

# **Planners Report 5A**

## **Variation 1: Lifestyle Zones and Minden Structure Plan Area**

### **Structure Plan - Roads**

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#### **1.0 Background**

- 1.1** This report replaces Report 5 that was submitted in March 2011.
- 1.2** A number of new local roading connections will be required within the Minden Lifestyle Zone to accommodate the expected development, and to provide appropriate links to State Highway 2.
- 1.3** Currently, these roads are mainly shown as "indicative" on the Minden Structure Plan and Planning Maps. This is because their exact locations cannot yet be determined due to uncertainty around the planning of the Tauranga Northern Link (TNL) and which connections will be needed onto the State Highway in the meantime before its construction.
- 1.4** The final positioning of all roads will be confirmed as the New Zealand Transport Agency (NZTA) finalise options for the TNL.

#### **2.0 Issues**

- 2.1** Two submission points were received in support of the proposed roading layout.
- 2.2** Eight submission points were received seeking either the addition, repositioning or removal of specific roads.
- 2.3** Nine further submission points were received on this topic.
- 2.4** These have generated the following options below.

#### **3.0 Options**

##### **3.1 Option 1**

- 3.1.1** Retain the Minden Structure Plan roading layout as notified.

##### **3.2 Option 2**

- 3.2.1** Rather than showing roads as "indicative", consider options for proposed road routes and construct as far away from residents as possible.

### **3.3 Option 3**

**3.3.1** Consult directly with landowners to review the roading layout.

### **3.4 Option 4**

**3.4.1** Remove or amend the proposed road alignment from Perkins Drive (Map U97).

### **3.5 Option 5**

**3.5.1** Remove all structure plan (developer) roads from Map U107.

### **3.6 Option 6**

**3.6.1** Use the paper road from Minden Road to join to Whakamarama Road (Map U86).

### **3.7 Option 7**

**3.7.1** Add a new road off the end of Oliver Road to improve access to walkways and bridleways (Map U99).

## **4.0 Discussion**

### **4.1 Options 1, 2 and 3 - General Roding Layout**

**4.1.1** Option 1 is to retain the layout as proposed. The Structure Plan roading layout shows a number of new proposed local roading connections as "indicative" because their final positioning and connections to the strategic roading network will be unknown until designs for the Tauranga Northern Link (TNL) are completed. Final location is also subject to subdivision layout and this will not be known until the actual subdivision.

**4.1.2** The advantage of showing the roads as "indicative" despite the uncertainty is that it shows to landowners and developers that there are in fact plans to establish these roads in the future. This is a transparent approach and allows some caution to be taken by landowners and prospective buyers alike. It also provides flexibility to those subdividing by not having a 'fixed' location.

**4.1.3** The disadvantage of leaving the road layout as notified is that for those landowners who have "indicative" roads marked on their property; this may reduce property values and ability to sell. As one further submitter points out, the published layouts also make it difficult for landowners to make decisions and investments on their property. Consideration could be given to aligning the proposed roads along property boundaries in the meantime before the required local roading connections are known.

**4.1.4** Option 2, to consider options for the proposed routes is currently in progress as Council is working with NZTA on working through options for the required local roading connections through planning for the TNL.

**4.1.5** It is important that the future roading links be shown on the Structure Plan. It is therefore recommended that the "indicative" Structure Plan roads are retained in the Structure Plan, but the alignment of these Structure Plan roads be amended to follow property boundaries, where practicable.

## **4.2 Option 4 – Minden Rd to Ainsworth Rd link north of Perkins Drive**

**4.2.1** The proposed road alignment from Perkins Drive (Map U97) to Ainsworth Road intends to provide a connection between the central and western areas of the Structure Plan, which are currently isolated from each other, other than by use of State Highway 2. This road will also be required to allow properties to subdivide, as a number are landlocked at present.

**4.2.2** Submitters opposed to these connections have done so for a number of reasons. One contends it will have noise, amenity and landscape effects that will change the character of Perkins Road. Others point out that the Perkins Road and Minden Road intersection is extremely dangerous, being a blind corner in a fast speed environment. Disruption to existing property owners is mentioned by another submitter.

**4.2.3** It is important to improve connectivity between Minden Rd and Ainsworth Rd.

**4.2.4** A safe intersection with Minden Rd can be achieved if the Structure Plan road intersects with Minden Rd and not Perkins Dr (see attached map).

**4.2.5** It is also possible to realign the Structure Plan road to follow the property boundary of Lots 1 and 2 of DPS 69747 (see attached Map).

**4.2.6** As the proposed road link will enable the subdivision of Lots 1 and 2 of DPS 69747 and Lot 1 of DPS 65816, the first 300m from the Ainsworth Rd side have to be funded by the developers of these properties at the time of subdivision.

**4.2.7** It will be noted from the attached map that it is no longer the intention to link this road with State Highway 2.

### **4.3 Option 5 – Developer Roads on Map U107.**

- 4.3.1** The Structure Plan developer road on Map U107 can be removed. It does not connect with other roads and its purpose is not clear. The developer will likely need to provide access at time of subdivision therefore it can be left to them on where this road is located.
- 4.3.2** However, there is a large area between Crawford Road/Junction Road and Oliver Road that will require roading links in future.
- 4.3.3** It is therefore important that developers work with landowners and Council to ensure connectivity in the area.

### **4.4 Option 6 – Minden Road/Whakamarama Road Connection**

- 4.4.1** Submitters 49 and 4 advocate for the construction of the paper road from Minden Road to join to Whakamarama Road. Unfortunately, it is cost-prohibitive due to the topography and distance.
- 4.4.2** As with Option 5 above, the western portion of the Minden Lifestyle Zone lacks connectivity. Not only between Minden Road and Whakamarama Road, but also between the existing roads (Minden Road, I'Anson Road and Hayward Road) and Te Puna Stream.
- 4.4.3** It is therefore important that developers work with Council and landowners to ensure connectivity in the area and links to Te Puna Stream.

### **4.5 Option 7 – Oliver Road**

- 4.5.1** The Oliver Road extension will need to be considered along with the Tauranga Northern Link. Providing a connection right through to Minden Road will be expensive however providing shorter connections to walkways would be a possibility.

## **5.0 Recommendations**

- 5.1** That the "indicative" Structure Plan roads that are subject to the final design for the Tauranga Northern Link be retained on the Planning Maps, but the alignment of these "indicative" roads be amended to follow property boundaries.
- 5.2** With regard to the proposed Minden / Ainsworth Roads link north of Perkins Drive:
  - 5.2.1** The alignment be amended to align, where possible, with existing property boundaries as per the attached map.

**5.2.2** The funding source for the development of the first 300m of the Ainsworth Road end be changed to "Developer funded".

**5.3** That the Structure Plan road on Map U107 is removed.

**5.4** The following submissions are therefore

**5.6 Accepted in Part**

Submission	Point Number	Name
1	1	Edwards, Sarah
63	2	Ellery, Ata
FS 84	1	Ellery, Ata (Support 41,2)
13	3	Hatton, GW & M
67	1	Hoff ,Trevor & Edward, Vivian
FS 86	1	Hoff ,Trevor & Edward, Vivian (Support 41,2)
FS 86	2	Hoff ,Trevor & Edward, Vivian (Opposes 58.2) indirect of NZTA.
FS 81	1	Magowan, Stephen & Kirstie (Supports 41/2)
FS 90	1	Milne, Aaron (Opposes 1/1)
41	2	Milne, Aaron
4	1	Morris, KD & S
58	12	New Zealand Transport Agency
FS 89	16	NZ Transport Agency (Oppose 67/1)
FS 87	3	Purves DW & S (Supports 13/3)
FS 82	2	Seal, Trevor & Molly (Support 67/1)
FS 82	1	Seal, Trevor & Molly (Supports 41/2)
49	46	Surveying Services Ltd

**5.7 Rejected**

Submission	Point Number	Name
69	1	Zingel, Chris

## **6.0 Reasons**

### **6.1 Options, 1, 2 and 3**

**6.1.1** The "indicative" roading layout should be retained because it shows an intention to establish local roads in these areas even though details may change. Hiding the "indicative" roads altogether and re-introducing them at a later date when details are fixed will be more problematic than the current approach.

**6.1.2** Re-aligning these roads to property boundaries in the meantime reduces the impact on property values and provides more certainty for landowners.

### **6.2 Option 4**

**6.2.1** The "indicative" Minden / Ainsworth Road link north of Perkins Drive divides a number of properties including horticultural blocks. Re-aligning these roads to follow boundaries reduces the impact on property values and provides more certainty for landowners.

### **6.3 Option 5**

**6.3.1** The Structure Plan developer road on Map U107 can be removed. It does not connect with other roads and its purpose is not clear.

### **6.4 Option 6**

**6.4.1** Initial investigations have shown that the construction of the paper road from Minden Road joining Whakamarama Road is not affordable.

### **6.5 Option 7**

**6.5.1** The Oliver Road extension needs to be considered with the planning for the TNL.