



Section A - Introduction

1 Strategic context

The Western Bay of Plenty sub region is one of New Zealand's fastest growing areas. The sub region has an agreed 50 year strategy ("SmartGrowth") aimed at developing and implementing a plan for managing this growth. SmartGrowth has social, economic and environmental goals and is being led by Environment Bay of Plenty, Tauranga City Council, Western Bay of Plenty District Council, and Tangata Whenua, on behalf of the community.

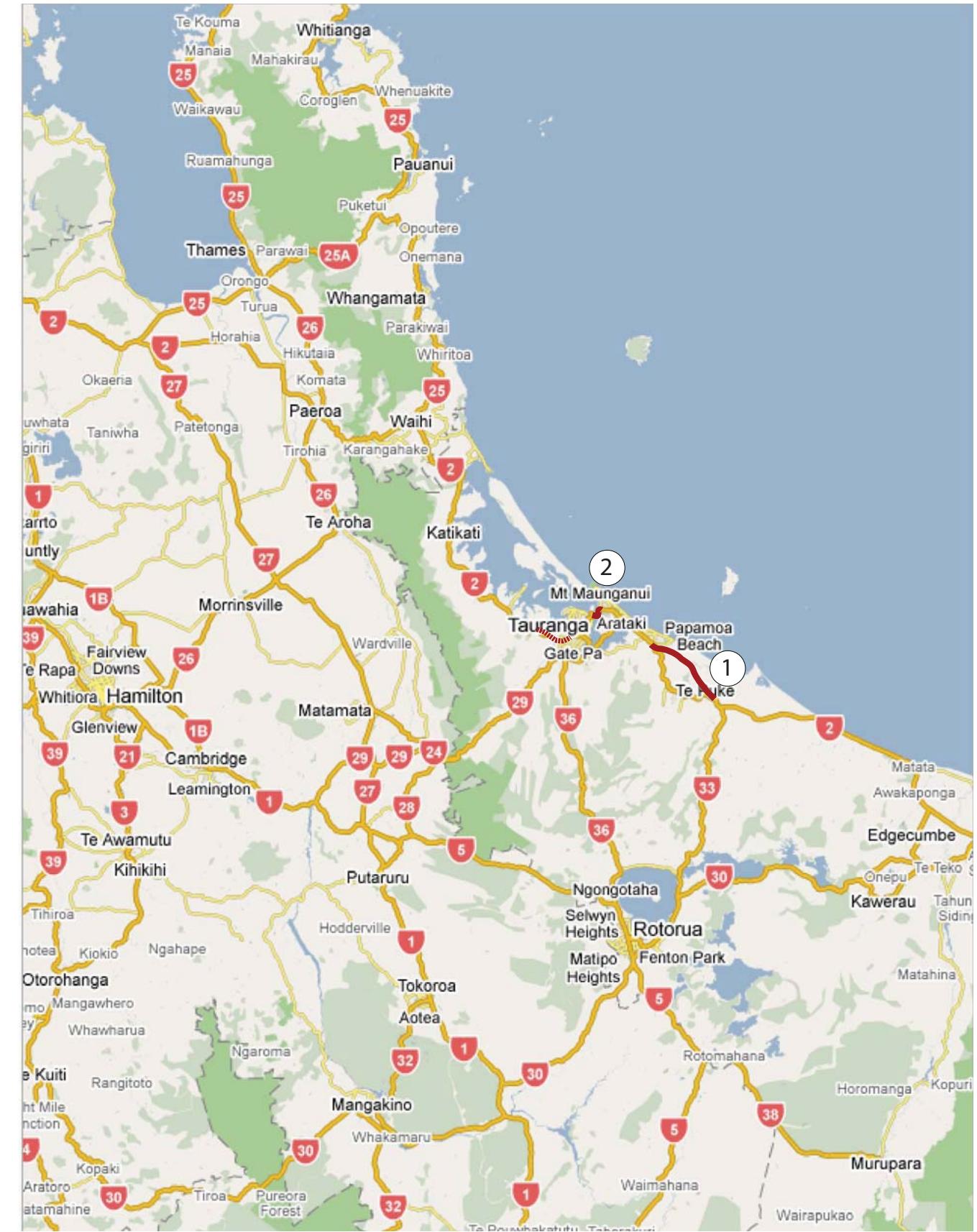
Growth projections in the area are for more than 60,000 people, and will result in an expansion of the existing residential areas and a planned new 230 hectare business park at Rangioru. Papamoa East is the major growth area within the sub Region, and once fully developed is expected to have a population of some 40,000 people. Growth along this corridor to the east of Tauranga follows a narrow, 2-3km wide stretch of land between the coast, Kaituna River, low lying peaty areas beyond, and the Papamoa Hills. The Tauranga Eastern Link (TEL) will form the southern boundary of this area.

Development to date in Papamoa does not always demonstrate best practice subdivision design, environmentally responsive design, or integrated public space design. Delivering well connected, walkable urban areas with a high amenity public domain and high quality built form is a goal of SmartGrowth. It is therefore a driver for the TEL to connect and enhance surrounding residential areas.

2 Purpose

The purpose of this Framework is to describe the Urban and Landscape Design concept for the Tauranga Eastern Link Project. It follows from an urban design report released in January 2008, Tauranga Eastern Motorway – Urban Design Overview. The framework seeks to establish a balance between the State Highway safety and operational objectives of New Zealand Transport Agency (NZTA), the conditions applied to the four Designations and the wider physical and environmental considerations for Tauranga, and the specific urban and landscape contextual issues relating to the highway corridor.

The Urban Design Overview recommended that detailed design for hard structures and landscaping should be integrated and incorporated in a Masterplan and through a detailed design documentation process. This Urban and Landscape Design Framework is intended to satisfy the masterplan recommendation for a holistic, integrated corridor design. It will be included with detailed design for highway elements in the Principal's Requirements, thereby forming a key head of consideration for design development and project delivery.



Section A Introduction

3 References / document review

A systematic review of background documents was undertaken to identify the urban and landscape design implications on the corridor. These documents include statutory, strategic and supporting studies, and urban design guidelines including reference material from other highway projects. The review enabled a comprehensive view of the entire 23 kilometre route that had previously been approved in four separate processes. Documents included:

- NZ Urban Design Protocol
- NZTA Guidelines for Highway Landscaping (2006)
- NZTA draft Guidelines for Noise Walls and Underpasses
- RTA guidelines (eg. Beyond the Pavement, as well as specific design guidelines such as those for bridge aesthetics and noise walls);
- Regional and local initiatives (SmartGrowth);
- "Smart Transport Eastern Corridor Study" (refer Appendix A of Urban Design Strategy Report)
- Western Bay of Plenty Sub-Regional Strategic Roading Network Concept Urban Design Report (refer Appendix C of Urban Design Strategy Report);
- Four Assessments of Environmental Effects for Resource Consent Applications:
 - Tauranga Eastern Motorway 2008 (including all attached reports in appendices)
 - Te Maunga 4 laning
 - Te Maunga Access Roads
 - Sandhurst Interchange
- Tauranga Eastern Motorway Pedestrian and Cyclist Facilities Report (refer Appendix E of Urban Design Strategy Report)

- Designation conditions including landscaping (all four designations)
- Ultimate Scope Preliminary Design Report and Drawings.

In addition, NZTA's functionality considerations are reflected in the urban and landscape design outcomes. These include matters such as safety; asset robustness, serviceability, and durability; and maintenance.

4 Project vision and objectives

The urban and landscape design vision for the project is to create a transport corridor that:

- Upholds the wider SmartGrowth strategy and facilitates the delivery of the Eastern Corridor Transport Network Strategy by enabling future access
- Balances the need for long term connectivity for adjacent communities with the need to deliver a safe and effective operating highway
- Provides a robust and integrated design that is attractive, coherent, and durable
- Complies with the conditions of the Designations.

5 Study methodology

The study methodology is reflected in the report structure as follows:

A Introduction

- References / Document Review
- Project Vision and Objectives

B Route Appreciation

- Analysis of the road corridor, identifying built, environmental and community constraints and opportunities. Includes available site inventories and surveys, site visits, and view analysis to ensure:
 - Familiarity with the route
 - Ability to develop a cohesive and integrated urban and landscape design vision for the road corridor, and;
 - Confirmation of key site parameters impacting upon the design development.
- Urban and Landscape Character Areas
- Landscape Opportunities and Constraints
- Motorway Design Context
- Route Design Principles
 - Development of a cohesive set of Urban and Landscape Design Principles for the road corridor that reflects all previous route investigations, the above route appreciation and analysis and is consistent with the goals and objectives of the TEM Urban Design Overview strategy.

C Bridges and Retaining Walls

- A series of plans, sections and elevations, with supporting principles and precedents, that describes the urban design and landscape aspects of the proposed bridges, including abutments and treatment of retaining walls and structural elements.

D Noise Walls

- Presentation of a series of plans, sections and elevations, with supporting urban design principles, that describes the urban design and landscape aspects of the noise wall structures.

E Shared Paths – Walking and cycleways

- Design objectives and principles for shared paths
- Presentation of plans, sections and illustrative material to describe the desired design outcome

F Landform

- Principles for embankments / bunds, cuttings and slope stabilisation, shotcrete minimisation and culverts.
- Presentation of sections that illustrate the urban and landscape design response to earthworks.

G Landscape

- Urban and Landscape Design Strategy
 - Landscape Design principles
 - Stormwater principles
- Detailed landscape design
 - Colour concept plan and sections of the project works and context, showing location and species of planting
- Existing Vegetation Strategy and Principles
 - Strategy and principles to minimise clearing extents;
 - Strategy and principles to maximise retention of existing vegetation
 - Methodology to protect existing vegetation

- Landscape Management Report

H Road Furniture

- Furniture Location Strategy
 - Method identifying procedures and strategies to be adopted for placement of road furniture elements including signage, fencing, lighting etc.
 - Illustration and description of intended lighting fixtures.

I Public Art

- Principles for location of public art, design suggestions for scale and type of elements, and process to move forward, including consultation required.

Route context

