with key stakeholders, including local business and the general community, identify retail activity appropriate to the area and to promote Tuakau's identity.
12. Extend the town centre by utilising the western portion of the stock salesyards.
13. Redesign the stock salesyards, moving them towards the east away from the town centre.
14. Develop a town centre masterplan, focused on revitalising the town centre. A number of workshops and town plans have been undertaken previously so a masterplan will combine the best features and suggestions contained in those documents. Although a significant amount of work has gone into these documents, very little action has been taken to implement them. Franklin District Council need to commit to improving Tuakau and facilitating well designed growth. This should include design guidelines for treatment of shop facades to maintain a human scale and standard to accommodate pedestrian and street life such as café seating and benches.

