

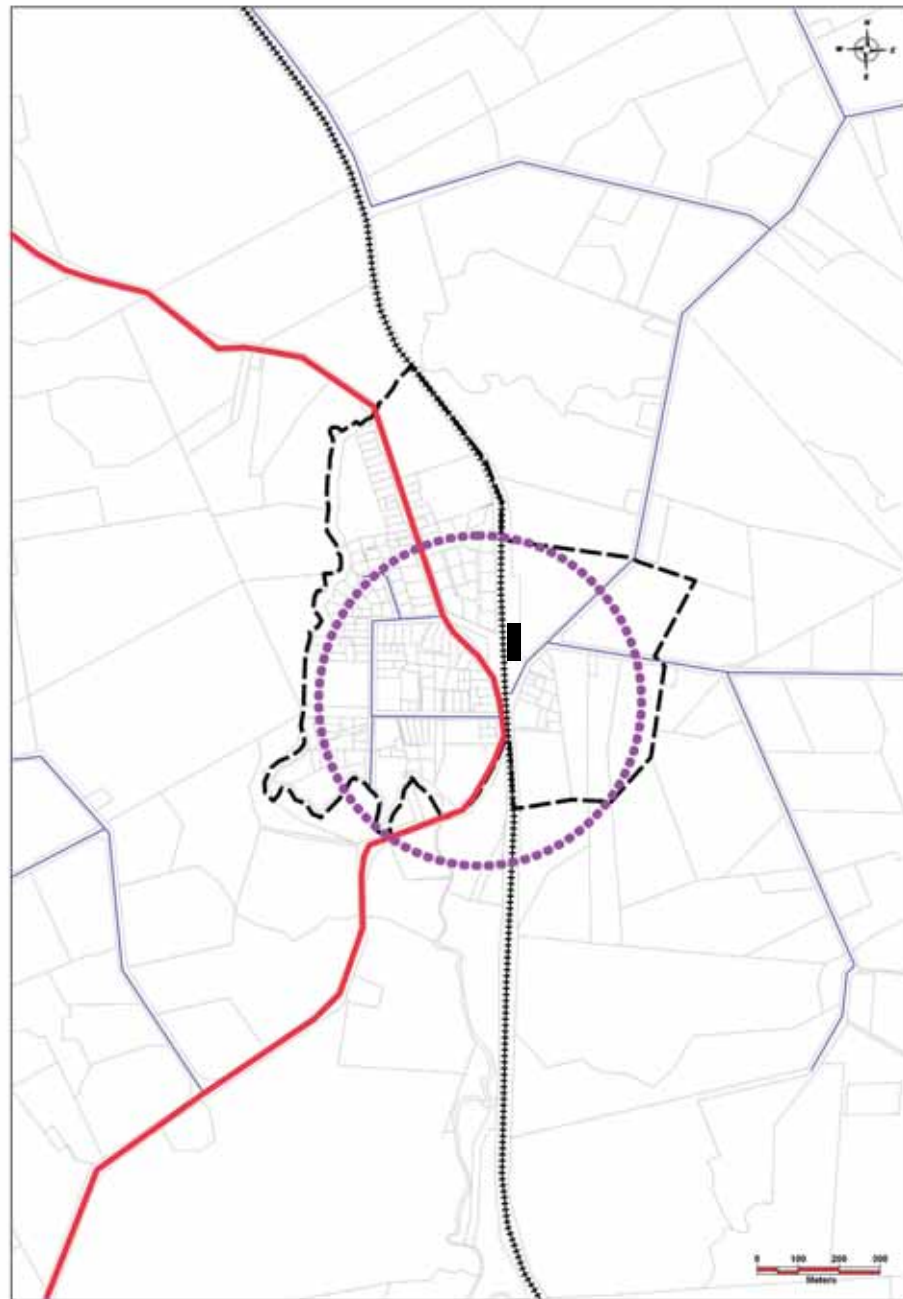


Vision

Buckland is a small community on the southern outskirts of Pukekohe, separated by the motor racing / horse racing circuit and a band of rural land. Buckland has great accessibility to the rail line and good connection to employment opportunities located in Pukekohe. It has a role as a satellite village, providing a different lifestyle to the more urban Pukekohe. It will have a defined legible centre. The population will support one or two small retail and household service businesses, but the village will rely predominantly on Pukekohe and Tuakau to meet their everyday needs.

Buckland

Map 7.42 Buckland Neighbourhood Structure



7.10 Overall role and function

Buckland is the tenth largest village in Franklin and is located to the south of Pukekohe on a key arterial route connecting Pukekohe and Tuakau. The location of Buckland allows easy access to the established retail and employment opportunities as well as community facilities in the two larger towns. The settlement is distinct from Pukekohe but its close proximity to Pukekohe means it is in danger of being absorbed into the larger town. Retaining and enhancing Buckland's identity as a separate settlement is probably its greatest challenge. Buckland does not yet have a well defined central business area.

Buckland currently has a population of 346 people, and will increase by 2051 to 1,445, attracting around 2.1% of population growth.

Over time the mix of household types is expected to change, although the small size of Buckland and distance from Pukekohe town centre is unlikely to attract a significant portion of the older people. Consistent with the rest of Franklin, and indeed New Zealand-wide trends, household size is predicted to decrease. This will mean that the number of households will increase at a faster rate than the population.

A small amount of economic activity will be focused on the town centre, with Pukekohe likely to provide most of the employment opportunities. As Pukekohe provides services for Buckland, there will be good connections through public transport, walking and cycling networks.

Table 7.29 Buckland land use areas

	current zoned (2004)	2021	2051
Village centre (ha)	0	0.6	0.6
Business land (ha)	2	5.3	5.3
Residential Area (ha)	43	63	63
TOTAL	45	69	69

The Shape of the Future

The small village theme is perhaps Buckland's best feature but its proximity to Pukekohe is both an opportunity and a challenge. Buckland's urban area is spread along the length of Buckland Road so additional urban areas need to create a more compact shape. Given the future population at a household density of 10 dwellings per ha, the size of Buckland's residential area will need to be a minimum of 59 hectares by 2051. Consequently 20 hectares of future urban land has been identified on the eastern side of Buckland Road and the railway line to take the total residential area to 63 hectares by 2051. At present, only hectares of business land exists in Buckland however Buckland needs a central business area to give the settlement a focal point. 3.3 hectares of future business land has been identified north of the village, with 0.6 hectares of future village centre located around the existing church and surrounding by houses. It is expected that the central 0.6 hectares will eventually form the village heart, comprising of retail and services appropriate for a village the size of Buckland. The eventual shape of Buckland is consistent with the principles of liveable neighbourhoods (comprising a 400 metres walking catchment) with the future Business-zoned land at the centre.

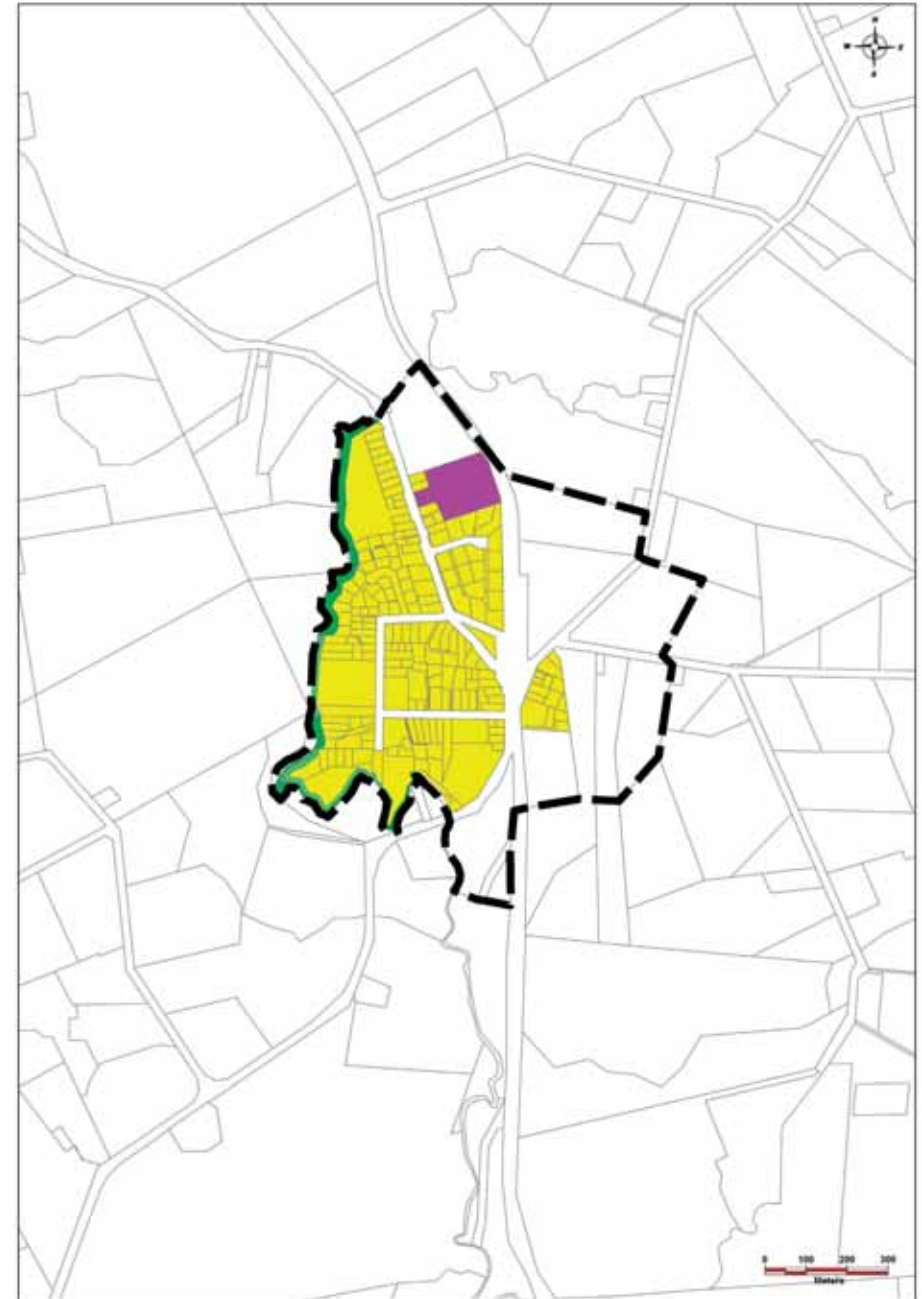
Map 7.43 Buckland 2004

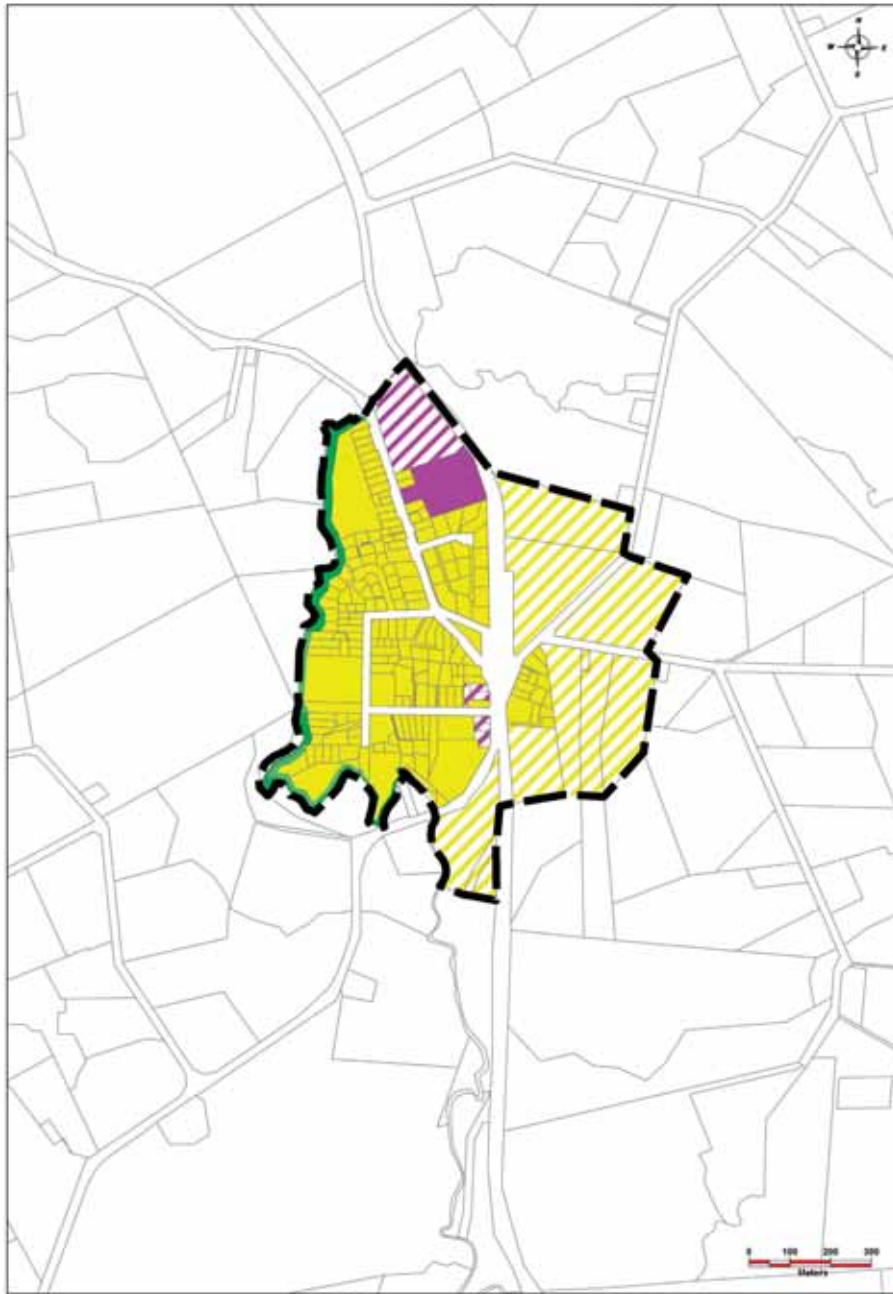
Strengths

- Surrounded by significant agricultural activities, particularly equine
- Rural village living environment
- Proximity to Pukekohe for employment opportunities
- Separated from Pukekohe by the motor / horse racing track
- Location of railway line

Challenges

- Small population base
- Very limited employment opportunities
- Dependence on car-based transport
- Limited housing choice
- Relatively low property values may encourage dominance of 'lower market' development, rather than a range of living environments
- Population size does not support a full range of businesses and services
- Lack of identifiable village centre
- Lack of school





7.10 .1 Live

- Buckland currently has a resident population of 346
- This is projected to grow to 795 people by 2021, a 130% increase over the 17 years
- By 2051, Buckland's population is projected to reach 1,445 people.
- The 2051 population will be accommodated in 587 households.

Table 7.30 Buckland housing density and profile

Buckland - Population Profile	2004	2021	2051
Population No.	346	795	1,445
Mean Household Size	2.84	2.63	2.46
Total Households	122	302	587
Mean Lot Size Residential	1,320	1,110	950

With 350 residents, Buckland is currently one of the smallest villages in Franklin. Buckland has experienced moderate growth (105 people, 43%) since 1991, growing by 8 people per annum on average. Because of its good proximity to Pukekohe and Tuakau, Buckland represents a good opportunity for establishing a small serviced village, supported by the two larger towns. Buckland would be characterized by medium-low density housing typifying rural village lifestyle living. Over time, the mix of household types choosing to live in Buckland will change from being predominantly families (62%) in 2004 to a mix of couples (37%), singles (18%) and non family households (5%) with families accounting for 40% by 2051.

Residential Densities

Buckland currently has a very low population density of 2.8 dwellings per hectare. The current mean section size within Buckland's residential areas is 1,320m². The target density for Buckland is 10 dwellings per hectare as this is considered to be an achievable and appropriate target for Buckland, while still allowing a variety of lot sizes and lifestyle opportunities. By 2051, it is anticipated that the average lot size will reduce to 950m² with an average household size of 2.6 people.

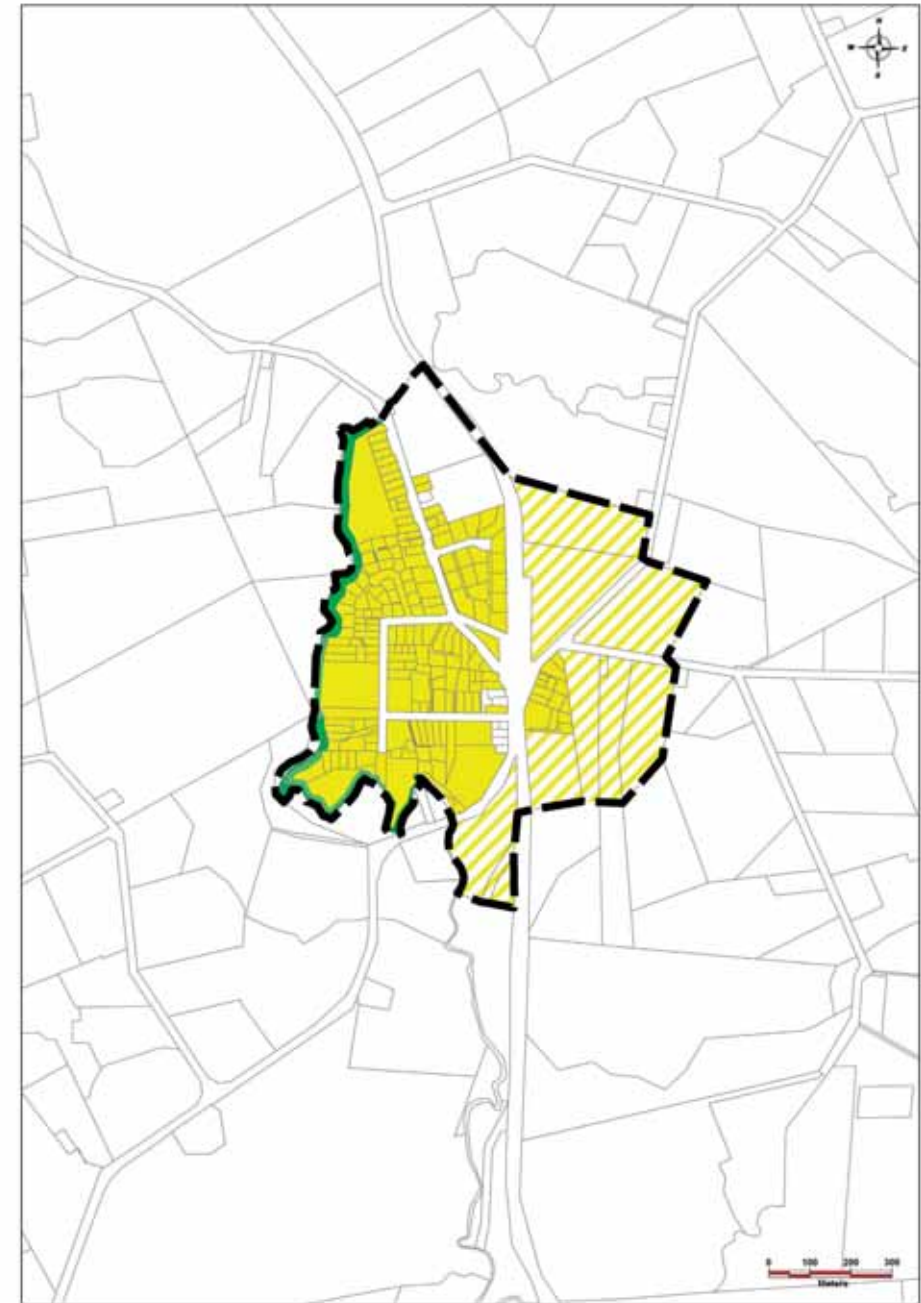
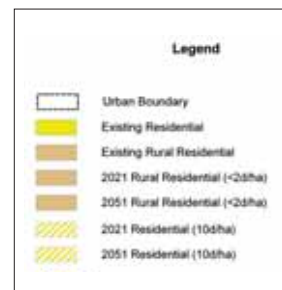
Table 7.30 sets out estimates for Buckland including the total number of new dwellings required through both infill or redevelopment and greenfield development. These estimates are based on an assessment of land available for residential development both within the existing urban boundaries and future urban areas.

Map 7.45 Buckland 2051 Live (Residential Zones)

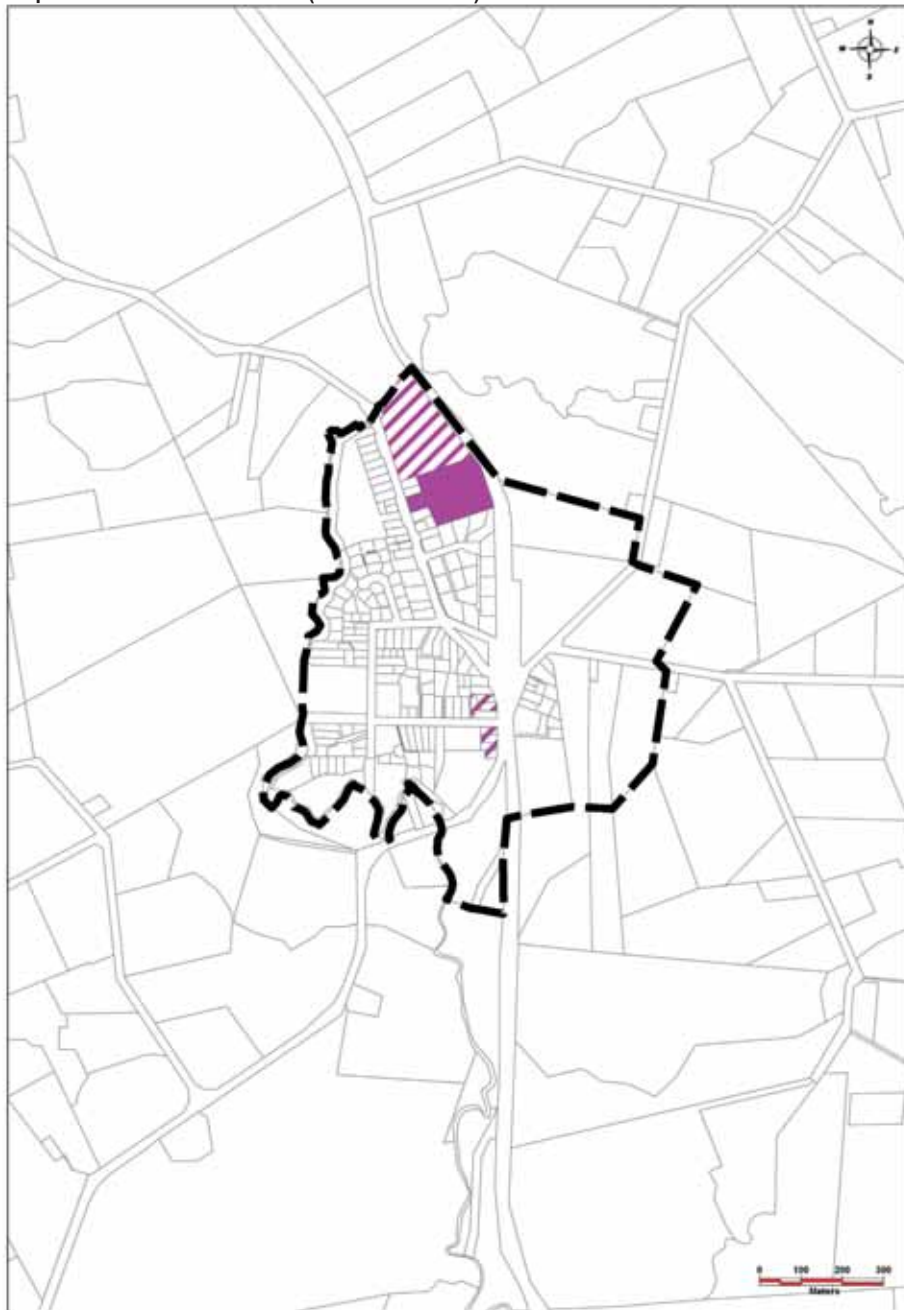
Table 7.31 Buckland housing density and uptake of residential land

Description of area	Current Estimate (2006)			Target hh/ha	To 2021		To 2051	
	ha	hh	hh/ha		% uptake	hh	% uptake	hh
Existing residential zones	35	122	3.5	10	70%	280	90%	325
Proposed residential extension	27.5	6		10	60%	165	100%	275
TOTAL	57.5	122				445		600

Constraints to urban expansion such as versatile soils, slope, and elevation were mapped in order to identify the areas suitable for urban expansion but urban expansion to the west of Buckland Road is limited by the Tutaenui Stream.



Map 7.46 Buckland 2051 Work (Business Zones)



7.10.2 Work

As at 2004, Buckland offers employment for 40 people (2004). By 2021, employment in Buckland is expected to increase by 30 jobs (2004-2021 growth at 75%), offering employment for 70 people.

By 2051, employment in Buckland is expected to increase by 65 jobs (2004-2051 growth at 168%), offering employment for 105 people.

Economic growth (construction and education sectors) will primarily be driven by population growth in the village and surrounding areas.

Table 7.32 Buckland employment projections

	2004	2021	2051
Employment Number	39	66	105
Employed in Business Land	24	40	65

Business Activity

Currently, there is a small amount of employment at Buckland, mainly in manufacturing, education and construction. There is no commercial centre (retail or household services). Buckland will grow by 65 jobs by 2051, reaching a total size of 105 jobs. Population growth will be the key economic driver. The sectors with the most significant growth in employment terms include: manufacturing (20 jobs), construction (20 jobs), and education (10 jobs). The surrounding population will support one or two small retail and household service businesses, but the village will rely predominantly on Pukekohe and Tuakau to meet their everyday needs.

Buckland currently has 2 hectares of business zoned land. Given the anticipated employment growth, Buckland will require a further 2 hectares for mainly industrial activities by 2051. Accordingly an additional 3.3 hectares of future business land has been identified to the north of Buckland. The location and size of this land is considered appropriate for industrial activities. This may involve activities associated with motor racing, given the proximity to the racetrack.

Village Centre

Buckland needs a focal point to distinguish it from Pukekohe – this will be provided by the proposed small shopping / convenience area. Buckland does not currently have a village centre or central commercial area but the projected future population indicates that one could be supported. A future central commercial area has been identified, comprising 0.6ha. This has been located around the existing church as a logical location for a village centre.

Map 7.47 Buckland 2051 Play (Open Space Network)

7.10.3 Play

Buckland only has one undeveloped neighbourhood park (Buckland Estate Reserve - 0.24 hectares) and the only area provided for children to play within the village is at Buckland School. Another two neighbourhood parks will be required to support the growth of 1,100 people to reach 1,450 people in 2051 – location dependent on development (see map of Indicative Open Space Network). One of these parks should be greater than 3000m² to ensure space for informal touch/frisbee etc. The Buckland community has also signaled that they would like Council to acquire the land adjacent to the Buckland Cenotaph. While sports park requirements should be monitored, it is considered that Buckland's proximity to Pukekohe means that most of the demand can be satisfied by centralised facilities in Pukekohe. Proposed esplanade reserves should be acquired to develop the Buckland Road Esplanade Reserve, which extends the length of the Tutaenui Stream. This would enable the development of a walk/cycle way circuit along the reserve and through the township. It will be important to develop a dual purpose (walking / cycling) on or off road footpath to connect Buckland and Pukekohe for recreation and transport purposes.

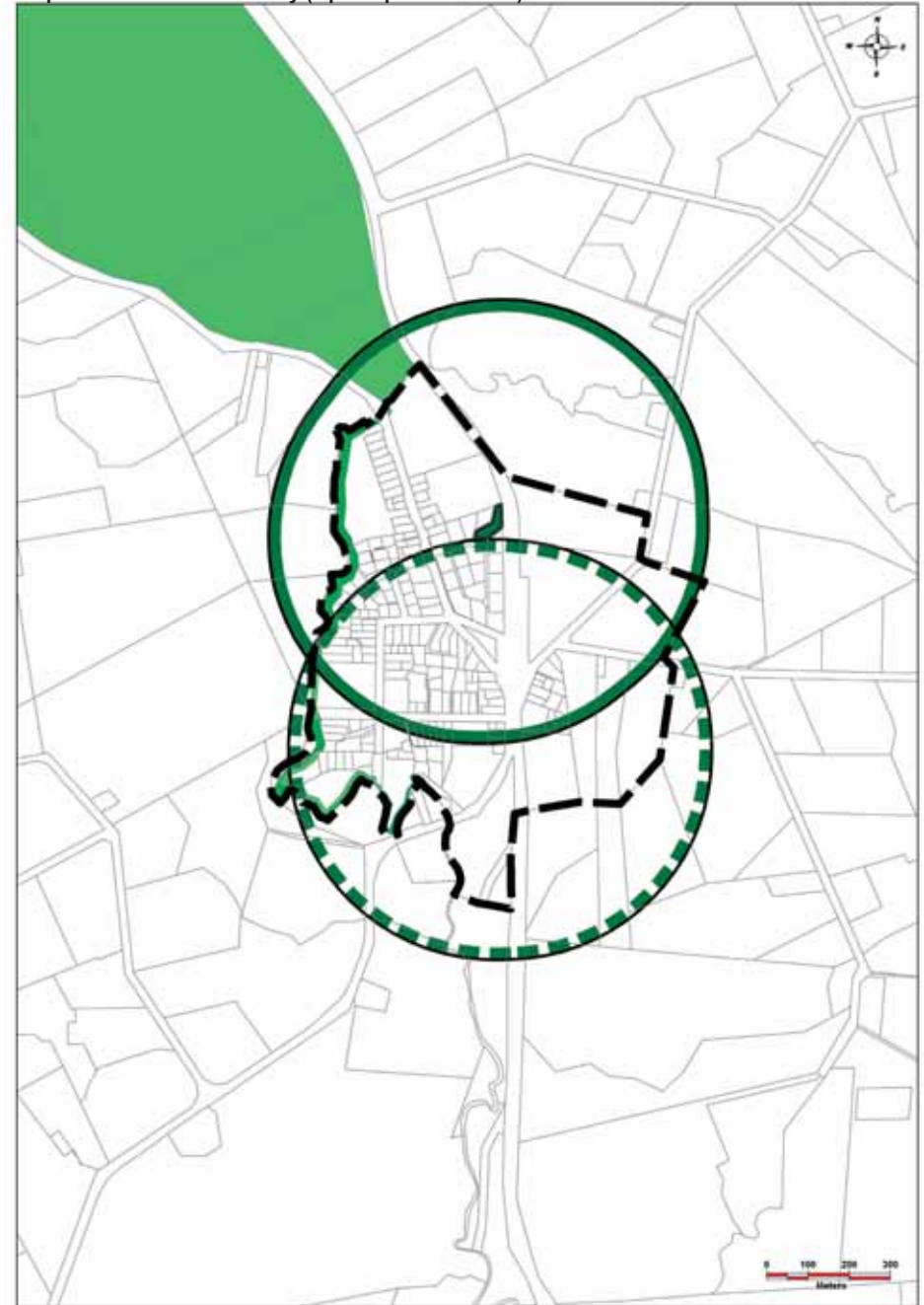
7.10.4 Infrastructure Requirements

Circulation

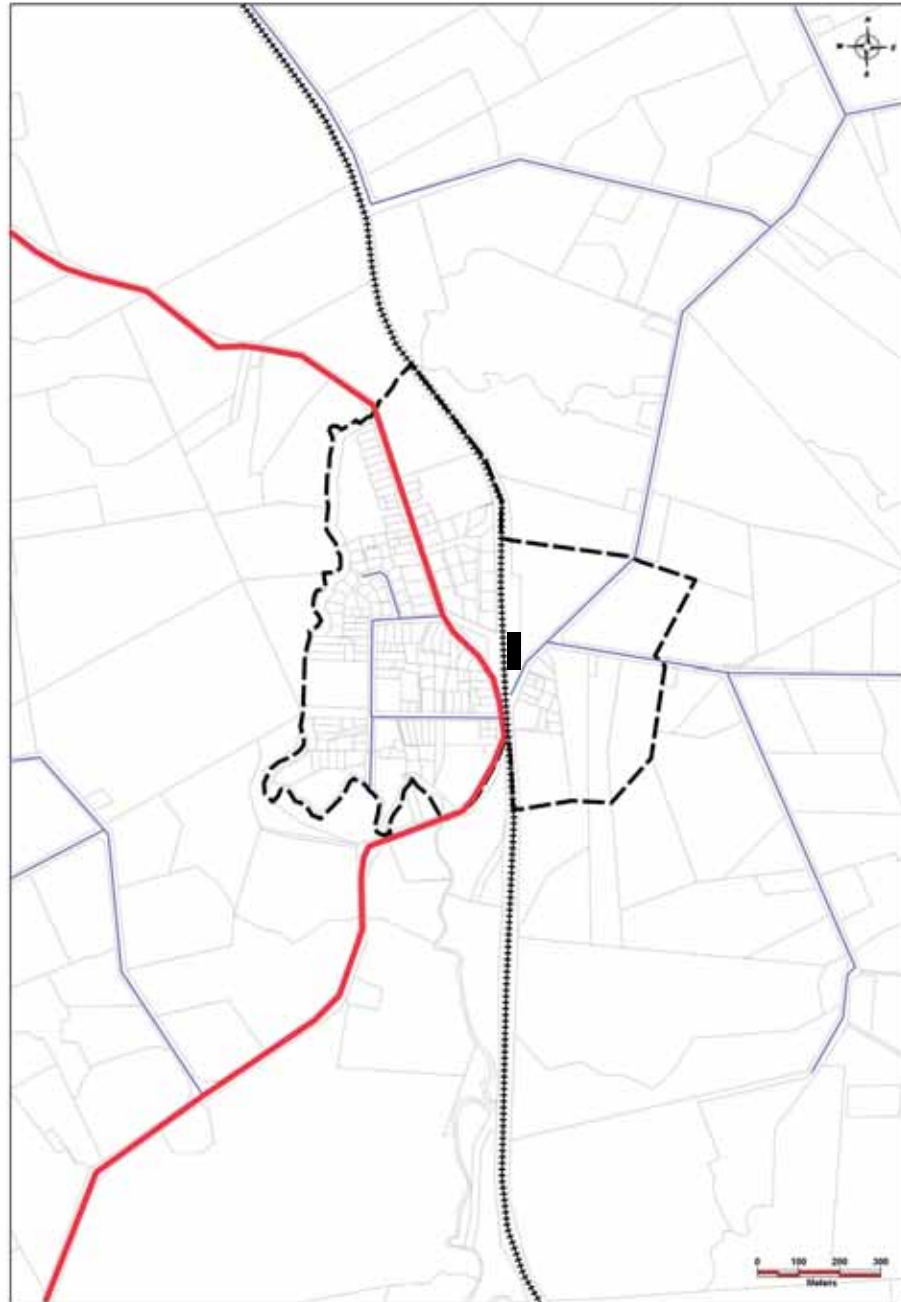
Buckland lies on the arterial route leading south out of Pukekohe towards Tuakau and beyond to Pokeno and to the rural areas south of the Waikato river. Roads and walkways are constrained by the Hamilton-Auckland rail line to the east and by hilly terrain to the west. The rail line passes alongside Buckland but there is no rail station. Buckland has a single level rail crossing which may not be appropriate for the level of residential growth on the eastern side of the tracks. This will need to be discussed with On Track. There is an occasional bus service which links Tuakau with Pukekohe but overall Buckland is poorly served by public transport and highly car-dependent but it is only a few minutes drive time from Pukekohe.

With an arterial road passing through Buckland, it creates a barrier particularly for pedestrians and cyclists and a less than desirable village atmosphere. The creation of greater permeability would require proactive planning and significant alterations to the arterial road. Access across SH22 (particularly for pedestrians and cyclists) will need to be addressed. With traffic calming devices such as narrowing of the road as it passes through the village and using street trees, SH22 can have more of a village feel. Traffic will still pass through efficiently but the street will be more attractive and safer.

Notwithstanding the constraints of the rail route and topography a settlement the size of Buckland is potentially well-suited for walking and cycling provided that local streets are made as pedestrian-friendly as possible but this would need improving pedestrian and cycle links throughout the town and across the main road.



Map 7.48 Buckland Transportation Network



Road Hierarchy and Alternative Modes of Transport

Development of Buckland will require the adoption of traffic management measures along the arterial route to ensure the safety and improvements required, although the village will still be disadvantaged by having significant levels of through-traffic

Provision of pedestrian and cycle infrastructure should form an essential component of any future structure plan to connect Buckland to Pukekohe

There is potential for a new train station to open in conjunction with development and improvement of the rail line for passenger services between Auckland and Hamilton. The existing bus service, albeit currently of poor quality, passes through Buckland and the service could be improved in conjunction with and as a component of the development of Tuakau.

The prospect of access to Buckland by train from Papakura, Manukau and Auckland city could improve the desirability and accessibility of living in Buckland. The development of Buckland could be better aligned with the principles of sustainable transport.

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 5 of the DGS.

Water Supply

Further development and integration of this area with an expanded Pukekohe water supply as and when the demand from additional growth requires.

Wastewater

Provide further connection into the Pukekohe/Tuakau raw wastewater conveyance scheme as the demand from additional growth requires. The conveyance pipeline and Tuakau treatment plant will need to be sized for the demand.

Stormwater

Upgrade existing system to cater for growth consistent with the Integrated Catchment Management Plan (ICMP) for the area.

Schools

Buckland School is a full-primary serving a close-knit community that identifies strongly with the school. The school roll is approximately 200 pupils, some of whom live in Buckland and others who live in the surrounding rural area. The projected population growth for Buckland in 2051 is an additional 1,100. It is estimated that growth of this size will be able to be accommodated by the existing school. Secondary schools are provided in nearby Pukekohe.

7.10.5 Future Actions

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

Design-based Focus

1. Identify areas of vegetation or significant natural features to be preserved.
2. Undertake a structure plan for the future residential areas, identifying roads, reserves, walkways, cycleways and residential patterns.

Urban Growth Boundary and Natural Resource Protection

3. Acquire public open space and reserves in accordance with those identified in a structure plan including esplanade reserves.

Transportation and Interconnectivity

4. Establish walking and cycling links to Pukekohe.
5. Undertake a transport needs assessment and identify where road connections are required as part of the structure planning exercise. This should also address crossing of SH22 for traffic, pedestrians, and cyclists.
6. Promote public transport opportunities including rail.
7. Discuss with On Track the need for upgrading the level rail crossing.