

Has the Kaituna Drainage Scheme been considered?

The Tauranga Eastern Motorway has been designed in consultation with Environment BOP staff as managers of the Kaituna Drainage Scheme. There was a potential risk that flood levels could increase because the motorway will cover up some parts of the flood plain which would take away some of the current flood storage area. The increased road surface area will also result in increased volumes of runoff during rainfall events.

This potential flood risk will be no worse than at present, and ponding durations will be lessened by building the Bell Rd pump station and increasing the size of the Ford Rd pump station. The Tauranga Eastern Motorway drainage system will be designed to hold back the water during heavy rain and then release it at a slower rate, once the risk of flooding has eased.

How will the stormwater runoff from the road be treated before discharge into the local drains, and then the Kaituna River and the Tauranga harbour?

The NZTA has completed a sample concept design that shows that the required standard of treatment can be met using wet and dry swales alongside the motorway. The swales are wide shallow vegetated channels that are planted with special plants and grass that filter out contaminants before the water discharges to the local drain. Stormwater will be treated to best practice standards.

Will the construction be monitored by an archaeologist so that the correct processes are followed under the Historic Places Act?

Yes. There will be an archaeologist on site as well as representatives of the relevant hapu. The NZTA is discussing the arrangements for this with representatives of the local hapu and iwi.

Why are design changes that affect more land being made?

The NZTA is completing several Alterations to the Designation to accommodate slight changes in the design, particularly on corners or intersections/interchanges to meet current design standards and to improve safety. These all require approval under the Resource Management Act. There may be more slight adjustments required during the preliminary design and when the contractor completes the final design.

Has the NZTA bought all the land?

A significant portion of land has been acquired so far. The NZTA's agents, on behalf of the Crown, will be negotiating with the remaining landowners and processing the acquisitions under the Public Works Act as required.



SEPTEMBER 2008

EASTERN CORRIDOR PROJECT UPDATE

We're making progress!

Since the last newsletter in February 2008, we have made good progress on the resource consent phase of the Tauranga Eastern Motorway project.

Two open days were held in February and early March, as well as meetings with the key stakeholders group, iwi and individual landowners, as well as the community, providing useful feedback on the potential effects of the new motorway. The key issues that you were concerned about are covered in this newsletter.

The environmental assessments have now been completed and the NZ Transport Agency (NZTA) has lodged resource consent applications with Environment BOP. This stage of the project has included assessing the likely effects the motorway may have on the environment to decide on measures to lessen those effects. Environment BOP is able to make some aspects a necessary condition of the resource consents that are being applied for. Environment BOP will publically notify these consent applications soon, which means you will be able to have a further say on the motorway and its effects on the environment. Requests for submissions will be published in local newspapers, and we welcome your comments.

Here are some of the most frequent questions you asked us at the open days – and the answers:



Residents discuss plans with the NZTA project manager Kevin Reid at Papamoa's Open Day.

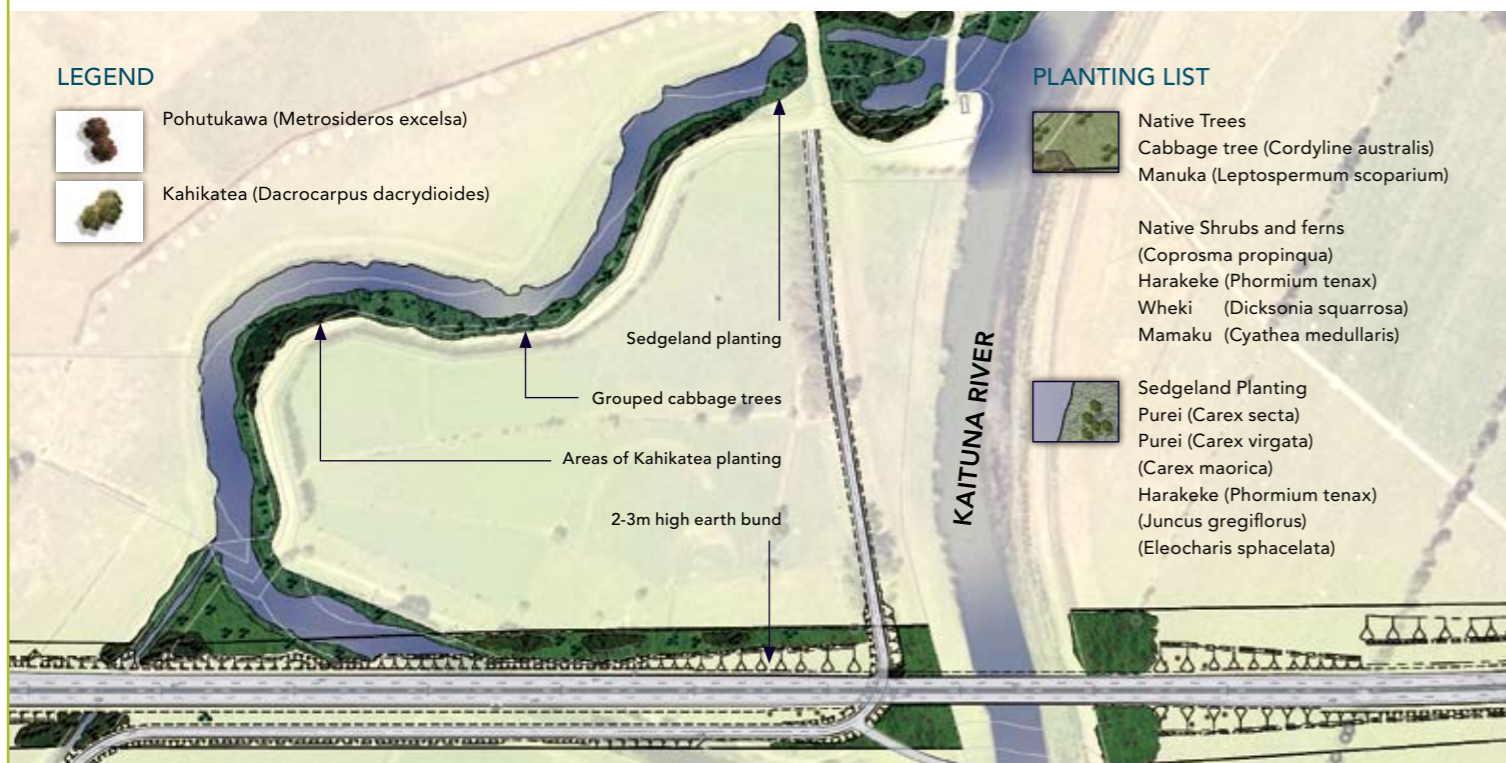
When will the motorway be finished?

Building the Tauranga Eastern Motorway depends on gaining enough funding for construction. If this happens, after completing the design phase next year construction could start in 2010 and the first phase is expected to take about five years to complete. As traffic levels increase, further work will be required to keep up with growth.



How do I get across the motorway?

You can cross the motorway by vehicle, bike and foot at all of the major road crossings, such as Sandhurst Drive, Domain Rd, Parton Rd, the future Papamoa East Interchange and Maketu Rd. Cyclists and pedestrians will be able to get from the proposed Business Park across the Kaituna River bridge to the Papamoa East Interchange, where the cycleway will connect to the local paths and cycleways once they are developed.


On 1 August 2008, Land Transport New Zealand and Transit New Zealand became the **NZ Transport Agency**. The NZ Transport Agency (NZTA) brings together the functions of Land Transport NZ and Transit to provide an integrated approach to transport planning, funding and delivery.



LEGEND

-  Pohutukawa (*Metrosideros excelsa*)
-  Kahikatea (*Dacrydium dacrydioides*)

PLANTING LIST

-  Native Trees
 - Cabbage tree (*Cordyline australis*)
 - Manuka (*Leptospermum scoparium*)
-  Native Shrubs and ferns
 - (*Coprosma propinqua*)
 - Harakeke (*Phormium tenax*)
 - Wheki (*Dicksonia squarrosa*)
 - Mamaku (*Cyathea medullaris*)
-  Sedgeland Planting
 - Purei (*Carex secta*)
 - Purei (*Carex virgata*)
 - (*Carex maorica*)
 - Harakeke (*Phormium tenax*)
 - (*Juncus gregiflorus*)
 - (*Eleocharis sphacelata*)

The Kaituna oxbow lake.

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TIMELINE



1 How will the NZTA deal with the soft peat material underlying sections of the motorway?

The weight of the new road base will cause the soft peaty material to compress. Careful steps to stabilise this soft material will be undertaken before the final road is laid. A typical method of dealing with the peat is to place layers of earth material over the peat, then leave each layer to settle and stabilise – a process which will take about three years.

2 Will the sand dunes be affected by the new motorway?

Only a very small section of sand dunes near Bell Road, within the designated road corridor, will be affected by the Tauranga Eastern Motorway. The road will be excavated through the dunes and the exposed surfaces will be re-stabilised to protect the exposed sand. The sand will be used as fill elsewhere on the project.

3 Where will the Papamoa East Interchange be located?

The Papamoa East interchange – formerly called the Bell Rd interchange – will service the future Papamoa East town centre at the eastern end of the Wairakei development. It will provide a connection between the Tauranga Eastern Motorway and the developments to the north of the motorway, but not to Bell Rd. It is located 1400 metres west of the Kaituna River. The Papamoa East interchange will not be constructed as part of phase one. Its construction is linked to the development of Papamoa.

4 How will the Kaituna oxbow lake be affected?

The Kaituna oxbow lake was formed when the main bend of the Kaituna River was cut off and became isolated from the main river channel. The designation confirmed that the alignment is to run along the southern

oxbow, so a portion of the oxbow south of Bell Rd has to be filled to accommodate the motorway. However the NZTA will offset this loss by rehabilitating the northern oxbow by the end of Bell Rd that runs to the boat ramp. The new plantings are designed to enhance the natural character and ecological capacity of the lake and surrounds. See back page for details.

5 Will I still be able to access the Bell Road boat ramp?

Yes. Access to the existing boat ramp will continue from Bell Rd, which will be realigned to run parallel to the motorway, then will pass under the motorway as the motorway rises to cross the river. Landscaping, a cycle and pedestrian track and access beneath the bridge will be provided for cars and boats to the boat ramp. The NZTA is also required to rehabilitate the habitat beside the northern oxbow near the ramp.

6 Will the Kaituna Management Reserve be adversely affected?

No. The stormwater from the motorway will not go into the wetland, and it will bypass its waterways. The Reserve and wetland reserve gets water from the Kaituna River through gates which allow water to flow in. The water level in the Reserve is maintained by opening the gates on high tides and shutting them to maintain the water level in the wetland.

The NZTA will monitor groundwater levels on both sides of the motorway near the Reserve before, during and after construction to check that the embankment doesn't affect groundwater flows. This monitoring has already started.

7 How will dust, noise and vibration produced during construction be reduced?

Construction of this project will create

additional noise and vibration from construction machinery. The Contractor will be required to operate machinery within the New Zealand Construction Standard limits. Some areas are more sensitive to dust than others, such as the residential and horticultural areas, and the Contractor will pay special attention to these areas.

Where it can be done, vegetation will be established as soon as possible over exposed areas, particularly when sites need to be left to settle. Water sprinklers and dust suppressants may also be used. Any complaints about dust will be monitored by Environment BOP, and the Contractor will be required to take immediate action. Contractors will be required to establish ponds and barriers to catch rainwater runoff from the exposed earth, and manage this before it is discharged during the construction.

8 Is there an overbridge over Te Tumu Rd?

In the early stages of design an overbridge was proposed over the motorway linking Te Tumu Road. However, we now intend to link Te Tumu Rd to Maketu Rd with a link road along the northern side of the motorway for local traffic.

9 What sort of connection is proposed for State Highway 2 and State Highway 33?

A free flowing roundabout near the Te Puke golf course will be provided and is expected to cater for traffic growth well into the future.

