



# THE SANDHILLS

- EST. 1911 -



An overview of Ford Land Projects Pty Limited's aspirations.



"A city is not an accident but the result  
of coherent visions and aims!"

Leon Krier

The Architecture of Community

1

Build a sustainable community. Provide a high standard of living for a large cross-section of the community and supply housing options for a range of incomes and demographics.

2

Increase residential density through a range of residential typologies. A mix of residential building types including; single family homes, apartments, townhouses/duplexes, courtyard houses and multi-family homes; this will incorporate studio's and one and two bedroom accommodation.

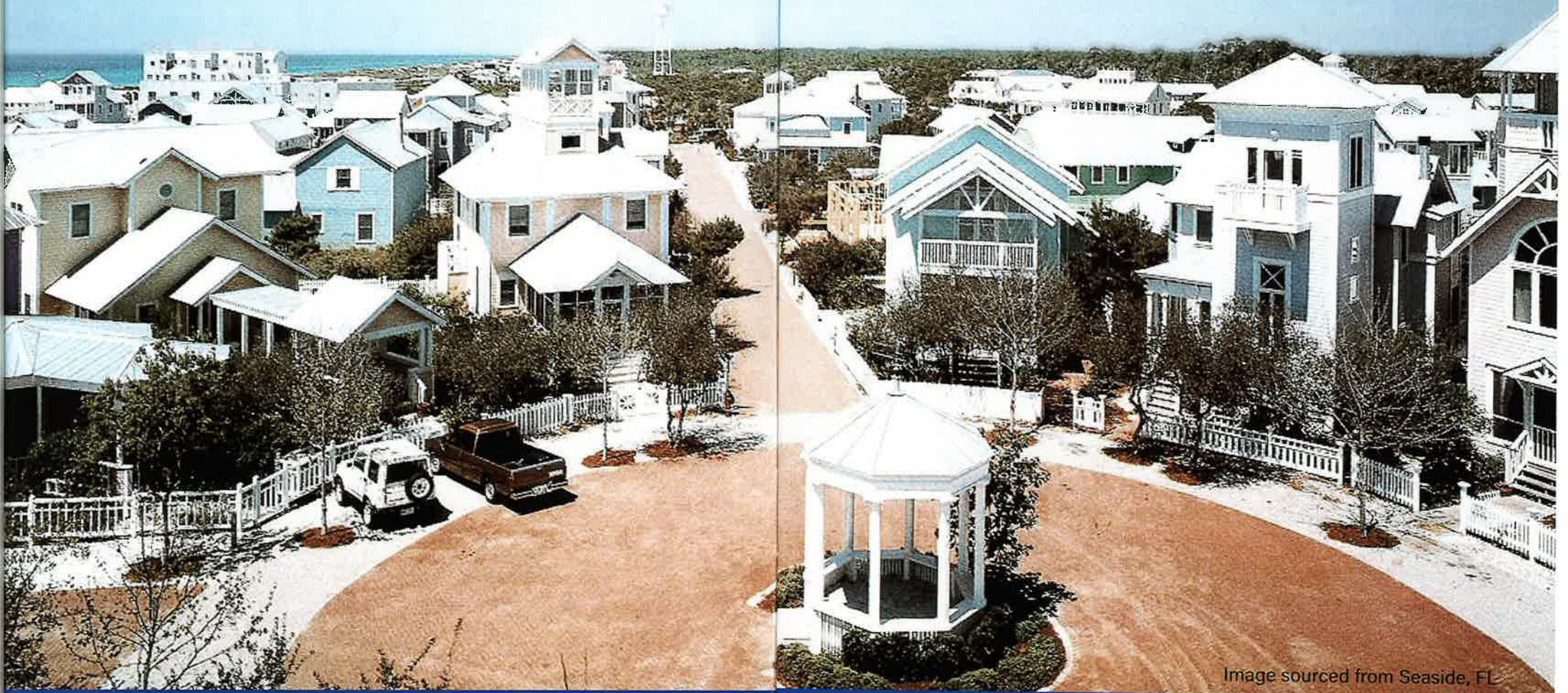


Image sourced from Seaside, FL



3

Support the delivery of SmartGrowth's Strategic principles including the 'live, learn, work, and play' philosophy. SmartGrowth provides a unified vision, direction and voice for the future of the Western Bay of Plenty. Taking into account a range of environmental, social, economic and cultural matters, the strategy identifies opportunities for building our community. It has a 50-year horizon with particular focus on the next 20 years.

4

Implement placemaking and create public spaces that promote people's health, happiness and well being. Create squares and parks as multi use destinations to help the community feel better connected to one another as well as their surroundings.

5

Design the streets as comfortable and safe places for everyone - for pedestrians and cyclists as well as drivers. Ensure the human experience is at a premium with generous cycling and pedestrian provisions.

6

Create a highly liveable environment that celebrates the proximity of the sea and the river.



Image sourced from Seaside, FL

7

Provide diversity and open spaces for the public - a strong neighbourhood focus.

### **FORD TOWN**

A town centre to provide a range of amenities for the community.

### **SCHOOLS**

Primary Schools, Child Care and Early Learning Centres.

### **HOUSING VARIETY & CHOICE**

To meet the needs of all residents.

### **COMMUNITY FACILITIES**

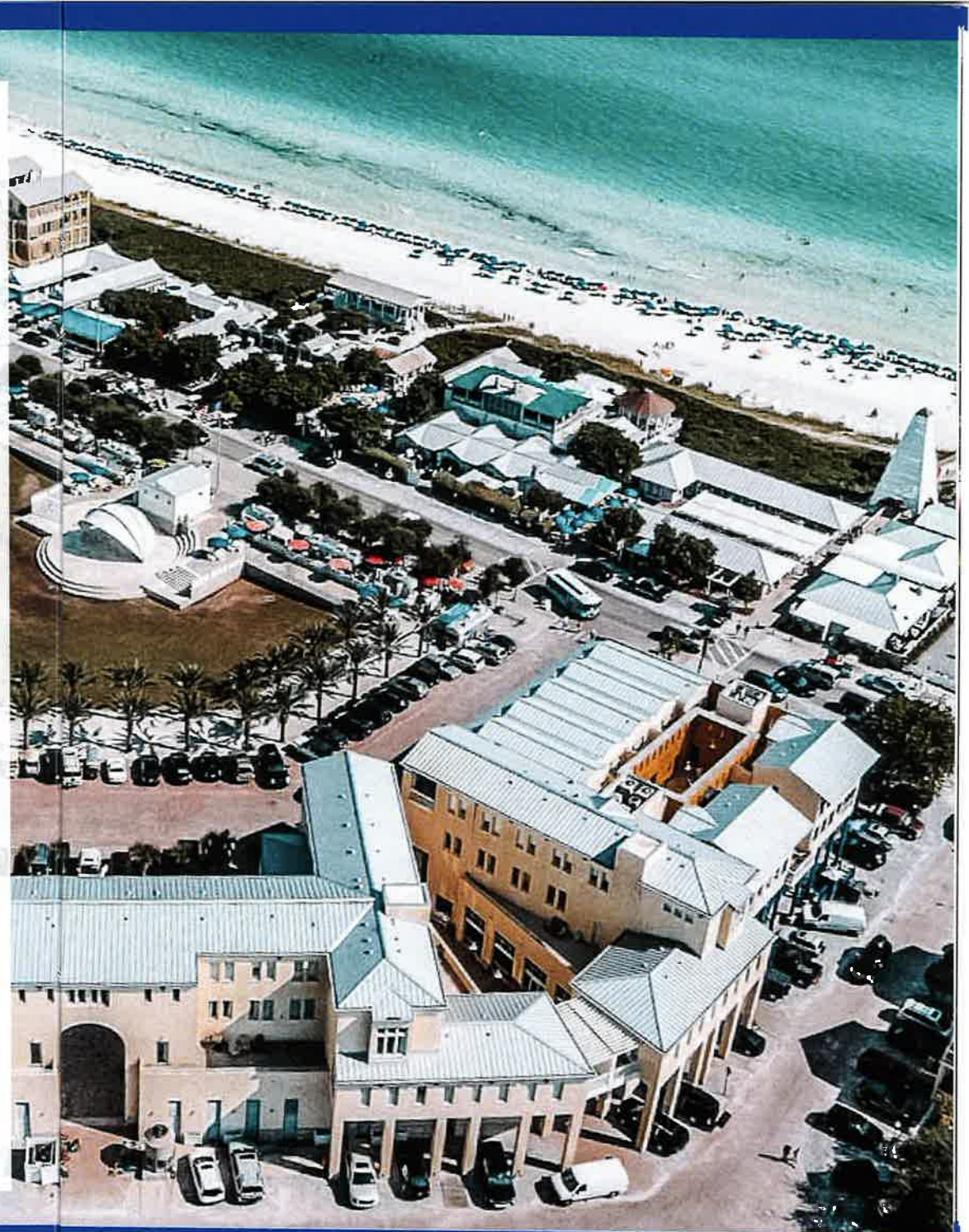
Network of Parks, Reserves, Walking & Cycling Trails.

### **KAITUNA LINK**

To enable Improved Density Outcomes and Civil Defense egress, access to Rangiora Business Park, Te Puke, Whakatane and Rotorua.

### **SAFE OCEAN ACCESS**

Via Improved Te Tumu Cut to enable Marine related Activities including Marinas.





8

Good connectivity within the development and to Rangiuru Business Park and surrounding areas via The Kaituna Link and Tauranga Eastern Link.

9

Express public transportation from Papamoa East to Tauranga, Rotorua, Rangiuru Business Park, Te Puke and to the Tauranga Eastern Link which will allow people to access jobs across The Western Bay of Plenty.

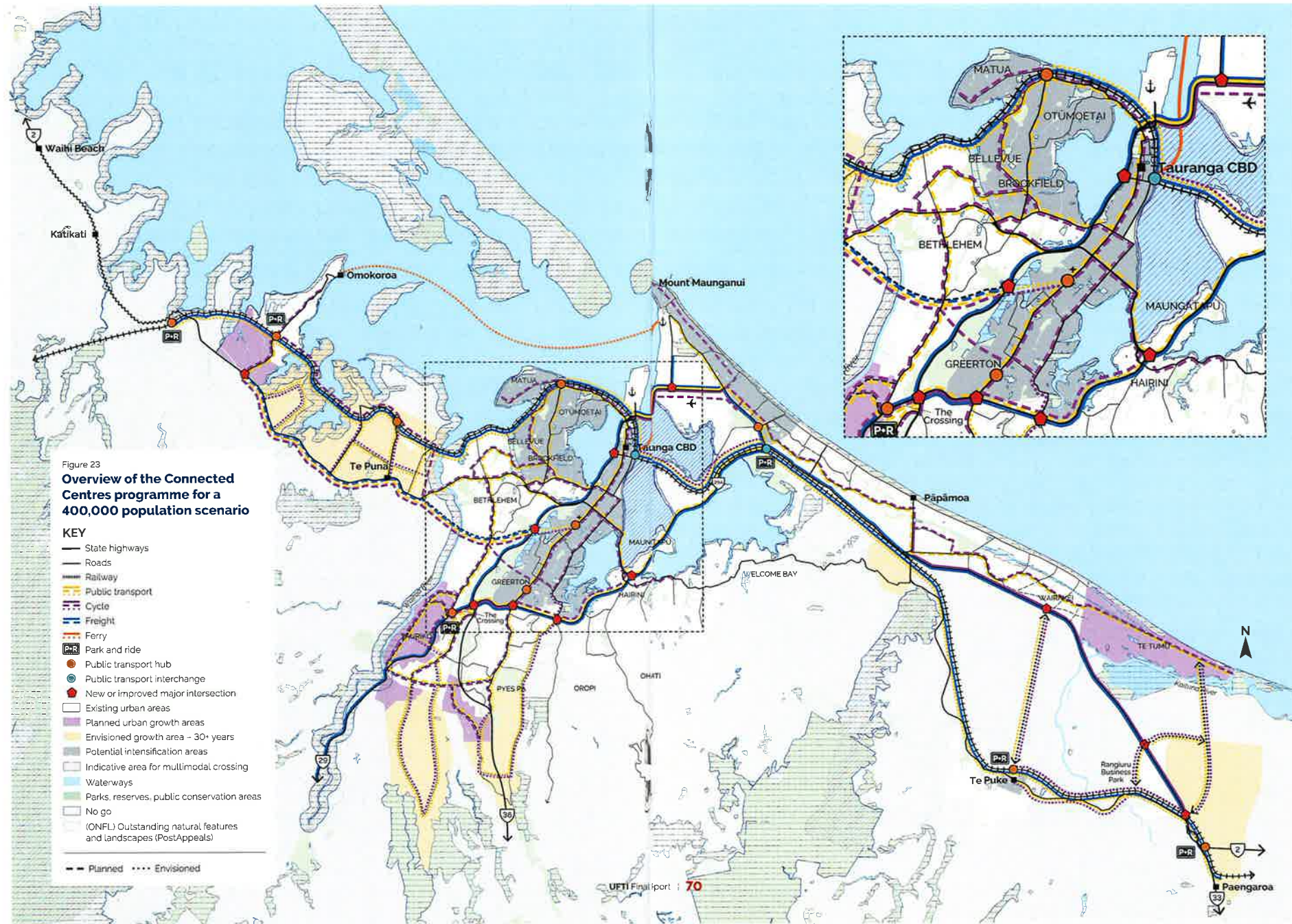
10

Easy access to the airport via The Kaituna Link. With the predicted population increase, direct flights from Rotorua to Sydney are likely to be reintroduced. The Te Tumu community will benefit significantly from the Kaituna Link's access to Rangiuru Business Park and to the Tauranga Eastern Link.

11

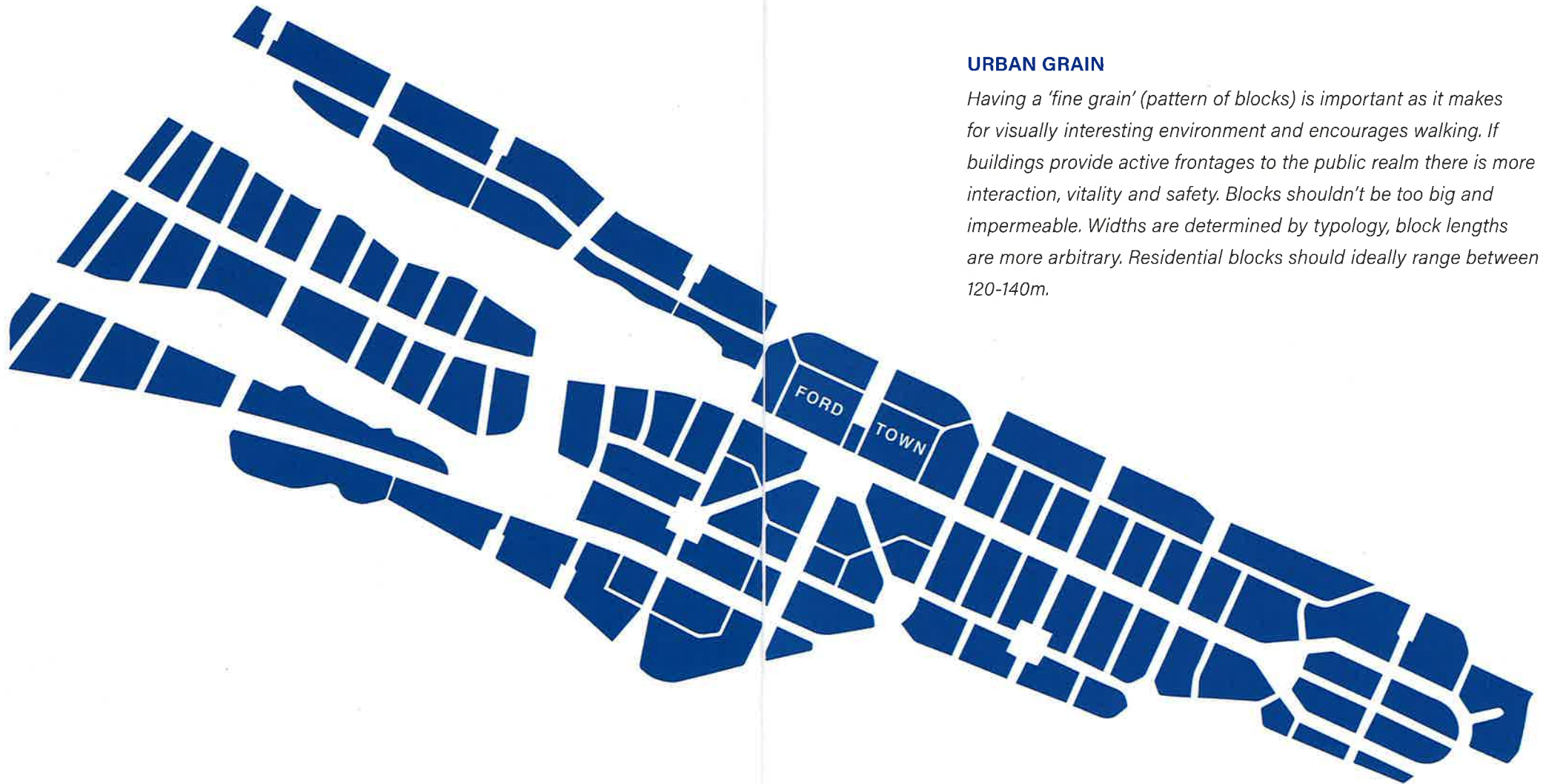
The Kaituna Link is needed to enable improved density outcomes, civil defense egress and access to Rangiuru Business Park, Te Puke, Whakatane and Rotorua.

# TRANSPORT - MEDIUM/LONG TERM





Create a 'fine grain' pattern of blocks to create a visually interesting environment, to promote walkability, community interaction, vitality and safety.



### URBAN GRAIN

*Having a 'fine grain' (pattern of blocks) is important as it makes for visually interesting environment and encourages walking. If buildings provide active frontages to the public realm there is more interaction, vitality and safety. Blocks shouldn't be too big and impermeable. Widths are determined by typology, block lengths are more arbitrary. Residential blocks should ideally range between 120-140m.*



13

Green streets and pedestrian network to allow high-quality walking and cycling experiences.

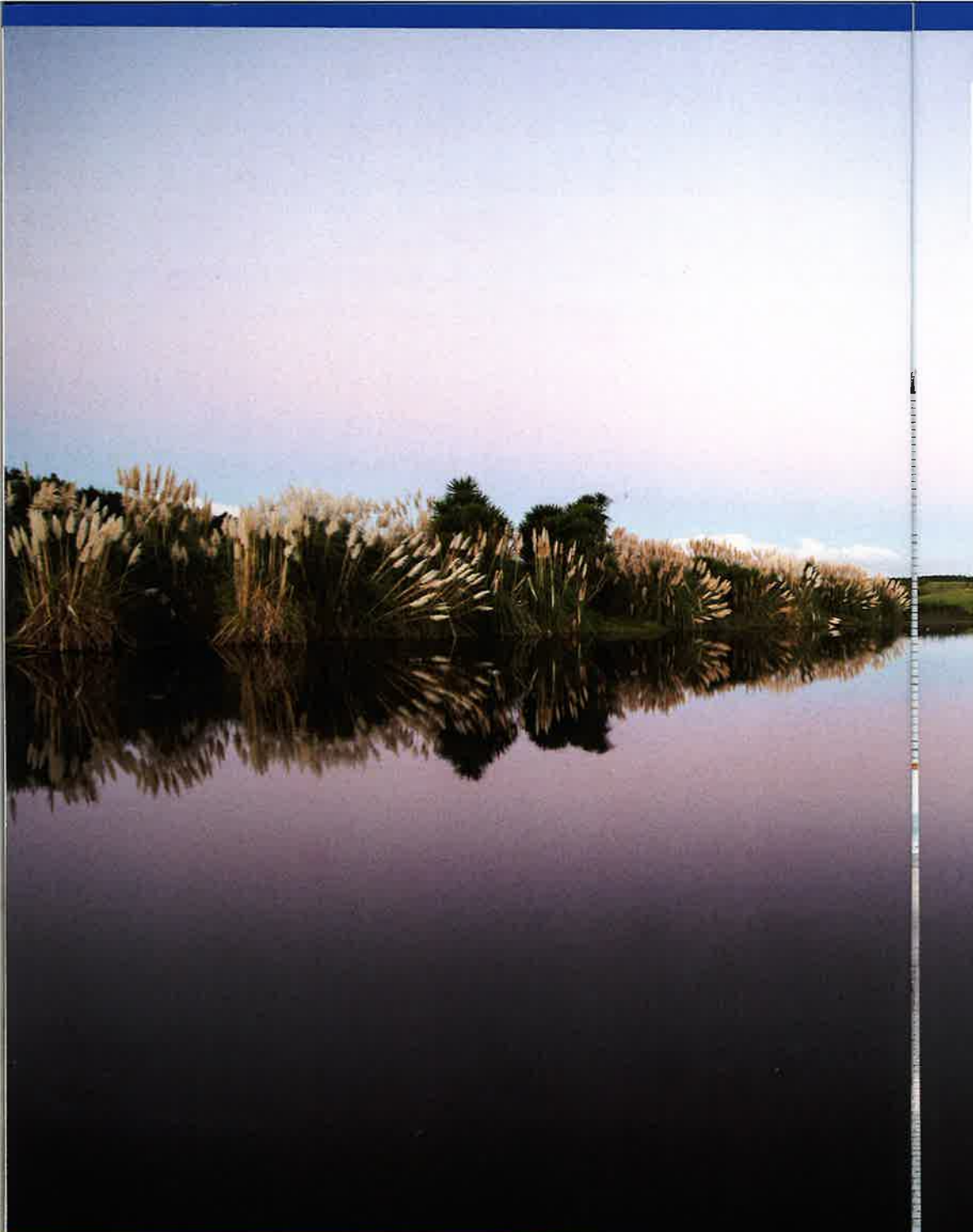
14

A pedestrian-friendly feel for this community, walking to amenities will be 5-10 minutes, minimising automobile usage with cafes and convenient shopping to meet your daily needs.

## THE KAITUNA LINK

The arterials and green streets form two tangential networks, although they cross each other they are seldom in parallel. This allows locals to walk and cycle extensively in safe conditions along the green streets.





15

Local identity and acknowledgement of the Maori and European history through the establishment of cultural and historic areas within The Sandhills including; Middens, Flax Mills, outdoor sculptures, Kaituna River wetlands access and white baiting.

16

The Sandhills framework will allow flexibility, organised around a spine with future rapid transit, Ford Town (a neighbourhood centre) and Marina Village.

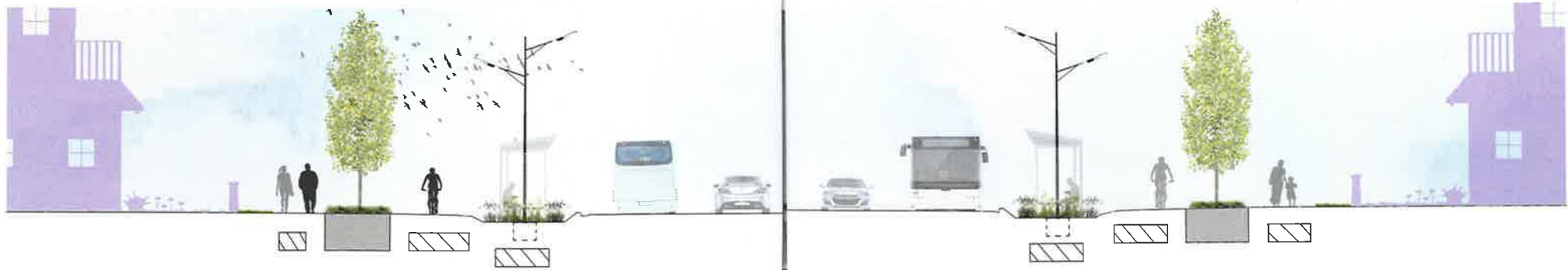
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A transport corridor, to allow for a future streetcar/bus network along the coast from The Sandhills to Mount Maunganui to connect the town and neighbourhood centres throughout Te Tumu and Papamoa.

18

An integrated and long-term approach to infrastructure, including a 35.2m wide spine road, to provide dedicated bus lanes and to provide for future transport options for the community.

**THE BOULEVARD - CONCEPT MID-BLOCK SECTION (CH-3200)**



total width 35.2m

Medium Density Residential	1.0m Back Berm	1.8m Footpath (Concrete) / Services Corridor	2.0m Front Berm Tree Pit + Root Barrier	2.2m Cycle path (One way) (Asphalt) / Services Corridor	3.6m* Bus Shelter/Swale Provision for underground services including stormwater reticulation Swale Underdrain	3.5m** Bus Lane (Eastbound)	3.5m** Single Lane (Eastbound)	3.5m** Single Lane (Westbound)	3.5m** Bus Lane (Westbound)	3.6m* Bus Shelter/Swale Provision for underground services including stormwater reticulation Swale Underdrain	2.2m Cycle path (One way) (Asphalt) / Services Corridor	2.0m Front Berm Tree Pit + Root Barrier	1.8m Footpath (Concrete) / Services Corridor	1.0m Back Berm	Medium Density Residential
						Assumed 50mm AC14 Asphalt Basecourse and 300mm		150mm Cement modified AP40-1 45-1 Cement stabilised sub base							

**GENERAL NOTES:**  
 Landuse is based on the 2019 Structure Plan and is subject to change.  
 Refer to Design Report for general services provisions and TCC IDC D153 and D154 for the typical allowance.  
 The exact location of services to be confirmed in the next design stages.  
 \* - The swale is to provide at-source treatment and conveyance for transport corridor. The swale is also a placeholder area to accommodate turning bays at intersections, bus shelters and place-making.  
 \*\* - Refer General Schematic Transport SK-CA-001 for lane extents

**SECTION** C  
 SCALE 1 : 100 01

The Boulevard  
 Mid-block with parking:  
 TTK14, Carrus, TTK8B1, Ford Boundary to Town, Town to Loop

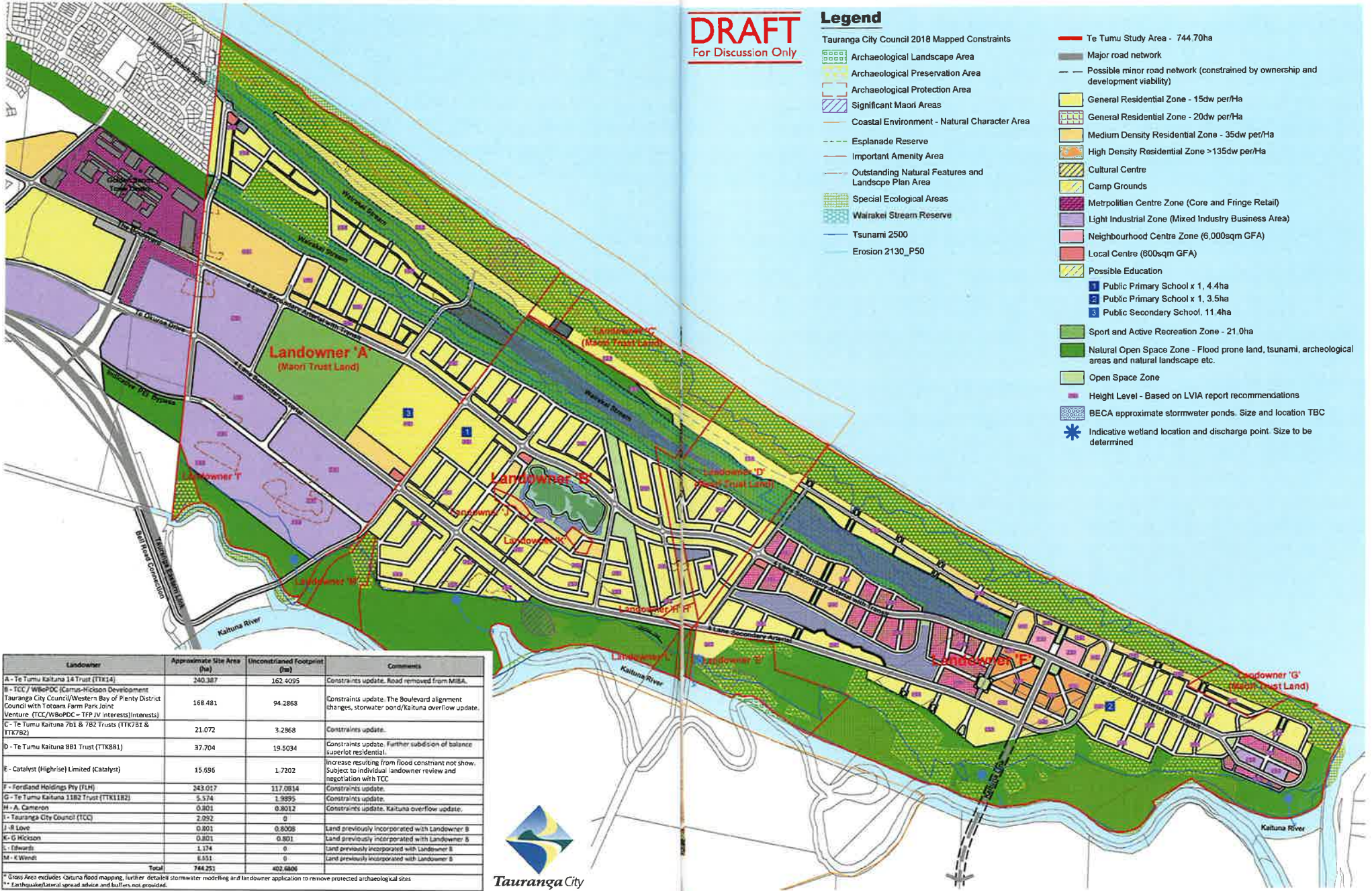
**DRAFT**  
For Discussion Only

**Legend**

Tauranga City Council 2018 Mapped Constraints

- Archaeological Landscape Area
- Archaeological Preservation Area
- Archaeological Protection Area
- Significant Maori Areas
- Coastal Environment - Natural Character Area
- Esplanade Reserve
- Important Amenity Area
- Outstanding Natural Features and Landscape Plan Area
- Special Ecological Areas
- Wairakei Stream Reserve
- Tsunami 2500
- Erosion 2130\_P50

- Te Tumu Study Area - 744,70ha
- Major road network
- Possible minor road network (constrained by ownership and development viability)
- General Residential Zone - 15dw per/Ha
- General Residential Zone - 20dw per/Ha
- Medium Density Residential Zone - 35dw per/Ha
- High Density Residential Zone >135dw per/Ha
- Cultural Centre
- Camp Grounds
- Metropolitan Centre Zone (Core and Fringe Retail)
- Light Industrial Zone (Mixed Industry Business Area)
- Neighbourhood Centre Zone (6,000sqm GFA)
- Local Centre (600sqm GFA)
- Possible Education
  - Public Primary School x 1, 4.4ha
  - Public Primary School x 1, 3.5ha
  - Public Secondary School, 11.4ha
- Sport and Active Recreation Zone - 21.0ha
- Natural Open Space Zone - Flood prone land, tsunami, archeological areas and natural landscape etc.
- Open Space Zone
- Height Level - Based on LVIA report recommendations
- BECA approximate stormwater ponds. Size and location TBC
- Indicative wetland location and discharge point. Size to be determined



Landowner	Approximate Site Area (ha)	Unconstrained Footprint (ha)	Comments
A - Te Tumu Kaituna 14 Trust (TK114)	240.387	162.4095	Constraints update. Road removed from MIBA.
B - TCC / WairoaPDC (Camp-Ridgeway Development Tauranga City Council/Western Bay of Plenty District Council with Totara Farm Park Joint Venture (TCC/WBoPDC - TFP JV Interests)Interests)	168.481	94.2868	Constraints update. The Boulevard alignment changes, stormwater pond/Kaituna overflow update.
C - Te Tumu Kaituna 7b1 & 7b2 Trusts (TK1781 & TK1782)	21.072	3.2968	Constraints update.
D - Te Tumu Kaituna 8B1 Trust (TK8B1)	37.704	19.5034	Constraints update. Further subdivision of balance superior residential.
E - Catalyst (Highrise) Limited (Catalyst)	15.696	1.7202	Increase resulting from flood constraint not show. Subject to individual landowner review and negotiation with TCC
F - Fordland Holdings Pty (FLH)	243.017	117.0814	Constraints update.
G - Te Tumu Kaituna 11B2 Trust (TK11B2)	5.574	1.9895	Constraints update.
H - A. Cameron	0.801	0.8012	Constraints update. Kaituna overflow update.
I - Tauranga City Council (TCC)	2.992	0	
J - B Love	0.801	0.8008	Land previously incorporated with Landowner B
K - G Henson	0.801	0.801	Land previously incorporated with Landowner B
L - Ebeards	1.174	0	Land previously incorporated with Landowner B
M - K Wendi	0.531	0	Land previously incorporated with Landowner B
<b>Total</b>	<b>744.251</b>	<b>403.6806</b>	

\* Gross Area excludes Kaituna flood mapping, further detailed stormwater modelling and landowner application to remove protected archaeological sites  
 \*\* Earthquake/lateral spread advice and buffers not provided.



### **THIRD EDITION**

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First printing, February 2018  
Second printing, February 2021  
Third printing, November 2023

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