



View of Proposed Arterial and Parton Road Overbridge (Before Mitigation Planting)

## STATE HIGHWAY 2 EASTERN ARTERIAL ROADING PROJECT

Our apologies for the time that has lapsed since the last newsletter. You may recall our last newsletter (December 1998) when we reported two outstanding issues preventing lodgment prior to Christmas 1998.

These matters have now been resolved and we are going to lodge the designation shortly. We are hopeful that a Hearing will be held in the latter part of this year, although it may not be until the New Year. The timing of the process is determined by the Tauranga and Western BOP District Councils.

Four Notices of Requirement for designation will be lodged with the respective Councils – one for the Eastern Arterial by Transit New Zealand and one for the Bell Road interchange by Tauranga District Council. The third and fourth notices relate to the Sandhurst Interchange (located between Truman Lane and Mangatawa Lane) which involves separate designations on behalf of Tauranga District Council and Transit New Zealand.

This newsletter includes a summary of the mitigation measures recommended in the draft Assessment of Environmental Effects. We have provided information on the social/recreational, ecological, visual, archeological and noise measures as they seemed to be of the most interest to people. More detailed information is recorded in the Assessment of Environmental Effects which will be available once the designations are lodged.

Yours faithfully

Colin Knaggs  
Transit New Zealand  
August 1999

# ASSESSMENT OF ENVIRONMENTAL EFFECTS

The following is an outline of the mitigation measures recommended by the consultant team and agreed to by Transit New Zealand, and Tauranga District Council where it relates to the Bell Road interchange.

## ECOLOGICAL

The alignment will be close to habitats of high and moderate value and the following measures are suggested to reduce potential effects:

- The Kaituna river crossing should be constructed from stopbank to stopbank to avoid disruption to river edge habitat;
- Wetland/swale treatment areas should be developed parallel to the highway to receive roadway stormwater before discharging into streams. Locally sourced plants should be used;
- Produce a Silt and Sedimentation Control Plan prior to construction commencing;
- Roadway derived stormwater from the highway at the reserve area will be isolated and directed to discharge into the Kaituna drainage scheme rather than the wetlands reserve.

## VISUAL/LANDSCAPE

A planting plan has been prepared to mitigate any potential visual effects, particularly at main intersections and at the Kaituna River bridge.

## ARCHAEOLOGICAL

- Transit NZ will seek to agree a protocol with all hapu that confirms the procedures to protect or manage archaeological sites under the NZ Historic Places Act during construction and to protect any artifacts that might be found.
- The exact position of several sites is unknown and consequently monitoring of earthworks in several locations is recommended. It is anticipated that a hapu representative would be present when topsoil is removed.

## NOISE

The mitigation measures that are recommended to maintain noise levels within Transit guidelines include:

- use of noise attenuation barriers and bunds to screen houses and the Lower Kaituna Wildlife Management Reserve from traffic noise, and the use of noise-reducing road surfaces.
- An even lower noise level is being recommended for the area near the reserve. Monitoring will be undertaken at the Reserve at six-monthly intervals. Should noise levels exceed 50dBA then additional noise mitigation works will be implemented to reduce the level by 4 dBA.

## SOCIAL

Transit NZ will:

- Contribute to the Kaituna Drainage Scheme's capital and maintenance costs administered by Environment BOP;
- Provide project information to the Councils for distribution to the community on an ongoing basis and to directly affected landowners as required.
- Meet the construction costs of an alternative access to the Reserve from the end of Te Tumu Road, (along the unformed portion of Kaituna Road), because the current access from Pah Road will no longer be available.
- Produce a Dust Mitigation plan as part of the earthworks consents, to ensure that dust is not a problem during construction.
- Provide directional signs to Te Puke at each end of the arterial.

## RECREATION

To mitigate the loss of approximately 8.66ha of reserve land, Transit NZ will:

- Provide approximately 10.7ha of land adjacent to the reserve to be vested as a Government Purpose Lower Kaituna Wildlife Management Reserve.
- The stormwater retention pond at the reserve required during construction may be retained if the Department of Conservation and Eastern Fish and Game Council consider it appropriate to the long-term use of the reserve.

## FURTHER INFORMATION

The consultant, Beca Carter Hollings & Ferner Ltd, has an office in Tauranga in Harrington House. You can meet, by prior appointment, the staff listed below or you can telephone them at any time. The contacts are:

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