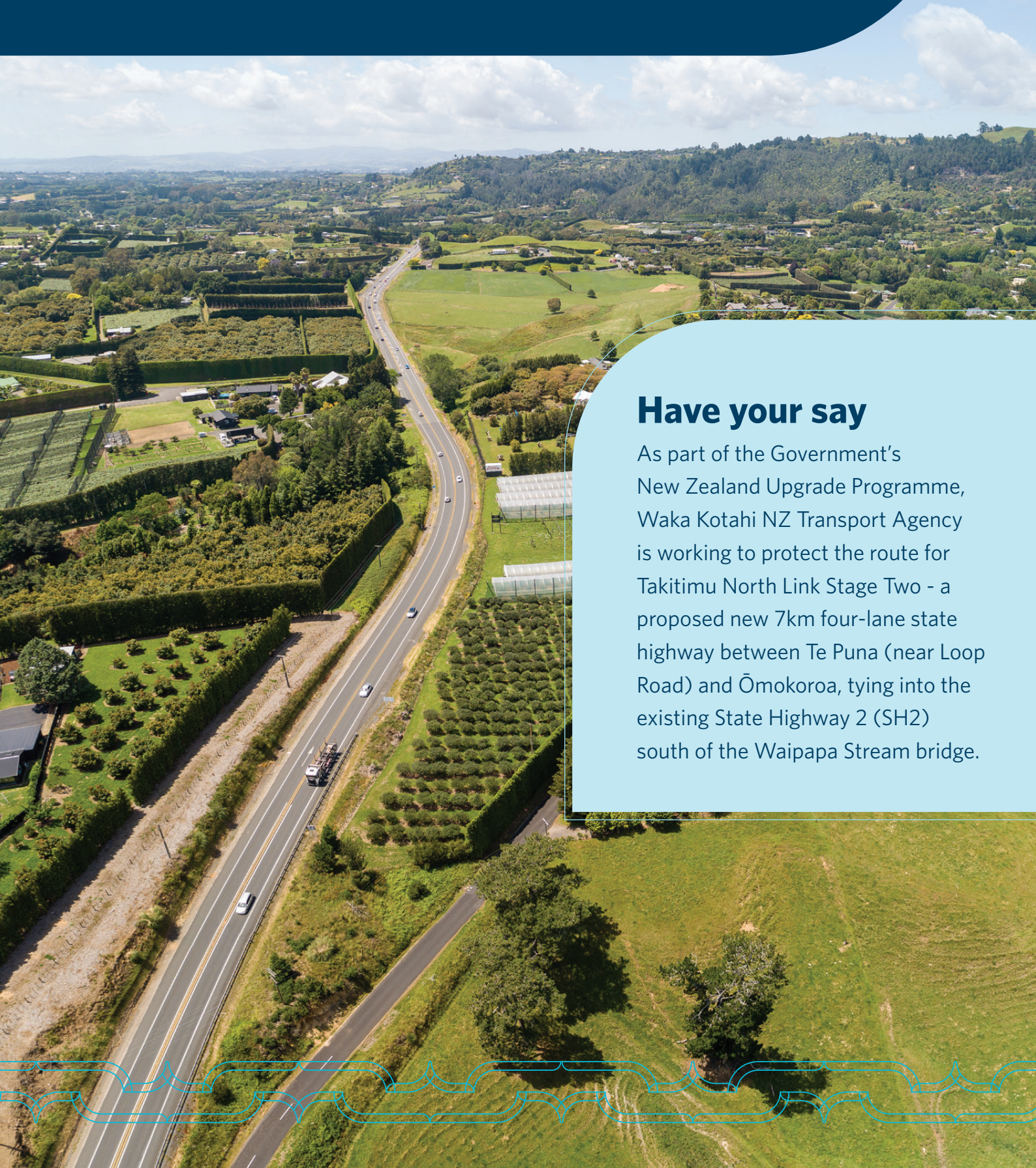




# Takitimu North Link

## Stage Two - Te Puna to Ōmokoroa



### Have your say

As part of the Government's New Zealand Upgrade Programme, Waka Kotahi NZ Transport Agency is working to protect the route for Takitimu North Link Stage Two - a proposed new 7km four-lane state highway between Te Puna (near Loop Road) and Ōmokoroa, tying into the existing State Highway 2 (SH2) south of the Waipapa Stream bridge.



## Have your say

This is your opportunity to contribute to the draft plans for this important project, ahead of the lodgment of designation and resource consent applications with Western Bay of Plenty District Council and Bay of Plenty Regional Council later in 2023.

This is an important step to protect the route. Approval of the designation and resource consents provide certainty that the project can be constructed when funding becomes available.

Space is provided for comments.

**Feedback is open until 5pm Friday 4 August 2023.**

You can share your views by:



Completing the form at the back of this booklet, and returning by mail, or scan/photograph and email to [bopprojects@nzta.govt.nz](mailto:bopprojects@nzta.govt.nz)



Completing the form online



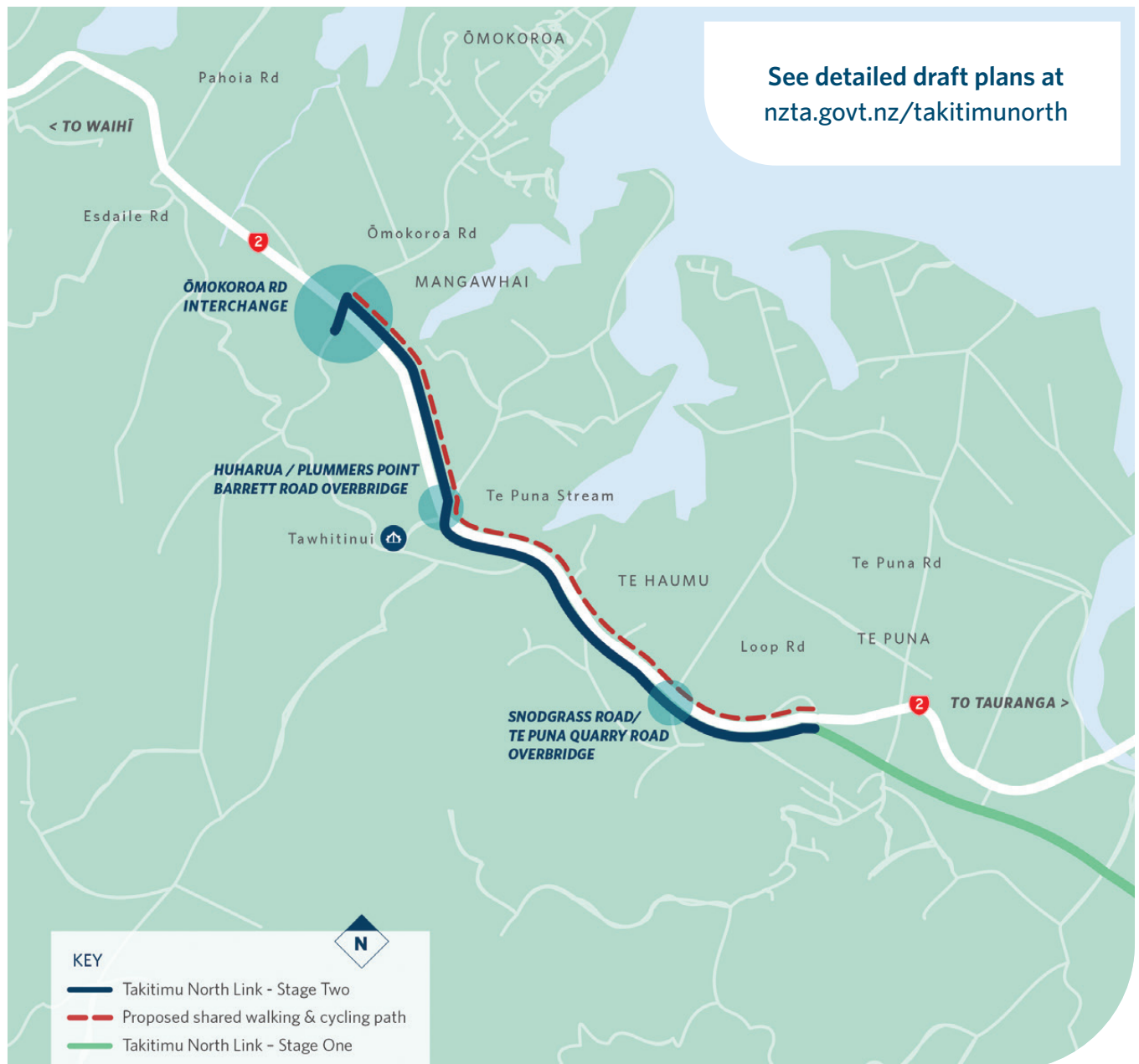
Contacting us to set up a phone appointment 07 927 6009

**For more information, including detailed maps,  
visit [nzta.govt.nz/takitimunorth](https://nzta.govt.nz/takitimunorth)**

## Benefits of the Takitimu North Link project

- **improve safety** to reduce deaths and serious injuries
- **improve access** with more reliable travel times for local people and regional freight to the Port of Tauranga from Western Bay of Plenty and Coromandel
- **support greater travel choice** through public transport prioritisation and shared path which will improve mode shift options
- **support economic development** and population growth in the Western Bay of Plenty in line with the Urban Form and Transport Initiative
- **improve resilience** of the road network

## The emerging preferred alignment



## The proposed design

The Stage Two (Te Puna to Ōmokoroa) project is an extension of Stage One between Tauranga and Te Puna. It will include:

- a new 7km four-lane highway with median and side barriers
- 7km of off-road separated shared path along the entire length of the new highway
- two lanes will potentially be managed lanes to prioritise public transport and vehicles carrying multiple passengers and/or freight vehicles
- overbridge for local traffic at Plummers Point Road/Barrett Road
- overbridge for local traffic at Snodgrass Road/Te Puna Quarry Road
- grade separated interchange at SH2/Ōmokoroa Road
- connection to the Takitimu North Link Stage One (currently in construction)
- existing SH2 highway retained as a local road

## Current programme

In 2022 we undertook a thorough review and update of previous assessments and plans to address the requirements of the National Policy Statement – Freshwater Management 2020 (as updated in December 2022) and the National Environmental Standards for Freshwater 2020. As part of this work, additional technical assessments were also carried out.

During March and April 2023 additional geotechnical testing was undertaken to confirm the suitability of soils in locations where additional bridge structures and stormwater treatment wetlands will be located. Further ecological, site contamination and

engineering investigations are ongoing.

We have updated all affected landowners about impacts on property.

We are engaging with local hapū, with ongoing input into historical and environmental aspects of the project, as well as a view to incorporating cultural aspects into the project design.

Through this process we have refined an emerging preferred alignment, and further investigations are progressing, focussed on this alignment.

## Next steps

We are now seeking input from the local community on the draft plans. We welcome any comment or feedback on the project and encourage you to share this information with people who may be interested.

Following this engagement phase, Waka Kotahi will refine the draft designs, and these will be lodged along with applications for designation and resource consents with Western Bay of Plenty District Council and Bay of Plenty Regional Council, later in 2023. A four-lane highway between Te Puna and Ōmokoroa is already designated in the Western Bay of Plenty District Plan; the designation has been in place since 2003. We now need to alter the designation by extending it so that it can accommodate the shared path, modern stormwater conveyance and treatment

devices, ecological mitigation areas and the grade separated interchange at Ōmokoroa Road. These applications will be publicly notified, and submissions called for, with a hearing in 2024 – we will publicise these dates once they are confirmed.

Approval of the designation and resource consents will protect the route and provide certainty that the project can be constructed when funding becomes available. Route protection is intended to protect the land from any development which could potentially make construction of the project more difficult in the future. It does not finalise exact details of where any future road would be built but sets out the footprint of the land required to build it. Further work beyond route protection, including construction, is not currently funded.

## Work to date

We have carried out technical and environmental assessments (comprised of geotechnical, stormwater, ecological, archaeological investigations) and had detailed discussions and analysis of the input from partners, stakeholders, and potentially affected parties. This has resulted in these proposals for an

emerging preferred alignment for the four-lane highway and shared path between Te Puna and Ōmokoroa.

**A brief summary of key topics and considerations / findings is provided in this booklet.**



## Stormwater and flooding

- Many of the culverts under the existing SH2 will be upsized to restore natural stream flows, improve fish passage and to reduce flooding that currently occurs on land to the south of SH2, particularly around the Ainsworth Road area. In a few locations there will be small increases in downstream flooding as a result of upsizing culverts.
- All culverts, bridges and stream realignments will be designed to take into account the impacts of climate change.
- Upsizing the culverts and construction of several bridges will significantly improve fish passage. All new culverts on the project will be designed to the latest standards for fish passage as set out in the National Environmental Standards for Freshwater 2020.
- Stormwater drainage from the new expressway will be through a network of swales, piped drains and kerbs that convey the runoff to treatment and attenuation facilities. The main treatment methods will be wetlands and swales. Stormwater treatment wetlands achieve a high level of contaminant removal and provide amenity and ecological benefits.
- Swales will be used alongside the expressway to treat the road surface runoff.
- In several locations along the expressway the fill embankments will cover a portion of existing streams. In each case the stream will be realigned outside the earthwork's footprint and the new stream section will be designed to bear a 100-year storm event, with stable low flow channels and shapes to mimic a natural stream, and to enhance the habitat value of the stream.

## Traffic

- Within 25 years the highway is expected to be carrying 40,000 to 42,000 vehicles per day, supporting the growth in the Western Bay of Plenty, particularly Ōmokoroa.
- The project will support the growth enabled by the Western Bay of Plenty's district plan change to rezone land at Ōmokoroa for Stage 3 of its Structure Plan. The grade separated interchange at Ōmokoroa Road is necessary to provide sufficient capacity for full urban development of Ōmokoroa.
- Two of the four lanes are being considered for allocation to High Occupancy Vehicles to maximise people throughput.
- The new highway will remove inter-regional trips from the network, freeing up capacity and significantly improving safety on existing SH2.
- The existing SH2 will become a local collector road with traffic volumes of less than 5,000 vehicles per day, making it safer.
- The new expressway will provide a safer transport system, with no property access or side roads except at grade-separated interchanges, significantly reducing the number of deaths and serious injuries.
- Traffic modelling shows the Ōmokoroa Road interchange will need two lanes northbound across the expressway and one lane southbound. The major trip demand will be to and from Tauranga.

## Ecology

- Vegetation is predominantly pasture, avocado and kiwifruit orchards, and ornamental gardens. There are only a few small areas of native vegetation, generally on disturbed land on roadsides or cut scarps on farmland.
- 25 wetland areas were identified in the project footprint. Most of these have been affected by stock grazing or weed infestations, this means they have limited diversity and ecological value.
- At the western end of the project, near Ōmokoroa Road, there are four wetlands that have been largely protected from stock grazing and are saltmarsh or saltwater influenced and are of high ecological value.
- Surveys did not identify any indigenous lizard species and the history of disturbance through farming, and pest animal threats means it is unlikely the site is important habitat for indigenous lizards.
- Birds observed during site surveys were the expected assemblage for a modified rural/peri-urban landscape including exotic and common native species. The salt marsh wetlands with connectivity to Tauranga Harbour are likely to provide habitat for threatened bird species such as bittern, marsh crake, spotless crake, banded rail and fernbirds.
- 37 automatic bat monitors were deployed along the corridor over the 2020/21 summer to determine whether indigenous long-tailed bats used the habitat. No evidence of bats was found.
- The freshwater tributaries have been modified through pressures from adjoining land use, drainage and pest plants.
- The ecological effects of the project will be managed by creating new stream and wetland habitats to replace those that are impacted. Native fish will be relocated where practicable and best practice erosion and sediment controls and stormwater treatment will be implemented.
- The effects on the high value wetlands near Ōmokoroa Road will be mitigated by development of a comprehensive offset and compensation package comprising new, restored and enhanced wetland areas of approximately 24 hectares.

## Noise

- The project will run close to the existing SH2 which already affects ambient sound levels. Therefore, the change in noise levels will be less than if it was a new road in a rural area.
- The project will implement the criteria in the relevant NZ standard; NZS6806:2010 Acoustics-Road traffic noise-New and altered roads.
- Most people will experience a slight change in noise environment from the current rural setting, but it will be relatively small because of the proximity to the existing SH2.
- The proposed mitigation for traffic noise is to use a low noise road surface.
- Construction noise has been assessed against the construction noise standard; NZS6803:1999.
- Construction vibration has been assessed against a combination of criteria based on standards such as DIN4150-2:1999.
- Construction will largely occur during daytime, and for most receivers' compliance with the construction and vibration standards will be achieved. For the small number of buildings that may receive construction noise levels exceeding the criteria, a process of management and mitigation will be undertaken through a Construction Noise and Vibration Management Plan.

## Archaeology and cultural heritage

- Within the Stage Two corridor there are 18 recorded archaeological sites, recorded as either Midden/Oven, Pit/Terrace or Artefact/Find spot. Most of these sites were identified in archaeological surveys carried out in the early 1980's and recorded information on the national archaeological database is rudimentary.
- Data available from elsewhere around the Tauranga Harbour indicates that there will be a higher density of archaeology within the corridor than the recorded sites indicate.
- Crop storage structures are a central element of archaeology in this landscape. Without effective crop storage technology, the cultivation of kumara, could not be extended beyond optimal areas.
- Crop storage took two main forms; above ground stores on poles and in-ground structures or pits. Long narrow-shaped storage pits are a distinct form found in the Western Bay of Plenty.
- The presence of kainga (areas of domestic occupation) nearby reflects a pattern of seasonal domestic relocation to care for the gardens.
- Radiocarbon dating indicates the expansion of systemised agriculture away from the harbour and into the hinterland around the corridor began in the late 16th Century.
- Although no pā are present close to the corridor, they are common in the wider landscape often found on foothills or ridges overlooking the high quality agricultural soils.
- The integrity of archaeological sites has been affected by farming practices over many years. Overall, the archaeology is typical of the pre-European agricultural cycle in the wider area.
- Further detailed archaeological investigations will be conducted prior to construction. The outcome will be gained knowledge and historical information. It will offer the ability to understand historical changes, particularly to the nature and development of systemised agriculture in the Tauranga Harbour catchment, and its social and political implications over the 300-400 years prior to the land confiscations of the mid-19th Century.

## Landscape and urban design

- The project will take place in a highly modified rural landscape of open pastoral farmland and orchard areas defined by shelterbelts, with only a few pockets of native vegetation. Some of the areas adjacent to the project are undergoing change through urban growth, particularly at Ōmokoroa.
- Changes to the landform will involve the construction of cut and fill embankments to accommodate the highway and local road realignments. These embankments will be similar to the existing rolling landform generally at slopes of 1 vertical to 3 horizontal, and the changes will also be seen in the context of the existing SH2 and the designation already in place to widen it.
- Effects on adjacent land will be minimised and while there will be some changes in land use, most of the land will remain as productive farmland.
- The project will be a noticeable new feature in the landscape, but the rolling topography and existing vegetation will contain or screen views from most nearby houses. A small number of houses that are close to the expressway will experience significant change to their outlook particularly due to removal of vegetation. Screen planting and enhancement planting will be used to soften or naturalise significant visual changes, and where practicable, screening will be provided for nearby houses, in consultation with the owner.
- Measures will be taken to enable appropriate cultural input to landscape design and design of structures.
- Walking and cycling paths will be integrated into the landscape and urban design, improving connectivity and accessibility for local communities, and providing future tie-in points to meet future demand for urban development.
- Bridge forms will be well-proportioned and suited to the locations, to tie in with existing landforms or maintain views or ecological connectivity.
- Wherever possible, vegetation beyond the earthwork's footprint will be retained which will help to maintain amenity while new mitigation planting grows. New planting will be largely native species.



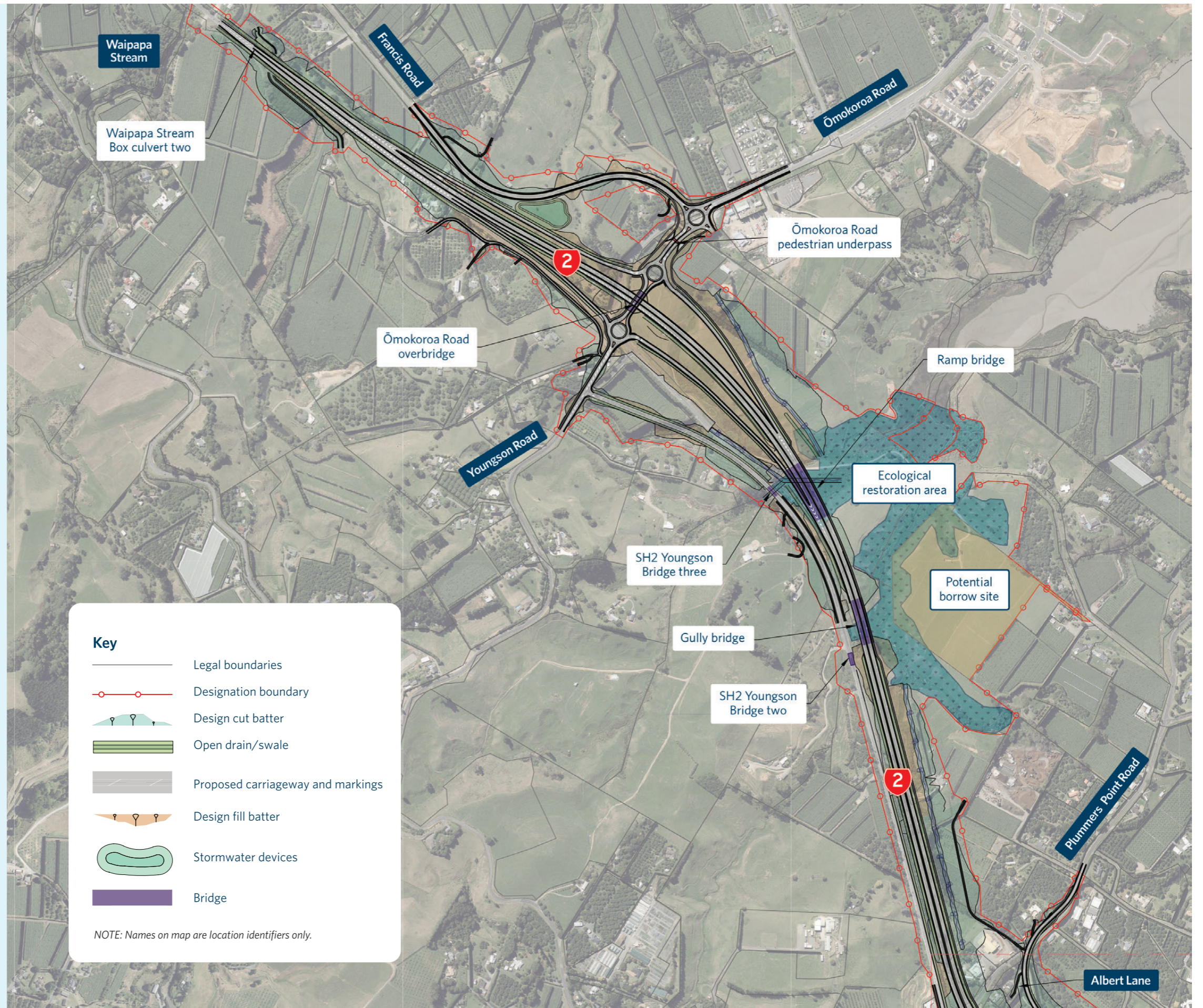
## Walking and cycling

- A separate shared use walking and cycling path 3m wide will run parallel to the expressway, connecting the Ōmokoroa Road interchange to the Minden Road Interchange, where it will connect to the Takitimu North Link Stage One project shared path, which extends through to Takitimu Drive.
- The shared path will be located to the north of the highway, but separated from it by fencing and landscaping. A 3m wide shared path will also be provided on all overbridges.
- The shared path will provide a safer and more direct route than the current SH2 corridor or the Ōmokoroa to Tauranga cycleway trail. It will not cross any road intersections between Ōmokoroa Road and Minden Road and, therefore, will be a highly attractive alternative to car use, and is expected to generate many new walking and cycling trips, encouraging people to use bikes, e-scooters and other similar transport modes.
- The shared path will also connect to the local road network via secondary paths at Loop Road, Te Puna Quarry Road/ Snodgrass Road, Gill Lane, Te Karaka Drive, Plummers Point Road and Ōmokoroa Road. This will improve north-south connectivity across the highway and create a network that will eventually connect to the Ōmokoroa to Tauranga Cycleway trail and to other routes planned by Western Bay of Plenty District Council such as the 'Greenlanes' through the Minden Lifestyle area.
- At the Ōmokoroa Road interchange an underpass will provide a safe crossing under Ōmokoroa Road to connect the shared path to the opposite side of Ōmokoroa Road where a park and ride and sports fields are planned.
- Opportunities are also being explored to connect to walking and cycling paths on Ainsworth Road and the Minden Scenic Reserve, the l'Anson Reserve and the esplanade reserves adjoining the Te Puna Stream and the Waimapu Estuary. Some of these will be informal paths through revegetated areas around stormwater wetlands.



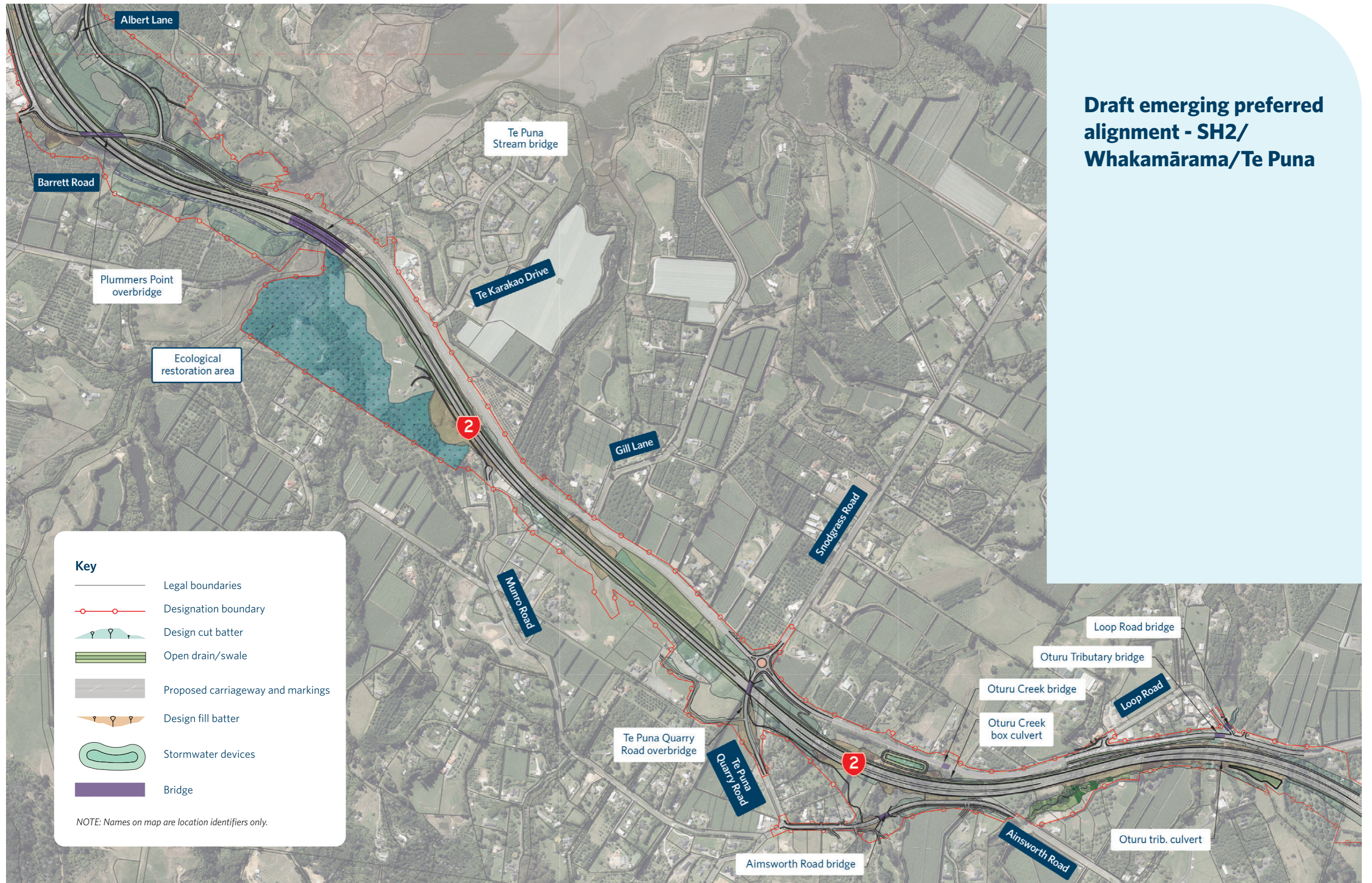


## Draft emerging preferred alignment - SH2 / Ōmokoroa interchange





## Draft emerging preferred alignment - SH2/ Whakamārama/Te Puna





## FAQs

### What is route protection?

The route protection process is intended to protect the land from any development which could potentially make construction of the project more difficult in the future.

Approval of the Notice of Requirement (NoR) and resource consents will provide certainty that the project can be constructed when funding becomes available.

Further work beyond route protection, including construction, is not currently funded.

### How can I be involved in the RMA process?

Western Bay of Plenty District Council will publicly notify the Waka Kotahi applications, and you have the right to make a submission and appear at any hearing.

You will be able to find a list of lodged NoRs on the Western Bay of Plenty District Council's website. In addition, the Bay of Plenty Regional Council will notify the resource consent applications.

For information on how to participate in the RMA process, you can find a number of relevant guides on the Ministry for the Environment website at [mfe.govt.nz](https://mfe.govt.nz)

### What is happening with the existing SH2?

Waka Kotahi has reviewed previous investigations into online safety and accessibility upgrades for SH2 between Te Puna and Ōmokoroa with the intention of designing and delivering safety improvements on the existing corridor (subject to funding) within the National Land Transport Programme.

Recommendations of the review include improvements to the Ōmokoroa Road Intersection (progressing separately with WBOPDC following allocation of IAF funding), new Intersection Speed Zones (ISZ) at Barrett/Plummers Roads and Snodgrass/Te Puna Quarry Roads, and wide centreline (may impact passing lanes) and full reseal across 4.8km of the corridor. Pre-implementation funding has been confirmed to progress to the design phase as part of the Road to Zero programme.

### What is the process for acquisition of my property under the Public Works Act?

We acknowledge the ongoing stress and uncertainty for potentially affected landowners and appreciate the ongoing patience with this project. All discussions with landowners will continue to be undertaken in accordance with the Public Works Act, and as such are confidential in nature. Waka Kotahi acknowledges that these circumstances are emotional, stressful and significant for those impacted, which is why we will ensure that affected landowners are updated on the situation in a timely manner.

Land Information New Zealand publishes a *Guide for Landowners: What to expect when your land is acquired under the Public Works Act 1981*. This outlines the process and your rights. You can download this at [linz.govt.nz](https://linz.govt.nz)







