

PRESENTATION TO THE PAPAMOA RESIDENTS AND RATEPAYERS ASSOCIATION



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ANDREW MEAD, MANAGER: CITY & INFRASTRUCTURE PLANNING, TCC

MARK HASELEY, PRINCIPAL TRANSPORT PLANNER: NZTA

The Growth Challenge

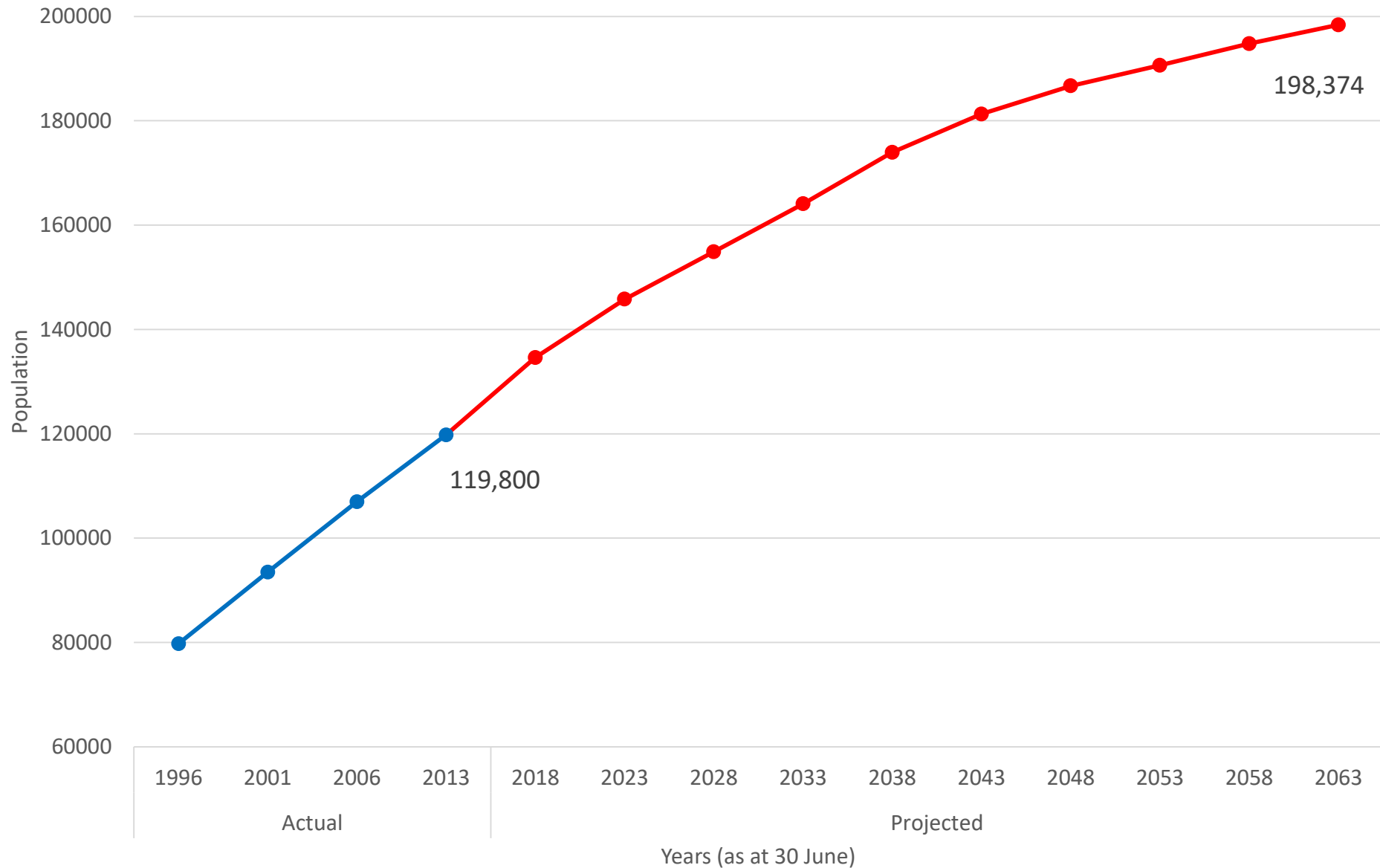
Tauranga's strong growth is expected to continue:

- Tauranga will need to provide almost 50,000 additional dwellings in the next 50 years;
- Tauranga is ageing. With the population in the 65+ age category projected to increase from just under 20% in 2013 to over 40% by 2063.

We are the second fastest growing urban area after Auckland

NPS-UDC adds additional pressure to deliver a comprehensive and durable response to growth

Projected Tauranga City Population 1996 - 2063



The Growth Response

Existing greenfield areas:

- Papamoa and Wairakei
- The Lakes

New greenfield areas:

- Te Tumu
- Tauriko West
- Omokoroa (Stage 3)

Residential intensification:

- Currently 15% of existing growth
- Tauranga Urban Strategy
- Centres based intensification
- Focus on City Centre & City Fringe

Context – Objectives of the Tauranga Transport Programme

Reduce dependency on single occupant car travel

- Highest of all New Zealand cities at the moment

Improve road safety for vulnerable road users

- 10% of the total travel demand
- accounts for 50% of death/serious injury in the city p.a.

Protect efficient access to significant national & regional destinations

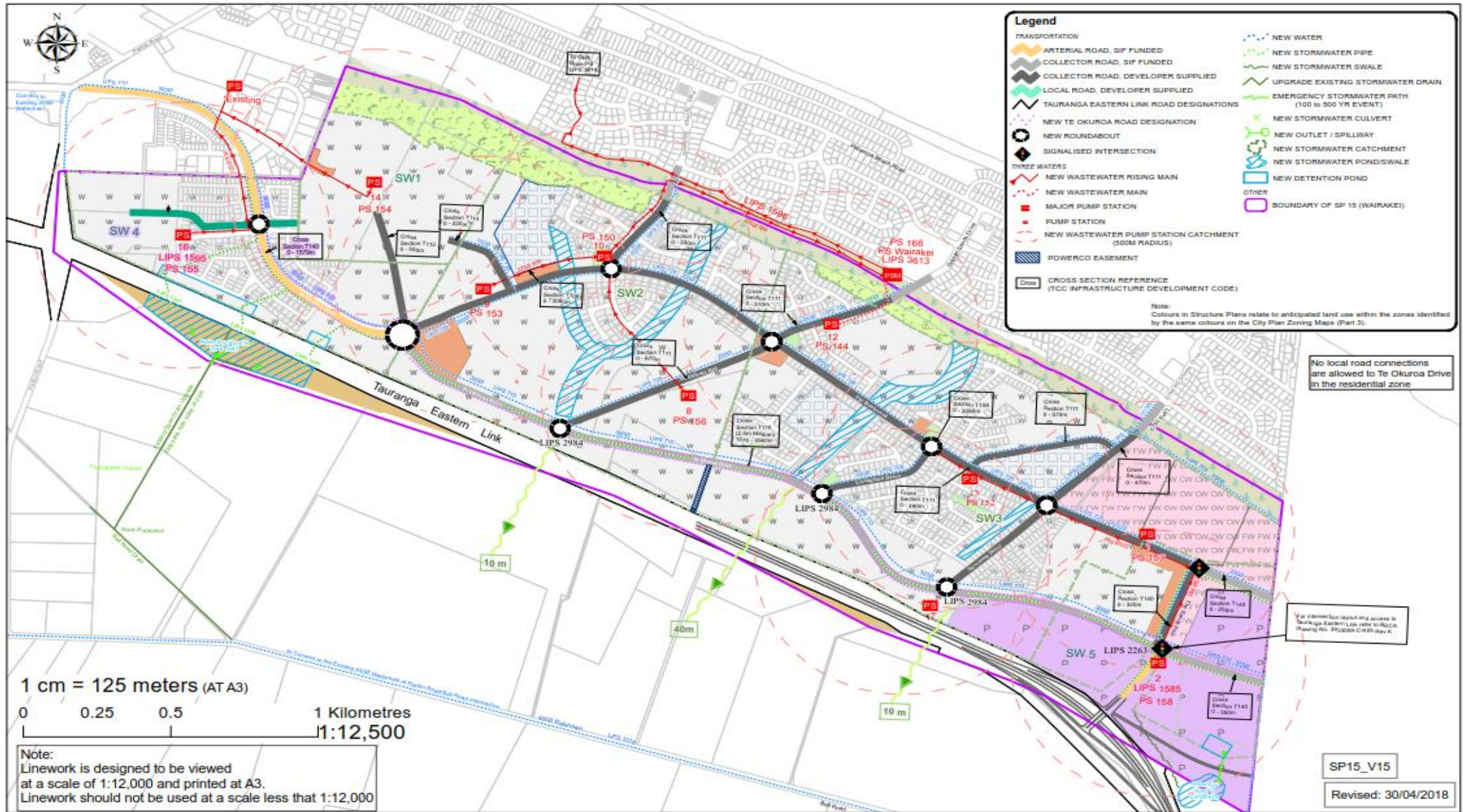
- Port of Tauranga
- Tauranga CBD
- Bayfair

Tauranga Transport Programme: Investment Direction



Greenfield transport needs to be consistent with the City programme





Urban Growth Area Structure Plan - Wairakei (SP 15)

- Tauranga City Council -

Information shown on this plan is indicative only. The Council accepts no liability for its accuracy and it is your responsibility to ensure that the data contained herein is appropriate and applicable to the end use intended.

Transport Projects in Papamoa

- Domain Road upgrade
 - Upgrade to urban standard
 - Construction scheduled 2018 – 2020
- Te Okuroa Drive
 - 2 lane section from Parton Road to The Boulevard
 - Budget in 2019/20 for improvements
 - No design work undertaken
 - Awaiting post construction safety audit

Transport Projects in Papamoa

- Te Okuroa Drive extension
 - Through Wairakei to Te Tumu boundary
 - Will connect to the Golden Sands subdivision this year
 - Connections to future Wairakei town centre & future PEI
 - 2 lanes west of PEI
 - 4 lanes east of PEI
 - Land acquired
 - Design underway
 - Construction scheduled 2018 – 2020





The Boulevard

Livingstone

Monticola/Palm Springs



Transport Projects in Papamoa

- Papamoa East Interchange
 - Grade separated connection of Papamoa East to the TEL
 - NZTA proposing TEL access tolled and priced equitably for all users
 - No connection to Bell Road (but future proofed)
 - Land acquired
 - Design underway
 - Construction scheduled 2020 – 2022
 - Subject to
 - Te Tumu growth area proceeding as planned to give TCC confidence to invest
 - Funding being approved (Housing Infrastructure Fund)
 - Consents being obtained



Tauranga City

Te Tumu





Tauranga City

Te Tumu



- Mixed Industry Business Area (MIBA) / Trade Supplies
- 1 Light industrial, small manufacturing and building improvement centres.
- 2 Possible medical precinct.
- 3 Commercial offices, light industrial, trade suppliers and convenience retail (for servicing MIBA workers)
- 4 Possible multifunction community centre (alternative locations illustrated subject to the location/delivery of the medical precinct)
- Neighbourhood Centre
- Local Centre
- Education
 - 5 3 x Primary School - 12.68Ha
 - 6 1x Secondary School - 11.35Ha
- Cultural Centre
- Camp Grounds
- Residential - Low density 15dw per/Ha
- Residential - Low to Medium density 20dw per/Ha
- Residential - Medium density 25dw per/Ha
- Residential - High density >135dw per/Ha
- Active Reserve - 20.0Ha
- Passive Reserve / Drainage/ Stormwater Treatment (inclusive of TCC constraints mapping). Extent to be confirmed.
- 7 Unlike option two, the Secondary Arterial road remains straight and removes the internal view to the Kaituna inlet, favouring a larger residential precinct on the Kaituna River.
- 8 The extension of 'The Boulevard' continues into the Ford landholdings with an esplanade road that runs parallel with the Wairakei Stream Corridor. The esplanade road provides a public interface, that is not semi privatised via a local street network. There is minimal impact to the underlying structure and residential precinct within the Ford landholdings, rather a larger area residential precinct is created with reduced intersections.
- 9 A connected, efficient residential block pattern is established to ensure maximum flexibility creating diversity and housing choice within the community. Future proofing.
- 10 Alternative Retirement Living options are provided. This option places the villages Wairakei Stream corridor, providing amenity and alternate interface solutions for village private/public integration.
- 11 Kaituna Link
- 12 Possible future road link to Tauranga East Link via Bell Road.
- 13 Possible future marina, further investigation required.



Te Tumu Transport Network

- Multi-modal corridor (The Boulevard extension)
 - Dedicated bus lanes and general traffic lanes
 - Extend bus lanes to Wairakei town centre (where PT interchange is planned)
 - Deliver better PT access to reduce traffic pressures
 - Consistent with Tauranga Transport Programme direction
 - Separated cycleway
 - Preference for The Boulevard extension to be first road built.
- Te Okuroa Dr extension
 - Vehicle focused, 4 lanes closer to the PEI
- Papamoa Beach Road not a major access point for Te Tumu
- Park and ride being investigated near Papamoa East Interchange
- Wairakei Stream Corridor – walking and cycling

Landownership Plan

Te Tumu



Te Tumu Timeline

- Te Tumu
 - Finalise structure plan (2018)
 - Public Notification of Plan Change to rezone for development (2019)
 - Plan change operative (2020 onward)
 - Depends largely on appeals process (Environment Court)
 - Subdivision and house building
 - Aiming to commence 2021
 - May take longer