

## Tauranga Eastern Motorway Update – Planning Approvals Phase

Transit New Zealand's proposed Tauranga Eastern Motorway moves into the consultation phase for resource consents and Alterations to Designations this month, and there'll be opportunities for you to find out more about the project.

Transit has obtained the Designations under the Resource Management Act that confirm the 23 km corridor of land where the motorway could be built. The next approvals needed for the project cover details of how the road is to be built and operated. This includes planning for earthworks, stormwater management and bridges over the Kaituna River. These consents are being sought from Environment Bay of Plenty.

The consultant team is out in the project area over the next two months doing ecological, noise and landscape surveys. They will be looking for special native habitat for plants and animals such as skinks, measuring noise levels along the site and identifying special landscape features like the Kaituna River.

Consultation has begun with directly affected landowners, iwi and hapu groups, key stakeholders – such as community boards, environmental groups and the Port of Tauranga – and the public through Open Days. Come along to an Open Day in your area and find out more!



### Come Along to the Open Days

Date: Tuesday, February 26, Time: 4pm – 7pm, Venue: Paengaroa Hall  
Date: Thursday March 6, Time: 4pm – 7pm, Venue: Papamoa Surf Club (off Domain Rd)

Come along and ask questions of the project team.

There will be photographs, information and displays of the plans for the proposed Tauranga Eastern Motorway.

## Building In Stages

Not all of the planned parts of the motorway are going to be needed immediately. For instance, all the interchanges (where cross traffic movements are separated by over-bridges) won't be needed until there is increased demand from development, and the motorway doesn't need to be four lanes throughout just yet as there isn't the traffic to warrant it.

Construction before 2021 could include:

- Four lanes from Te Maunga to Domain Road and two lanes from Domain Road to Paengaroa, with passing opportunities in each direction.
- Minor improvements to Te Maunga intersection.
- New interchange connecting with Sandhurst Drive, Truman land and Mangatawa Lane across the rail.
- New interchange at Domain Road.
- Parton Road underpass.
- Two lane Kaituna River Bridge, allowing for a new bridge to be built beside it in the future.
- New roundabout at Paengaroa (the motorway/SH33 intersection).
- The Bell Road interchange and Rangiuru Business Park connection will be constructed when required by the Councils or redevelopment.
- Service road for Te Maunga houses linked to access roads through Ocean Downs and Hadleigh Parks to Gloucester Road.

Later the motorway could be upgraded with four lanes and final interchanges.

## Caring For The Environment

Several resource consents under the RMA are needed to ensure construction earthworks, stormwater and bridges are built and managed in an environmentally friendly way.

### Earthworks

Design and construction methods may vary significantly across the 23 km of the proposed route so the amount of earthworks has been estimated until final construction methods are decided by the contractor. Not all the excavation material can be used within the road corridor, and a significant volume of fill will need to be imported.

Ground conditions over some of the route will require preloading of the road formation area, similar to what was needed for the Domain Road roundabout construction.

Building a road requires a firm base to put the road on, and preloading helps to make the base stable for trucks and cars to use. Preloading is used when ground conditions are soft and extra weight is placed on top to compress the soil underneath, reducing the risk of sinking in the future. It also helps to keep the road smooth and flat for the surface to be laid on.

At least three years of preloading is anticipated from Bruce Road to Parton Road.

## Managing Stormwater

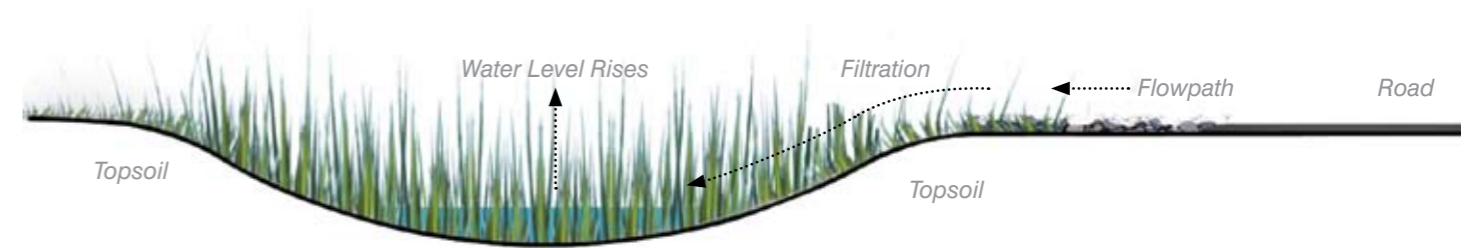
Stormwater will mainly be managed by swales – a wide shallow vegetated channel alongside the motorway which treats, reduces peak flow and moves the water away to drain. Where the motorway crosses existing open drains, water will be piped through the road embankment.

The proposed motorway crosses many stormwater catchments which discharge either to the Tauranga harbour or the Kaituna River. Culverts built by Transit will continue to be owned and maintained by Transit. Ownership and maintenance of existing drains, either privately owned or Environment Bay of Plenty owned – such as the Kaituna Drainage Scheme drains – will remain as they are.

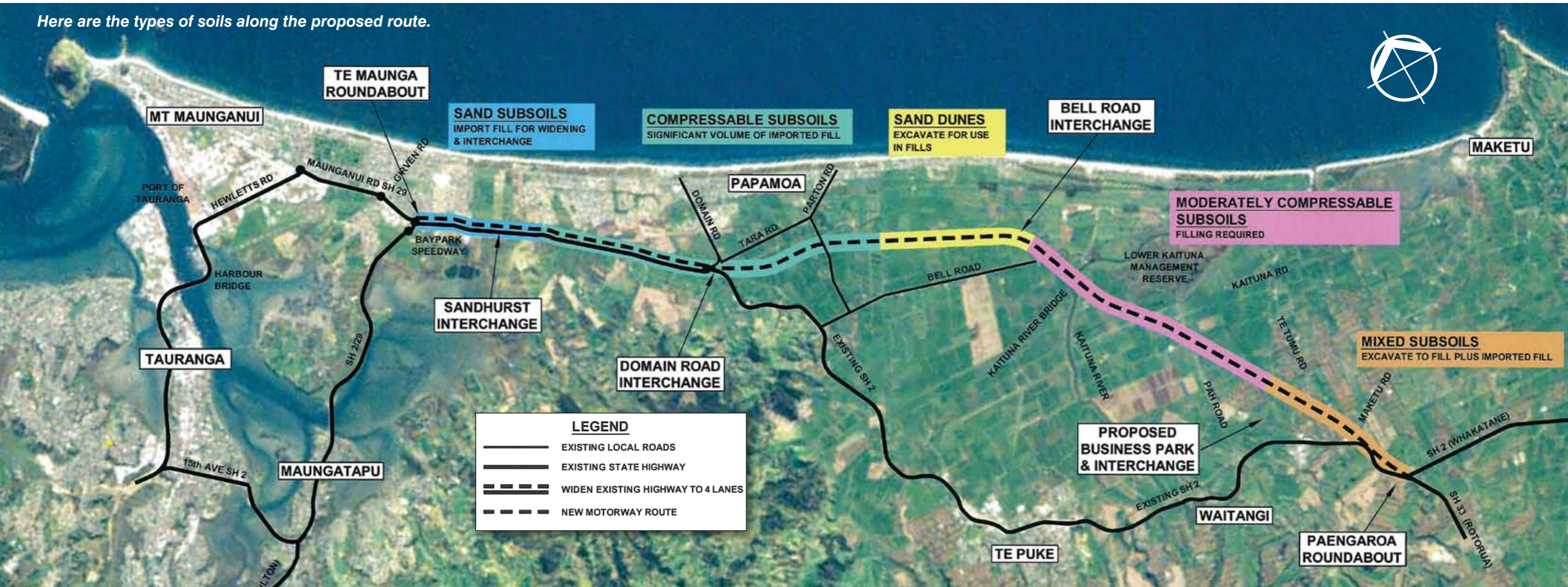
Two types of swales will be used to treat stormwater runoff before it's discharged to existing drains. Both are designed to remove contaminants from the smaller but much more frequent storms that produce about 90 percent of runoff, and the first flush of larger storms which carry most of the contaminants.

Conventional grass swales will be used where land drains more efficiently, and will normally stay dry. During storms, shallow stormwater flows slowly through the grass. Wetland swales are planned for low-lying peat areas, and these will be permanently wet. Wetland plants will be planted in the base to collect contaminants.

Cross section of a swale



Here are the types of soils along the proposed route.



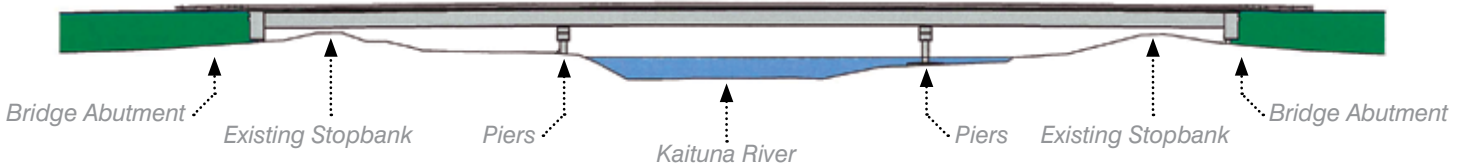


## Building the Kaituna Bridge

Initially the proposed Kaituna Bridge will be built with two lanes, with a three metre wide shared cycle lane and footpath along the eastern side to provide access from Papamoa to the Rangiu Business Park. In the future another two lane bridge could be constructed immediately upstream. The bridge has been designed with two piers between the stopbanks, one at each edge of the main channel.

The piers will be designed so that they are not susceptible to any scour that might occur in the river, and there may be rock protection on the adjacent banks to manage any scour risk. Vehicle access under the proposed motorway from Bell Road will be provided to the existing boat ramp and the Environment BOP pump station. This access will be provided on the land side of the stopbanks to a similar standard as the existing access.

### Elevation at Kaituna River Bridge



## Managing Construction

To look after the environment during construction, Transit will ensure the contractor complies with these rules:

**Earthworks** – staging, use of material construction methodology, dust suppression methods, protocols for encountering contaminated soils, maintaining a complaints register.

**Erosion, Sediment and Stormwater** – cut-off drains, silt traps, silt fences, hay bale filters, sediment ponds, site rehabilitation etc.

**Environment Safety** – avoiding spills, refuelling activities.

**Construction Noise** – complies with resource consent limits and agreed working hours.

**Traffic Management Plan** – ensuring the local roads and current state highway will operate effectively during construction.

These will be described in the resource consent applications and the successful contractor will define the details.

## Changes to Designation Areas

There have been some minor changes to the width of the corridor in some parts of the route because we now have more detailed design information about them. In these areas Transit will also be lodging Notices of the Alterations and Assessments to Designations and environmental assessments to Tauranga City Council and Western Bay of Plenty District Council.

Changes are near:

- Te Maunga railway side
- Maungatawa industrial land
- Sandhurst to Bruce Road corner easing, coastal side
- Bruce Road intersection
- Domain Roundabout
- Bell Road boat ramp access
- Te Tumu Road over bridge
- Whakatane Intersection – Te Puke Golf Course.

If you want to know about these changes, contact one of the Project Team.

We'll update you again on the Tauranga Eastern Motorway project later in the year.

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