



Tauranga District Council Waterfront and Central Business District

Strategic Development

Framework

Tauranga District Council

TAURANGA WATERFRONT / CBD DEVELOPMENT:

A STRATEGIC DEVELOPMENT FRAMEWORK

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FOREWORD

Tauranga District Council has proposed the further development of the central city and waterfront area. It is anticipated that much of this work will take place over a ten year period, and will be implemented via a number of independent development projects.

A process of extensive public consultation has already commenced, and it is expected that ongoing consultation will be an integral part of future development projects. Consultation processes to date have achieved a significant level of understanding of the views and aspirations of Tauranga citizens and key stakeholders in regard to the future consultative processes, including the opportunity for opportunity for public and stakeholder feedback on the outcomes of initial stages of the redevelopment process.

An important focus for the consultation process has been the Isthmus/Beca Concept Plan for the Waterfront and CBD areas, prepared early in 2001 as a basis for discussion with iwi, the general public and interest groups. A number of the ideas advanced in this concept plan have also been brought forward into this framework document. Other features of the Concept Plan have not been indicated for various reasons. Some of these have, however, been included in other Council planning processes.

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INTRODUCTION

A strategic development framework for the Tauranga Waterfront and Central Business District should address the following distinct but interrelated areas of focus.

Firstly it should set forth the broad visions to shape and direct the future development of the waterfront and CBD area, and establish development objectives consistent with these visions. Where appropriate, preferred features or characteristics of future development may also be stated, consistent with the visions and objectives statements.

Secondly the framework should establish key elements of an urban design structure plan, and provide a rationale for such a plan. This structure plan provides a guide or 'frame of reference' for future development projects, without limiting the creative interpretation of the plan by design professionals.

Thirdly the framework should identify possible development projects and their critical interrelationships, in order that future project work may be planned in a coordinated way.



PART A : DIRECTIONS FOR DEVELOPMENT

VISION STATEMENTS

Vision statements seek to express the views and aspirations of the full range of public and sector groups, as articulated through previous consultation processes. Vision statements can be expected to change only minimally over time.

1. To position the Tauranga central city and waterfront as the 'cultural heart' of the Western Bay of Plenty
2. To recognise the CBD and waterfront as a special place for the people of Tauranga, with a diverse range of activities in close proximity to each other and to ensure that each space developed has a purpose which will attract people to use the space
3. To maximise the waterfront as a key attraction and public open space of the city
4. To establish complementary and mutually supportive relationships between the waterfront and CBD areas
5. To recognise the unique history and heritage of the Tauranga city peninsula, and to protect and enhance this in future development
6. To recognise the distinctive landform and natural features of the Tauranga city peninsula as contributing to a unique identity and 'sense of place', and to strengthen this identity in future development
7. To develop Tauranga city as a significant tourist and visitor destination
8. To maintain and further develop the economic vitality of the city.

DEVELOPMENT OBJECTIVES

While vision statements typically address all-encompassing issues or attributes, development objectives may focus on particular parts of the city. A significant number of objectives may therefore relate to a particular vision statement.

Development objectives have been listed under the following location-based groups:

- Overall (ie. potentially relates to all parts of the CBD and waterfront)
- 'Cultural heart' concept
- Waterfront-CBD linkages
- Waterfront
- The Strand
- The Domains

The numbers in brackets refer to vision statements listed on page 2.

- **Overall Development Objectives**

1. To ensure that all future development is consistent with, and advances the vision statements for Tauranga city. (*Relates to all vision statements*)
2. To ensure that all future development strengthens the unique geography of the city peninsula, and is compatible with existing building fabric. (V2, 5, 6, 7)
3. To ensure that future development achieves an appropriate concentration of activities and facilities within the waterfront/CBD, without encroaching on valued existing open space. (V1, 2, 3, 4, 7, 8)
4. To establish a strategy for vehicle access to the CBD, including approach routes, on-street traffic movements and parking provision, that is consistent with the goal of maximising the waterfront as a key attraction, and developing a complementary relationship between the waterfront and the CBD. (V1,2, 3, 4, 6, 7, 8)
5. To realise the potential for a 'pedestrian-friendly' city, including pedestrian priority areas, and pedestrian routes that link key cultural, historic and recreational facilities. (V1, 2, 3, 4, 5, 6, 7, 8)
6. To ensure that future development enhances the economic and social viability of existing facilities. (V2, 3, 4, 5, 8)
7. To ensure that future development recognises the potential of beneficial interrelationships between commercial, civic, cultural and recreational facilities and activities. (V1, 2, 3, 4, 7, 8)
8. To ensure that future development of streetscapes complements the work undertaken to date (specifically the 'Edgewater project'). (V2, 4, 7)
9. To recognise the existing pattern of streets and blocks as an important part of the identity and experience of the city, and to strengthen the quality of the 'street experience' wherever possible. (V2, 5, 7, 8)
10. To further reinforce the potential for strong connections from Cameron Road to the CBD and the waterfront. (V1, 2, 3, 6, 8)

- **'Cultural Heart' Development Objectives**

The 'cultural heart' concept is a powerful idea that has potentially wide appeal, but is less easy to define. The following development objectives provide a starting point for the more precise definition of this vision.

1. To develop the 'cultural heart' concept on the basis of a variety of facilities in a number of distinct locations, and with appropriate physical and operational linkages. (V1, 2, 3, 4, 5, 7, 8)

2. To establish a Culture and Heritage Facility for Tauranga and the Western Bay of Plenty, in accordance with the objectives and guidelines established in the Definition Study Report (June 2001). (V1, 2, 5, 7, 8)
3. To establish a Civic Art Gallery in the former BNZ building. (V1, 7, 8)
4. To establish a 'historic precinct' that would include The Elms property, the Mission Cemetery, the Redoubt, the Old Bond Store, and the former Post Office, and to ensure that future development of this part of the city is consistent with and reinforces the historic and heritage emphasis. (V1, 2, 5, 7, 8)
5. To promote the development of a variety of public open spaces that encourage meeting and exchange between people. (V1, 2, 7)
6. To establish a 'civic square' as a key element in establishing a civic identity and sense of place, and located to draw together and to be 'activated' by existing civic and cultural facilities, and to serve as a public meeting place. (V1, 2, 7, 8)
7. To ensure easy access to cultural facilities, including convenient car parking and where possible, well defined and inviting pedestrian linkage between activities. (V1, 2, 7, 8)
8. To recognise the educational potential of the 'cultural heart' concept, and to include educational/research interest in development proposals. (V1, 2, 7)
9. To recognise the recreational and educational potential of both arts and crafts, and to make appropriate provision for these (eg. Tauranga Arts and Crafts Centre and the 'artsville' concept). (V1,2, 7, 8)
10. To establish an appropriate location for an acoustically designed performance space, suitable for classical music performances. (V1, 7)



- **Development Objectives for Waterfront-CBD Linkages**

1. To maintain and strengthen visual linkages from the CBD to the harbour. (V1, 2, 3, 4, 6)
2. To develop at least one (and possibly several) strong pedestrian linkage between the CBD and the waterfront, creating a focal point for waterfront development. (V1, 2, 3, 4, 6, 7)

- **Development Objectives for the Waterfront**

1. To develop the waterfront to attract and provide for a diversity of public activities. These should include opportunities for small and large gatherings, including significant public events. (V1, 2, 3, 4, 6, 7, 8)
2. To develop the waterfront to encourage water-based activities, including commercial maritime activities. (V1, 2, 3, 7, 8)
3. To provide for land-based commercial activities consistent with or directly supporting waterfront activities. (Commercial activities should not simply replicate those in the CBD.) (V2, 3, 4, 7, 8)
4. To provide controlled vehicle access to the waterfront, to meet commercial and service operations and public drop off/pick up requirements. (V3, 4, 7, 8)
5. To include the waterfront as an important component of the network of city pedestrian routes. (V1, 2, 3, 4, 7)



- **Development Objectives for The Strand**

1. To recognise the likely future role of The Strand as part of a public transport interchange, given its proximity to water and rail-based passenger services, and its likely inclusion in any future CBD tram or bus loop. (V1, 2, 3, 4, 7)
2. To further develop the distinctive qualities of The Strand as an edge or 'interface' between the waterfront and the CBD, and hence as an important component of the 'image' and identity of Tauranga city. (V2, 3, 4, 5, 7)

3. To promote the development of building facades that reflect the maritime edge location and the pedestrian and café/leisure-based focus of retail activities. (The future development of café and leisure-based retail activities at first floor level, with the advantage of unobstructed views to the waterfront and harbour beyond, should be anticipated.) (V2, 3, 4, 7, 8)
4. To strengthen the physical and visual connections between The Strand and the Redoubt. (V2, 5, 6, 7, 8)
5. To provide some short-stay parking for retail and transport-based activities alongside The Strand and for waterfront activities. (V3, 4, 8)



- **Development Objectives for the Domains**

1. To establish development options that maximise opportunities for multi-use of the Domains for sporting, entertainment and cultural events and for passive recreation. (V1, 2, 6, 7, 8)
2. To recognise the strategic location of the Wharepai Domain site in relation to the CBD, and to establish a preferred future use for this site. (V1, 2, 6, 7, 8)



- **Development Objectives for the Redoubt-Cliff Road precinct**
 1. To establish development options that recognise the strategic location of this precinct within the CBD, and the commanding views available from the Cliff Road reserve. (V1, 2, 5, 7, 8, 9)
 2. To establish development options that recognise the historic significance of the precinct, including its linkage with The Elms property and the mission cemetery and former pa site. (V1, 2, 3, 5, 6, 8, 9)
- **Development Objectives for the Civic Precinct**
 1. To reinforce the concept of a civic precinct or 'civic heart' within the block bounded by Wharf, Willow, Hamilton and Durham Streets. (V1, 2, 8, 9)

DEVELOPMENT FEATURES

The development objectives outlined in section 2.3 above may be achieved in a variety of ways. Where this is the case, then development proposals may be assessed not only against these objectives, but also on the basis of their other qualities or merits. However, some development objectives will point inevitably to particular development features. In addition, sound urban design practice may suggest particular design solutions. Where this is the case, these preferred development features may be stated, and included as requirements to be satisfied in future development work.

The following grouping of development features follows that adopted for the development objectives. Additional statements may be added to the below lists as each development project area is more fully and closely examined.

- **Overall Development Features**
 1. Ensure that development is low-rise (2-4 storeys) in proximity to the harbour edge, with mid-rise development permitted on elevated sites towards the western edge of the CBD
 2. Prioritise north and west approaches from the Takitimu Drive to the CBD, and strategically locate future car parking to support these approaches. Discourage access to the CBD via Dive Crescent
 3. Retain and enhance the existing public open spaces of the waterfront, and view shafts along waterfront-linked roads
- **'Cultural Heart' Development Features**

Development features may be determined once specific projects have been identified.
- **Development Features for Waterfront-CBD Linkages**
 1. Establish a principal pedestrian access to the waterfront at Wharf Street, by developing Wharf Street from Willow Street to the harbour edge as a pedestrian boulevard, terminating at the base of Coronation Pier. Consider opportunities to form a distinctive public open space where this boulevard meets the harbour edge
 2. Establish points of vehicular access to the waterfront opposite Spring Street (to provide access to the waterfront south of the Pier) and at the southern end of Dive Crescent (to provide access to the Pier and waterfront north of the Pier)

- **Development Features for the Waterfront**

1. Redevelop Coronation Pier as a focal point for the waterfront, with provision for commercial operations including passenger services and supporting commercial activities
2. Retain the strategic link of the Pier to Wharf Street, but position the Pier slightly south of the Wharf Street alignment, to secure harbour views from the street
3. Limit commercial development to that appropriate for waterfront activities, and concentrate this in the immediate vicinity of the Pier
4. Focus any future boating and marine support activities south of the Pier, and public recreational activities to the north
5. Anticipate future extensions of recreational and cultural activities northwards along Dive Crescent in the longer term, with the potential to link to cultural/heritage attractions in the Cliff Road area. Future development of this area should reflect its significance for Maori
6. Establish vehicle access to the waterfront, adjacent to the railway line, and extending to the open space at the base of the Pier. (Refer to A3.2 above)
7. Develop a landscape design for the area north of the Pier that will accommodate large gatherings, and use ground contouring to create amphitheatre-style terracing, stepping down towards the water's edge. Integrate this with the Pier as an extension of an 'events space', capable of accommodating significant numbers of people
8. Develop the harbour edge to encourage water-based recreational activities, including a possible salt-water swimming pool
9. Avoid any commitment to development options for Dive Crescent until land ownership issues have been resolved. Encourage cultural/craft/workshop type occupancies of existing Dive Crescent buildings in the interim.



- **Development Features for The Strand**

1. Retain The Strand as both a pedestrian and vehicular route, but introduce traffic calming at the intersection with the Wharf Street pedestrian boulevard
2. Widen The Strand to create a boulevard-style pavement and possibly street trees, to create an amenity zone alongside shops
3. Retain some short-stay parking
4. Extend The Strand design elements, including surface finishes, northwards to the base of the Redoubt, and introduce feature lighting of the visible flank of the Redoubt
5. Develop design controls for building facades, to ensure a consistent (but not uniform) character to the street edge. Encourage redevelopment of non-conforming facades
6. Redevelop the former Masonic site with appropriate building uses, and to complete the street edge at this point

- **Development Features for the Domains**

Development features may be determined once specific projects have been identified.

- **Development Features for the Redoubt-Cliff Road**

This area has considerable strategic significance within the CBD. A number of alternative visions for the future public use of this area have been identified during the public consultation process. These alternatives should be further investigated, noting the potential offered by the elevation of the site, its links to significant historical features, and the opportunity for an elevated link to the waterfront along Dive Crescent.



- **Development Features for the Civic Precinct**

Development objectives listed under the 'Cultural Heart' section above included the concept of a civic square. The following refer to this objective:

1. To reinforce the concept of a civic precinct or civic heart within the block bounded by Wharf, Willow, Hamilton and Durham Streets, by establishing a public square or plaza, linking the civic administration building, library, Baycourt performing arts facility, and a future conference centre
2. To develop a conference facility within this block, and possibly extending onto adjacent land to the north of Hamilton Street

PART B : AN URBAN DESIGN STRUCTURE PLAN

The Urban Design Structure Plan outlined in this part of the Framework document has been prepared on the basis of a broad analysis of the Tauranga waterfront and CBD context, and an evaluation of the draft concept plan prepared for public consultation purposes by Isthmus/Beca. Consideration has also been given to the documentation provided to the concept plan designers and to subsequent community consultation outcomes in respect of the draft concept plan.

The Urban Design Structure Plan has been presented in an abstract form and is intended to constitute a part of the Strategic Development Framework, linking the first part of the Framework document (vision statements, development objectives and development features) with the third part of the Framework, which focuses on individual development projects.

Part B comprises three sections:

1. A statement of the overall approach taken in establishing the Structure Plan
2. An outline of the key considerations to be addressed in the Structure Plan
3. A diagrammatic representation of the Structure Plan, indicating each of its main elements.

AN OVERALL APPROACH

The Urban Design Structure Plan seeks to recognise the existing natural and 'man-made' features of the Tauranga city peninsula that contribute positively to the unique identity and 'sense of place' of the waterfront and CBD, and to strengthen these features in future development in a way that also achieves the visions and goals articulated by the Tauranga District Council, and the wider Tauranga city community. Key features that contribute to this unique identity include:

- landform
- orientation and views
- pattern of existing land uses
- roading network
- open spaces
- building fabric
- historic/heritage features
- significant botanical and ecological features

While future development will inevitably change existing conditions, it is considered essential that the actual or potential value and amenity of existing conditions are not compromised by such development.

The strategic approach outlined below provides maximum opportunity for the creative inputs of design professionals and others in developing detailed proposals for future projects. Such projects would need to be based on design briefs that incorporate relevant parts of the Strategic Development Framework, as well as the project-specific aspirations and requirements of the Tauranga community and the Tauranga District Council.

KEY CONSIDERATIONS FOR AN URBAN DESIGN STRUCTURE PLAN

- **Landform and Roothing Network**

The existing roading network has a clear hierarchical structure, with the principal feeder road (Cameron Road) located on the peninsula ridge, from which five secondary roads lead down into the CBD and towards the waterfront. The slopes on which the central CBD is located are edged by higher ground to the north (Cliff Road) and south (Devonport Road), creating a gentle bowl-like landform that leads naturally to the central waterfront. Distinctive harbour views from each of these east-west roads offer a memorable arrival experience to the central city area.

This clear relationship between the landform and roading network is a key asset that needs to be recognised in future development. By prioritising the Cameron Road approach to the CBD and locating parking facilities in proximity to this road, vehicle movements in that part of the CBD towards the waterfront may be minimised.

The use of Dive Crescent as a major approach route to the CBD is at odds with this general pattern. The overall urban design strategy should therefore discourage the use of Dive Crescent as a principal entry and exit route for the CBD.

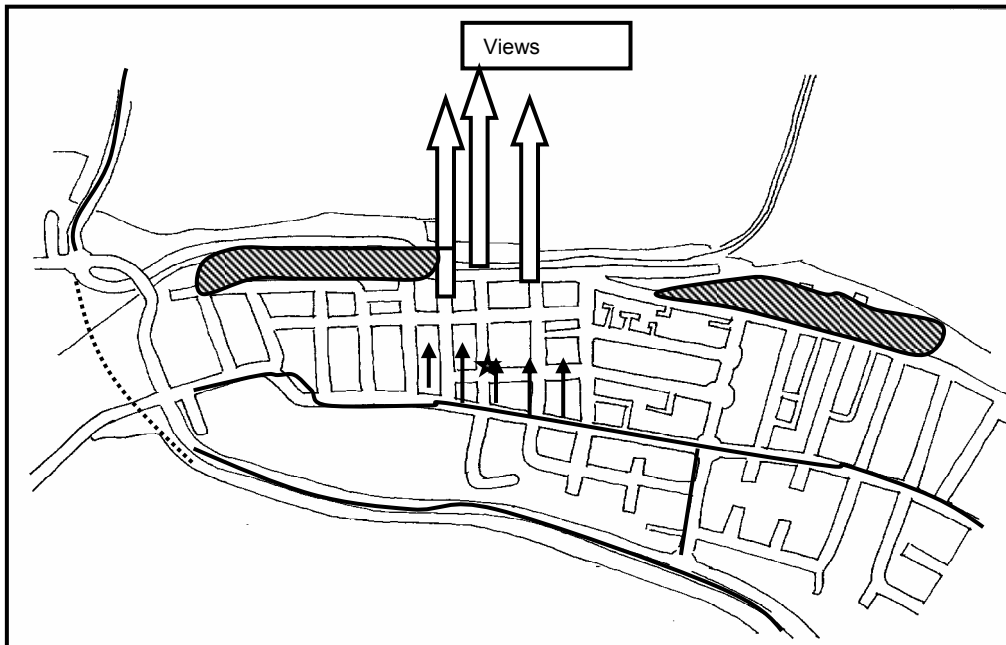


Diagram 1 : Landform and Roothing Network

- **Relationship between CBD and Waterfront**

The development of strong links between the CBD and the waterfront is a fundamental consideration in achieving the objective of the waterfront as a key attraction and public open space of the city. These links may be visual and physical.

Visual Links

The importance of visual links to the harbour offered by the east-west streets that pass through the central CBD has been noted in respect of the roading network. These visual links need to be retained and enhanced.

With future development of the waterfront area itself, and an appropriate treatment of the rail corridor alongside the waterfront, it may also become desirable to open up vistas of the waterfront from The Strand. (Existing planting serves as an effective screen to current car parking areas on the waterfront reclamation, but blocks views to the harbour.)

Physical Links

The railway is a major obstacle in developing stronger physical links between the CBD and the waterfront. Currently there is a vehicle and pedestrian crossing at Wharf Street and a pedestrian-only crossing at Spring Street. Vehicle access at the northern end of the waterfront is gained from Dive Crescent.

The ideal solution would be to develop significant points of access to the waterfront on the alignments of Spring, Wharf, Hamilton and Harrington Streets. Of these options Wharf Street offers the most significant point of access, for the following reasons:

- It terminates at the Pier, this being a key focal point on the waterfront
- It passes alongside the 'civic block' which could be developed as a link between the 'civic heart' and the waterfront
- It is within/at the edge of the existing retail core of the CBD
- It is well linked to existing and possible future public transport nodes and routes (ferry, buses, and possible future light rail passenger services).

The Urban Design Structure Plan proposes that Wharf Street be established as a pedestrian boulevard, extending to the harbour edge to terminate in a new waterfront plaza. By relocating the Pier and associated facilities to the zone between the Wharf and Spring Street alignments, clear views of the harbour from these streets may be achieved.

Vehicle access to the south waterfront area could be established at Spring Street, and to the north waterfront area from Dive Crescent, as currently exists.

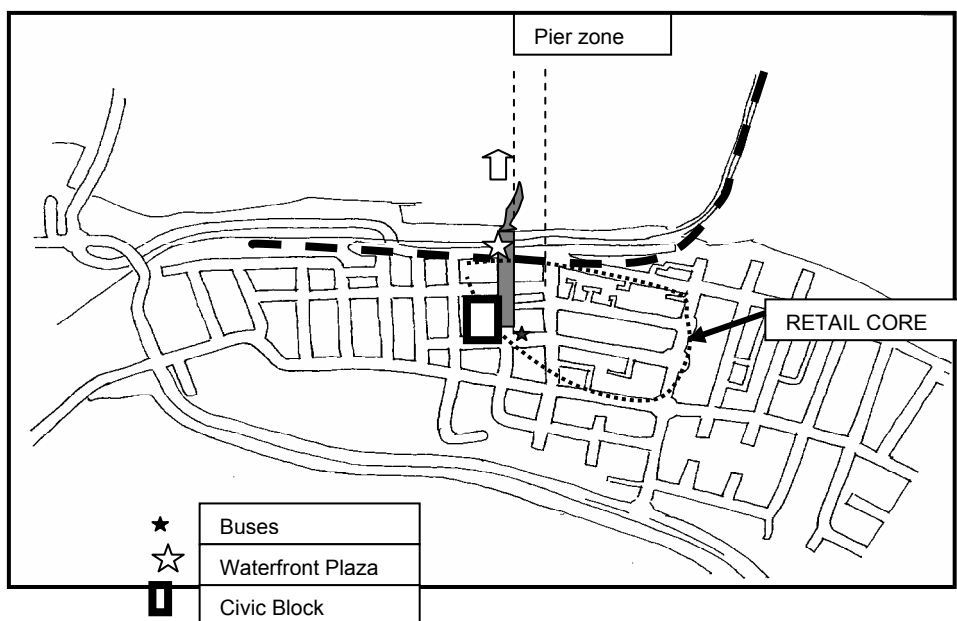


Diagram 2 : CBD / Waterfront Relationship

- **The Waterfront Area**

Coronation Pier provides a focal point for waterfront activity, and effectively establishes distinct waterfront areas to the north and south of the Pier.

The Urban Design Structure Plan proposes the development of components of the waterfront as follows:

1. A redeveloped Pier, positioned to ensure unobstructed harbour views from Wharf Street, and designed to accommodate commercial and recreational watercraft, supporting service and retail activities, and passive recreational uses including spectator vantage points for water-based events
2. The northern waterfront zone, with a focus on land and water-based recreational activities and events, a combination of hard and soft landscape, and water access at the harbour edge. This northern zone and the Pier are linked by the proposed waterfront plaza
3. The southern waterfront zone, with a different character of development that reflects the more restricted visual and physical connections of this part of the waterfront to the CBD. Possible future development might include boating/marina-type uses
4. Dive Crescent waterfront, which although it has an uncertain ownership, has great potential for development with a recreational and possibly cultural emphasis. The 'fishing village' should remain in its present location, at the southern end of Dive Crescent, until the future development potential of this area becomes more certain.

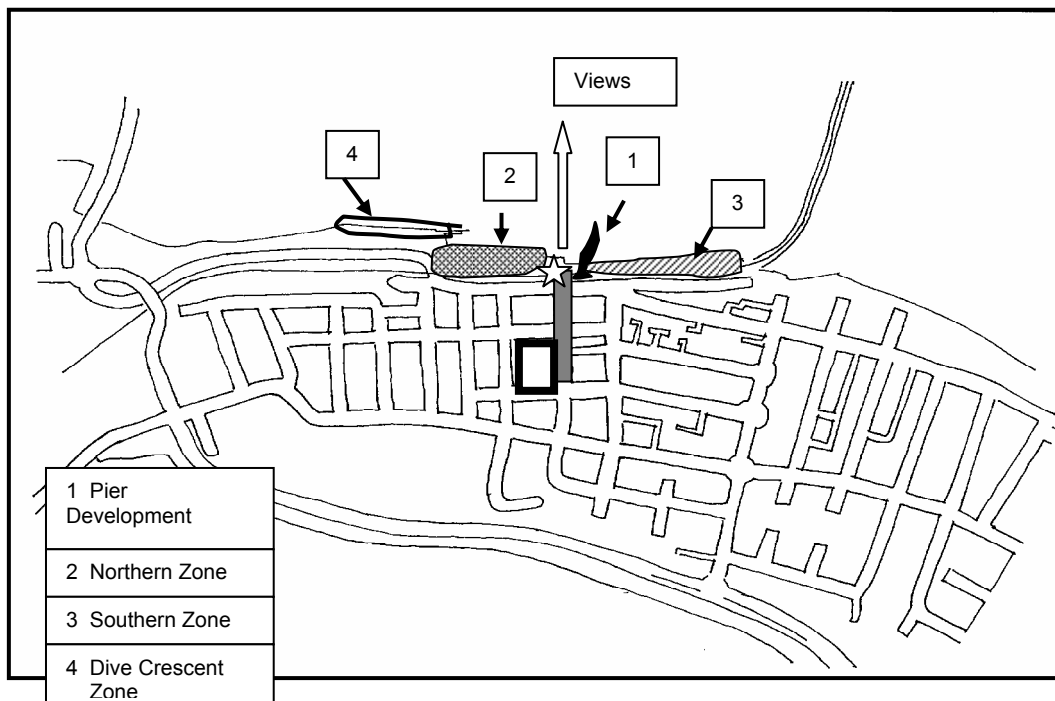


Diagram 3 : The Waterfront Area

- **The Strand**

The Strand occupies a unique position as an edge between the CBD and the waterfront. It has the potential to be developed with a distinctive character in response to the following conditions:

- As a visual and physical link from Spring Street to the Redoubt
- As an edge to building-related activities, including the development of a boulevard-style pavement for café/restaurant outdoor eating
- As a forecourt to a possible future railway station redevelopment
- As a screen to the railway line, with carefully controlled visual links across the rail corridor to the waterfront beyond
- As a linear public open space of variable width, created by the oblique alignment of the rail line in relation to the street.

In establishing The Strand as a distinctive street experience, careful attention will need to be given to the following:

- The requirements for vehicle access to support retail activities and transport-related uses associated with ferries and possible future rail passenger services
- The suggested pedestrian prioritisation of Wharf Street as the major link to the waterfront, separating traffic movements in the northern and southern parts of The Strand
- The use of the northern end of The Strand as a point of access to and from Dive Crescent
- The shift in the alignment of The Strand as it approaches the Redoubt
- Creating an improved pedestrian linkage from the northern end of The Strand to the Redoubt and the heritage precinct beyond.

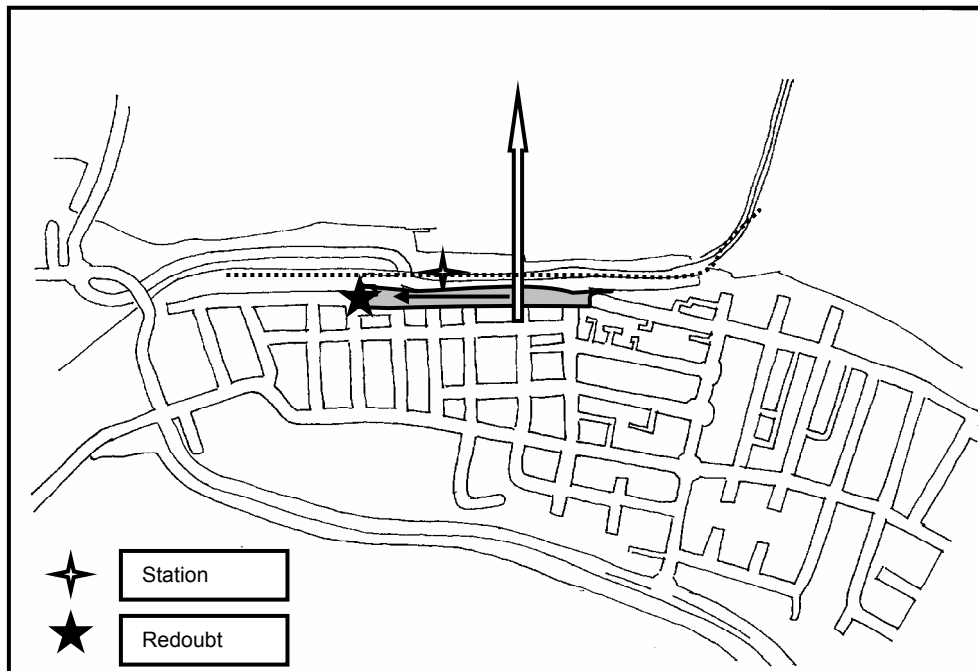


Diagram 4 : The Strand

- **The 'Civic Block'**

The block bounded by Willow, Wharf, Durham and Hamilton Streets incorporates the council administration building, public library and Baycourt arts centre. It is also a preferred site for a future conference and community events facility.

This combination of civic and related functions offers the potential for a civic focal point or 'heart' within the CBD. The Urban Design Structure Plan proposes this future role for the civic block, including the following development features:

- The location of a conference centre adjacent to the Durham Street frontage, and extended northwards onto adjacent properties as necessary. A conference centre in this position would be conveniently positioned in relation to retail and entertainment activities within the CBD, and existing hotel accommodation in the vicinity
- The formation of a new civic square that links together the various civic and public activities within the block, and provides an outdoor gathering place. In addition to its use for activities linked to adjacent buildings, the square would be part of a pedestrian route from the proposed Harrington Street parking building to the retail areas in the city. Its northerly aspect and significant enclosure by surrounding buildings would offer pleasant environmental conditions
- The strengthening of pedestrian connections between Wharf Street and the future civic square
- The future development of a hotel facility on an adjacent property.

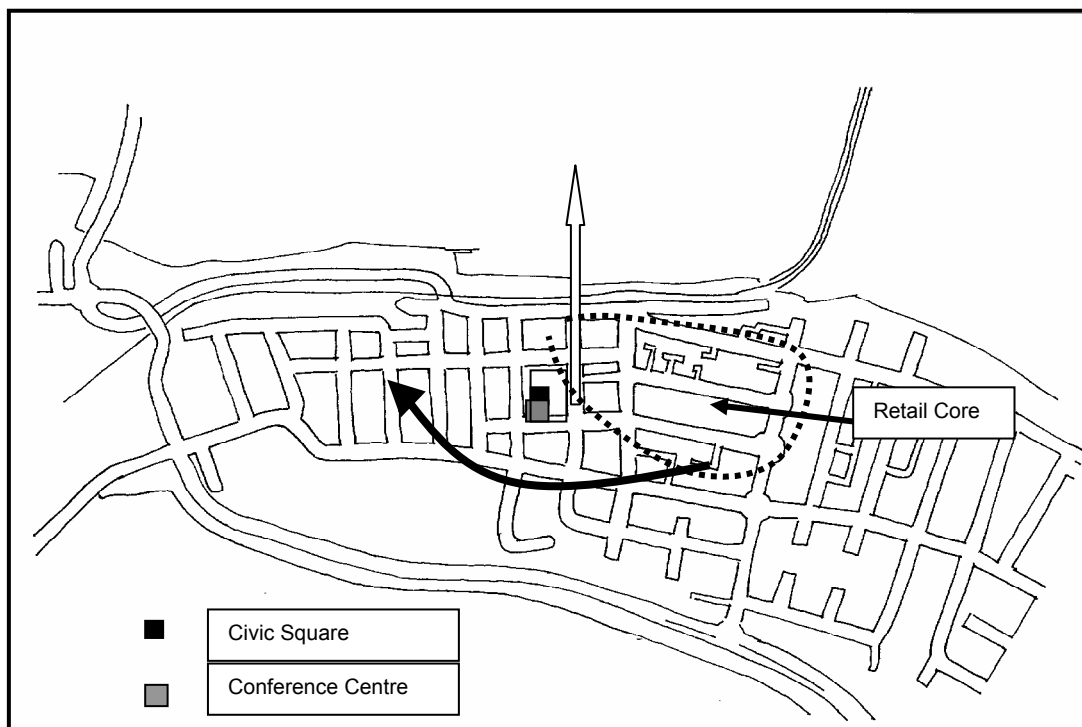


Diagram 5 : The 'civic block'

- **Future CBD Retail Development**

If there is to be future expansion of retail development within the CBD, then this should preferably occur at the northern edge of the existing retail areas, while not excluding other uses in this area. This location of future retail would increase and intensify the level of activity in this part of the CBD, and to capitalise on potential relationships between retail, civic, cultural and waterfront activities. (Refer diagram 5)

- **Cliff Road Precinct**

The Urban Design Structure Plan recognises the unique characteristics of this part of the Tauranga City, and the potential for future development that exploits these characteristics. Key attributes of this part of the CBD include:

- its strong historical associations, including the Redoubt, the mission cemetery and former pa site, and The Elms
- its elevated position, with commanding views to significant regional landmarks
- the potential to establish links with future development along the Dive Crescent waterfront.

The Cliff Road site, along with other sites, is considered to be a potential site for the proposed Culture and Heritage Centre.

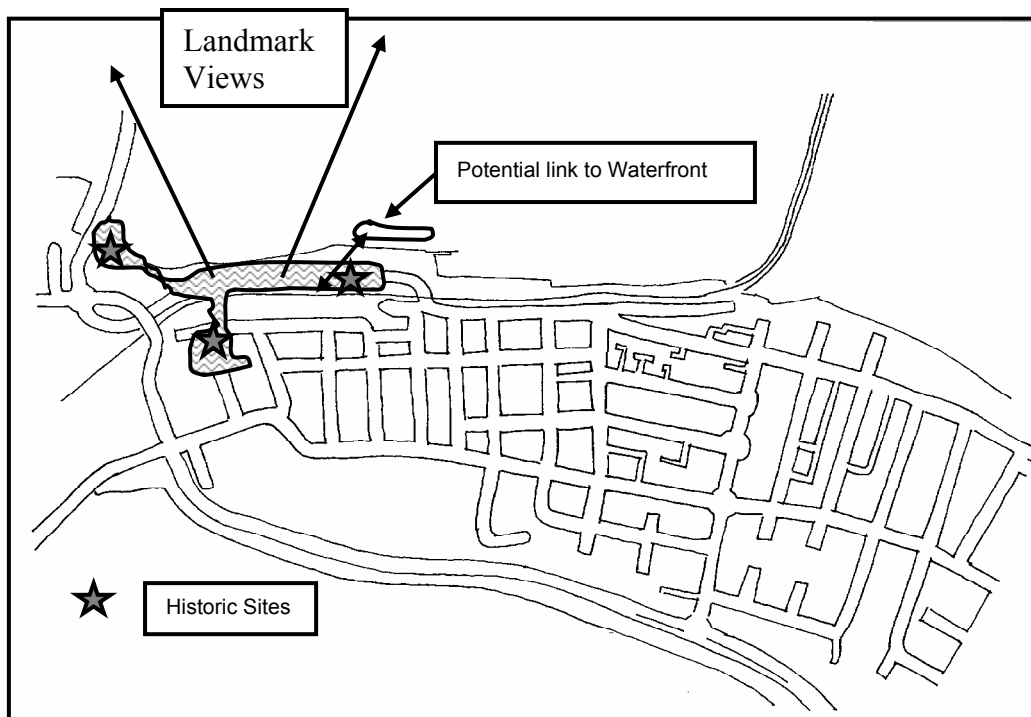


Diagram 6 : Cliff Road Precinct

- **The Domains**

The Domains are a key asset for Tauranga, and an important part of the distinctive identity of Tauranga city. Their close proximity to the central CBD, and the potential to use CBD parking facilities to support sporting events held outside retail and business operating hours, all point to the desirability of intensive use of the Domains area. These uses should include sporting activities and performance/entertainment events. Any future development should enhance opportunities for this kind of multi-use.

The future of the Wharepai Domain site will need to be determined only after a careful analysis of potential alternative uses for this strategically located open space.

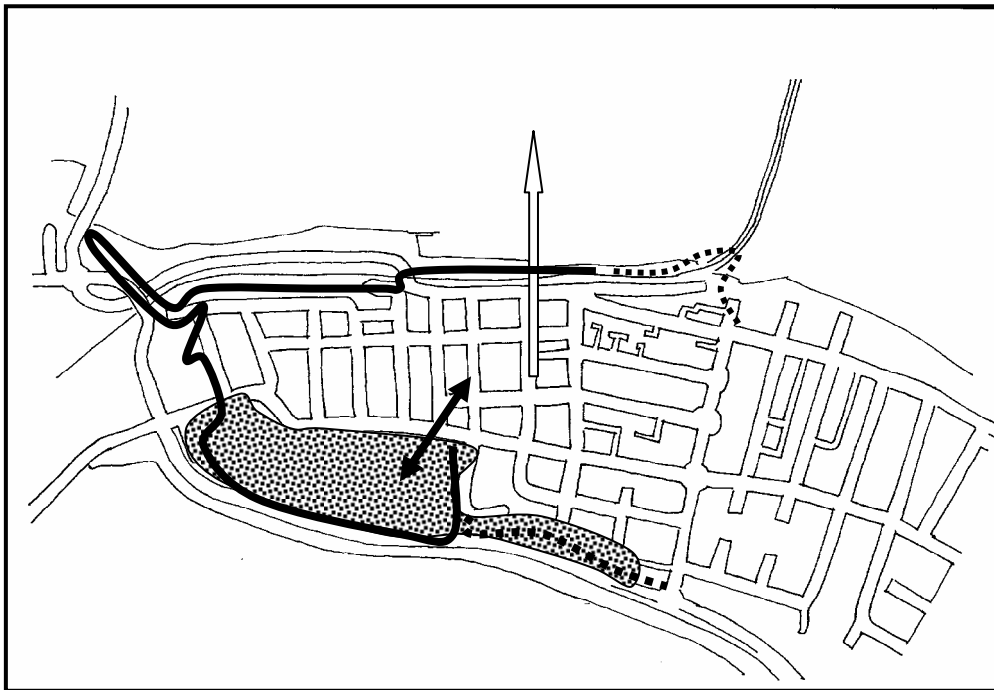


Diagram 7 : The Domains and Walkways

- **Walkways**

The confined extent of the Tauranga CBD, the varied topography and the range of natural, historical and other points of interest all support the development of a walkway system that incorporates a range of interest points and visitor destinations.

Along the western edge of the Domains the walkway system could traverse the upper part of the escarpment, with native planting to assist in controlling erosion, before continuing southward alongside Takitimu Drive.

The waterfront development and the development of The Strand through to the Redoubt should ensure that these areas are integrated into a walkway system, and possibly include a visitor information centre.

SUMMARY OF KEY INTERRELATIONSHIPS

The key considerations outlined above need to be effectively interrelated and integrated into the Urban Design Structure Plan. The key interrelationships advanced in the Plan are as follows:

1. The well-established hierarchy of the existing roading network effectively supports the proposed CBD and waterfront developments, and any future retail expansion into the central CBD area
2. The existing retail areas and the civic and cultural activities located within and alongside the 'civic block' are effectively connected to the waterfront via the proposed Wharf Street linkage
3. The Wharf Street linkage accesses the waterfront at a key strategic position, terminating in the proposed waterfront plaza. This plaza serves to interconnect Wharf Street with the Pier and the northern and southern waterfront areas
4. The waterfront development is able to proceed without being dependent upon the Dive Crescent development, but is able to be integrated with any future development that may take place along Dive Crescent
5. The role of The Strand as a linking element is strengthened by connecting with the Wharf Street-to-waterfront linkage and to the Redoubt and the historic areas within the Cliff Road precinct
6. While the Cliff Road precinct and the Domain are relatively independent, the Urban Design Structure Plan recognises the actual and potential linkages of these areas to the CBD and waterfront.

The below diagram summarises the key elements and interrelationships within the proposed Structure Plan.

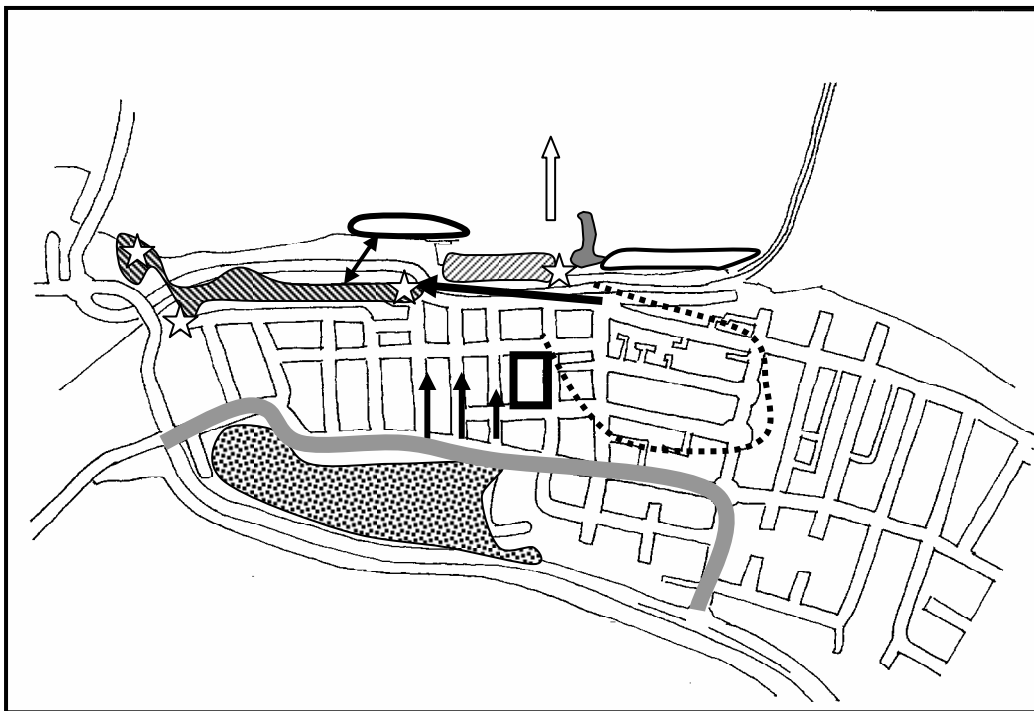


Diagram 8 : Summary of Key Interrelationships

PART C

Tauranga District Council have previously identified a number of development projects that are envisaged as part of the Waterfront/CBD Development. These projects, and their interrelationships, now need to be defined in the context of the Urban Design Structure Plan outlined in Part B above. As further projects are identified they may be incorporated into this part of the Framework document.

Of the projects discussed below, only one (the Culture and Heritage facility) is not location-specific. Once a location is established for this facility it will be possible to investigate potential interrelationships with other projects.

DEFINITION OF DEVELOPMENT PROJECTS

• WATERFRONT PROJECTS

- Coronation Pier

The construction of a new and expanded Pier facility alongside and to the south of the existing Pier, with provision for lateral 'arms' on the southern edge of the main Pier structure, for future expansion of Pier operations. The northern edge of the Pier should be designed to also serve as a spectator vantage point for harbour-edge events alongside.

The new Pier should be positioned to permit unobstructed harbour views from Wharf and Spring Streets when fully operational. Facilities for commercial and service activities to support Pier operations should be an integral part of the development.

Joint venture arrangements between Tauranga District Council and commercial interests should be considered for the funding of this project. The existing Pier could remain in operation until the completion of the new Pier.

- North Waterfront

The development of a recreationally focussed waterfront zone that extends from the new Coronation Pier to the southern end of Dive Crescent, and to include a waterfront plaza as a significant public open space marking the termination of Wharf Street at the harbour edge.

The Pier, waterfront plaza, and north waterfront zone should constitute an integrated development that will ensure that the waterfront becomes a key attraction for the people of Tauranga and for visitors, and a setting for major public events.



- South Waterfront

The development of a multi-use waterfront zone from the new Coronation Pier to the Matapihi rail bridge. While boating-related activities could constitute a major focus in this part of the waterfront, the range of activities to be catered for will need to be subject to further study.



- Dive Crescent Waterfront

The Dive Crescent Waterfront offers significant potential for mixed use development, and in particular for recreational and cultural activities.

It is anticipated that preferred development options will become evident in the medium term, once land ownership, traffic management, and commercial land use issues have been addressed.

Any proposal for the development of a culture and heritage facility on this part of the waterfront will need to be subject to a fuller project feasibility study.



- **WATERFRONT / CBD LINK PROJECTS**

- **The Strand**

The redevelopment of The Strand from Spring Street to the Monmouth Redoubt, in order to capitalise on its significant role as an interface between the waterfront and CBD and as a principal point of access from both the waterfront and the CBD to the Redoubt and to the Cliff Road heritage precinct area.

The strategic location of The Strand, in relation to future water and rail-based passenger services, points towards a further significant role for The Strand as a nodal point in the Tauranga city and regional transportation system.

- **Wharf Street extension**

The development of Wharf Street from Willow Street to Coronation Pier as the principal pedestrian link from the CBD to the waterfront, including its termination at the harbour edge in a waterfront plaza, associated with a redeveloped Pier facility.

- **The Monmouth Redoubt**

The treatment of the Redoubt to enhance its visual significance and to improve access to the Redoubt and the Cliff Road precinct beyond. This work would include an evaluation of existing planting on the Redoubt, and the introduction of feature lighting.



- **CBD PROJECTS**

- **Conference Centre facility**

The development of a conference centre facility located alongside the Baycourt centre and as an integral part of a 'civic precinct' development.

The operational features of the facility, and its relationship to quality hotel accommodation, would need to be confirmed via a full project feasibility study.

- Civic Square

The formation of a significant public open space within the civic precinct, as an amenity for existing and future civic and cultural functions within the block bounded by Wharf, Willow, Durham and Hamilton Streets.

- Harrington Street parking building

The construction of a multi-level parking building between Harrington Street and Hamilton Street, in accordance with Tauranga District Council proposals.

- Masonic Site redevelopment

The redevelopment of this strategically located site in a way that will contribute to the visual, physical and economic vitality of the waterfront and CBD. Development options include building and possible open space components.

- Cultural and Heritage facility

The development of this facility on the basis of the work already undertaken for the Definition Study Report, and further project feasibility work to establish operational and facility location requirements.

PROJECT INTERRELATIONSHIPS

Project interrelationships are principally of two kinds – physical and functional/operational. For example, both physical and functional relationships exist amongst several of the waterfront projects, while only functional/operational relationships exist between future waterfront development and the provision of replacement car parking via the proposed Harrington Street parking building.

The following notes outline key interrelationships amongst the projects listed above.

• Waterfront Projects

The Pier redevelopment, the proposed waterfront plaza and the North Waterfront development have strong physical and functional interrelations. While the construction of these facilities may be undertaken incrementally, a single design proposal covering the full extent of these projects will be necessary before commencing any construction work.

The South Waterfront project will be an integral part of the overall waterfront development, and vehicle and pedestrian movements in this part of the waterfront will be determined in part by strategic decisions taken for the waterfront as a whole. However, the determination of future uses for the South Waterfront and future development for these, may be undertaken independently of the North Waterfront and Pier developments.

The redevelopment of the Dive Crescent Waterfront will need to be treated as an integral part of the whole waterfront development, but the deferment of decisions regarding the future of this part of the waterfront will have little or no restrictions on the remainder of the waterfront development to the south of Dive Crescent.

While the alignment of Dive Crescent may be changed at some future time to suit adjacent waterfront development, visual improvements to the existing roadway may be made in the shorter term, such as boulevard tree planting.

The determination of vehicle access points to the waterfront will need to be consistent with traffic management decisions for the CBD as a whole.

- **Waterfront – CBD Link projects**

The Wharf Street extension to the harbour edge has strong physical and functional interrelationships with the waterfront plaza and the Pier redevelopment projects. The formation of the proposed waterfront plaza at the harbour edge will require the removal of the existing Pier and hence the prior completion of the new Pier alongside, and to the south of the existing pier.

The Strand redevelopment is also linked physically and functionally to the Wharf Street extension, although the impact of these linkages on The Strand project is minimal, and should permit work on The Strand to be undertaken without the need to finalise proposals for the Wharf Street extension.

The Strand redevelopment is also linked physically and functionally to Dive Crescent, and assumptions about future traffic flows at the intersection of Dive Crescent and The Strand will need to be made in order for the surface treatment of The Strand at this point to be finalised.

While The Strand terminates at the Redoubt, neither project is dependent upon the other. However, design proposals for the northern end of The Strand may have a bearing on development of access points to the Redoubt.

- **CBD Projects**

Preliminary investigative work in relation to the conference centre project has identified the desirability of functional/operational linkages to Baycourt and hence a corresponding physical proximity. However, the need to establish a public open space within the civic block will place restrictions on the size of building that may be accommodated on this site. This points to the possible need to extend the conference centre development onto adjacent land.

While proximity of a quality hotel to the conference centre has been identified, this project is not considered to involve Tauranga District Council sponsorship.

The formation of a public open space ('civic square') within the civic block will provide an opportunity to develop both physical and functional linkages with the various civic and cultural facilities existing within the block, as well as to the proposed conference centre.

The Harrington Street parking building, because of its proximity to the civic block, can be expected to have functional linkages with both the conference centre and other facilities in this block. The parking building will also serve activities and events taking place on the waterfront and the Domains. Because this facility will provide an alternative location for commuter parking currently on the waterfront, the completion of the Harrington Street parking building should precede commencement of redevelopment work on the North Waterfront.

The redevelopment of the currently vacant Masonic site, between The Strand and Willow Street, offers the potential for linkages with the proposed Art Gallery project alongside, with the civic administration building in the adjacent civic block, and with The Strand. However, the relevance of such linkages may be determined only once the future uses for this site have been established.

The Culture and Heritage facility can be expected to have functional/operational linkages with a number of other cultural and heritage facilities and features within the CBD and waterfront areas. The determination of these linkages, and other features of this project, will enable a preferred location for the facility to be established. Once feasibility studies for this project are undertaken, interrelationships between the Culture and Heritage facility and other CBD/waterfront development projects will be able to be established.

PROJECT ESTABLISHMENT ACTIONS

The following actions will need to be taken in order to initiate the various projects noted above. A number of steps may be undertaken concurrently. Public and sector groups consultation processes in respect of design proposals for the various projects would be of greatest value if held following the completion of definitive concept designs and prior to the finalising of project design briefs.

• Waterfront Projects

The future development of the waterfront should be guided by a comprehensive concept design, in terms of which each part of the waterfront may be further developed. This will require the preparation of a comprehensive Design Brief as a basis for the concept design. This work should build upon the work already undertaken in conjunction with the Isthmus/Beca draft concept plan. The resulting concept design would provide the basis for further public and sector group consultation.

Additional steps will need to be taken for the implementation of each of the waterfront projects, as follows.

Coronation Pier

- Establish feasibility of Pier relocation, including engineering and Resource Consent issues
- Establish projected size/extent of a new Pier, and likely future expansion requirements
- Identify joint venture opportunities with commercial interests
- Prepare a project design brief.

North Waterfront

- Prepare a comprehensive concept design for the waterfront (south end of Dive Crescent to Matapihi rail bridge) and undertake public consultation
- Prepare a project design brief
- Address Resource Consent issues (EBOP and TDC)
- Possible establishment of the foreshore area as a reserve under the Reserves Act
- Alternative provision for existing car parking areas
- Alternative provision for existing lease-based activities.

South Waterfront

- As for North Waterfront.

Dive Crescent Waterfront

- Undertake a development feasibility study, including issues of land ownership, existing building re-use opportunities, and Dive Crescent traffic management
- Establish preferred uses/activities for the Dive Crescent land
- Develop a comprehensive concept design, as the basis for further public and sector group consultation
- Identify future development projects, and prepare project design briefs as appropriate.

• Waterfront – CBD Link Projects

The Strand

- Confirm traffic management issues in respect of vehicle access to the North and South Waterfronts, the use of The Strand as an entry and exit point to Dive Crescent, and the restriction of The Strand as a north-south through route for vehicular traffic
- Prepare a project design brief.

Wharf Street extension

- Confirm CBD traffic management issues in respect of pedestrianisation of Wharf Street from Willow Street to the waterfront
- Confirm lowering of rail line to ease the rail crossing on the Wharf Street alignment, and establish Tranzrail requirements in respect of a reformed crossing
- Confirm potential for Wharf Street extension to integrate with waterfront concept design, including proposed waterfront plaza.

Monmouth Redoubt

- Establish heritage and tree protection measures as these relate to work on the Redoubt and access to it, including proposals for feature lighting.

• **CBD Projects**

Conference Centre

- Confirm feasibility of a conference centre facility with a working capacity of 800 persons, on the Durham and Hamilton Street site and with operational linkages to the Baycourt complex
- This should be undertaken in conjunction with preliminary work on the design of the proposed Harrington Street car park building
- Undertake a site development study to establish the impact of this development on the remainder of the civic block, and the possible need to extend the conference centre facility onto an adjacent site
- Determine prospects for the development of a quality hotel in the vicinity
- Prepare a concept design brief for the conference centre, and for a 'civic square' or similar public open space within the civic block
- Undertake public consultation on concept design proposals
- Finalise a project design brief in collaboration with appointed consultants.

Civic Square

The development of a civic square is integral with the development of the conference centre facility noted above. Concept design proposals should include both. Once a concept design for the conference centre has been confirmed, a project brief for the civic square may be undertaken.

Harrington Street parking building

- Establish a preferred relationship between this facility and future conference centre, noting the possible extension of the conference centre facility northwards onto land currently occupied by the CT Club
- Establish the future role of Hamilton Street between Durham Street and Willow Street.

Masonic Site redevelopment

- Undertake a feasibility study on preferred development options, including the economic benefits to Tauranga and to Tauranga District Council, of various development scenarios
- Establish an appropriate project development strategy once a preferred development option has been identified.

Culture and Heritage facility

- Undertake a project feasibility study, on the basis of the June 2001 Definition Study Report, to establish facility accommodation and operational requirements

- Establish a preferred location for this facility, taking account of both operational requirements and broader CBD and waterfront development objectives
- Prepare a concept design brief and determine a preferred consultant selection process
- Commission the preparation of a concept design or designs, as a basis for public and sector group consultation
- Finalise a project design brief, in collaboration with appointed consultants.