WE NEED TO HEAR FROM YOU BY 1ST DECEMBER

So if you want to respond to the options being studied you can:

- Attend the "Information Days" to be held at:

  The Paengaroa Hall on Tuesday 18 November between 4pm and 8pm.

  The Papamoa Sports Centre on Wednesday 19 November between 4pm and 8pm.

  The Te Puke Hall (Pioneer Room) on Thursday 20 November between 4pm and 8pm.

- Phone Christine Ralph at Beca Carter Hollings & Ferner Ltd on (07) 578 0896.

- Or you can write to Christine, C/- Beca Carter Hollings & Ferner Ltd, PO Box 903, Tauranga, Fax on (07) 578 2968 or Email on cralph@beca.co.nz

This is an opportunity to be involved in finding the route for Tauranga's Eastern Arterial, so please let us know what you think.

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 us at any time. The contacts are:

Christine Ralph, Amanda Rowe and John Hannah
Phone: 07 578 0896 Postal Address: PO Box 903, Tauranga
Fax: 07 578 2968 Email: cralph@beca.co.nz

The Transit New Zealand Project Manager is:
Colin Crampton. He can be contacted through phone: 07 838 8220

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TRANSIT NEW ZEALAND
ARARAU AOTEAROA

Community Newsletter No. 4

STATE HIGHWAY 2
EASTERN ARTERIAL ROADING PROJECT

Welcome to Newsletter No. 4. This newsletter presents the three options to be studied and explains how the consultant, Beca Carter Hollings & Ferner Ltd, arrived at them. I emphasise that at this stage the preliminary analysis has identified options that are considered to be feasible and that these options will now be assessed in greater detail from several points of view; including ecology, landscape, noise, community values, archaeological and cultural.

Consultation is a very important part of the preliminary and final assessments, and I invite you to submit your views on the options to the consultant either by phone or by letter. Transit New Zealand and Beca Carter Hollings & Ferner Ltd will also be holding "Information Days" to allow you to view larger scale plans and talk to members of the study team about the options.

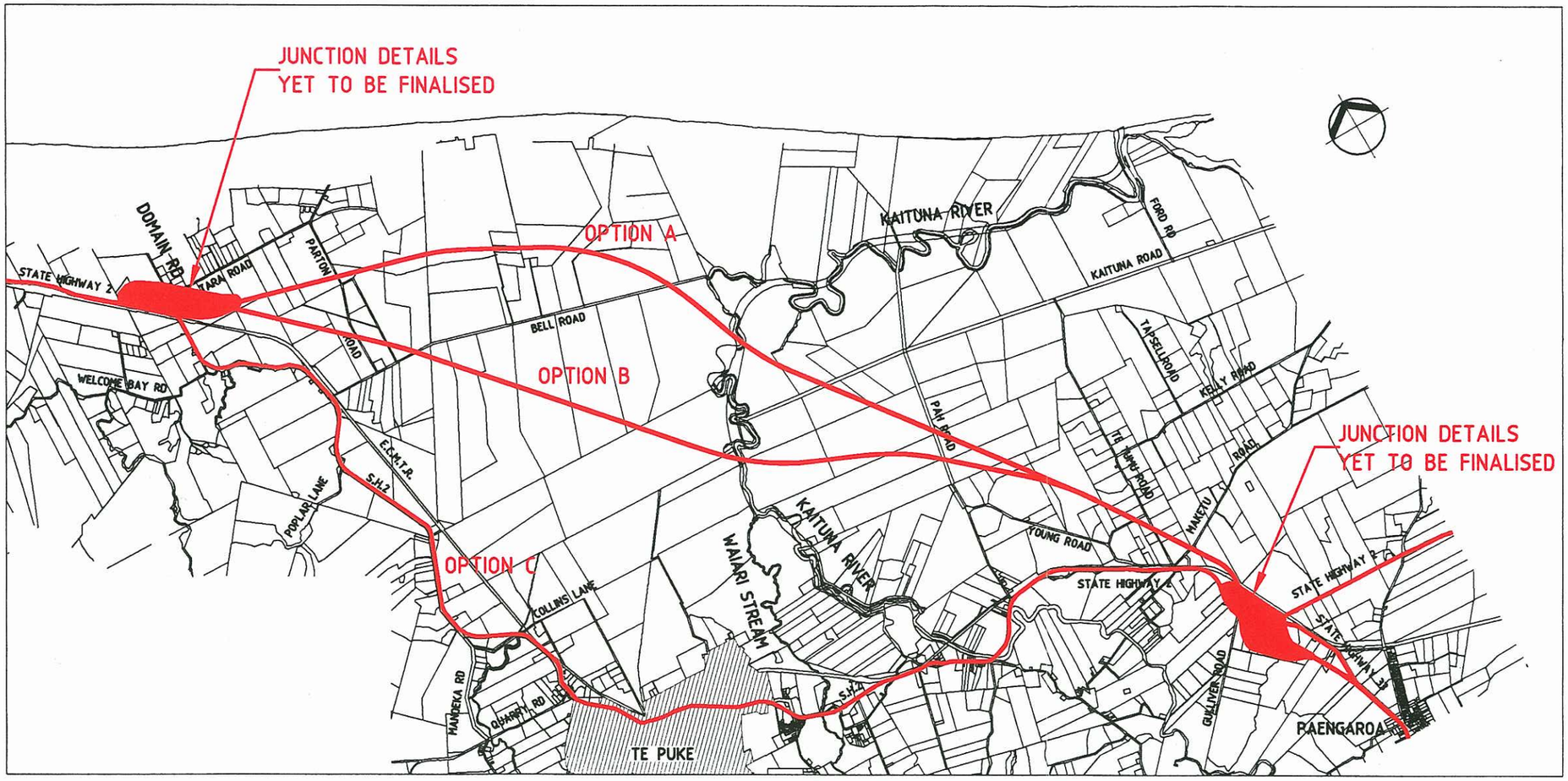
From now on the consultant is moving the study into top gear, so don't be surprised if over the next few weeks you come across people with clipboards wandering around your area. In some cases the consultant team will need to visit properties to study some things in more detail. If they need to come onto your property they will contact you to check that this is alright and make a convenient time to visit.

Don't forget that this is a crucial stage of the whole study and that your views are important as they will help shape the outcomes. The consultant looks forward to hearing from you and hopes that you find the information interesting.

Yours faithfully

Colin Knaggs
Transit New Zealand
November 1997

OPTIONS TO BE CONSIDERED



DESIGN

The proposed road will consist of four lanes, two in each direction. The four lanes will be separated by a grassed median 9 metres wide and a shoulder on each side of this grassed median strip of 1.5 metres. The outer edges of the road will each have a shoulder of about 2.5 metres and a berm.

SELECTION OF OPTIONS

The following was taken into account by the consultant when considering the alignment of the possible routes.

A. Geometric Requirements

- The design speed is 100kph and takes account of the general environment.
- Desirable minimum horizontal radius is 500 metres. In constrained situations where the road is very close to sensitive land uses, an absolute minimum radius of 400 metres with up to 8% super elevation may be used.

B. Physical Constraints

- Alignment positioned to minimise disturbance to buildings where possible (e.g. avoid houses). This necessitates the new route being well clear of existing roads wherever possible so separate access can be maintained to properties which are serviced by these roads.
- Alignment positioned to suit topography to minimise cuts and fills (and hence minimise construction width).
- Alignment positioned to suit existing property boundaries to minimise disturbance to useable land where possible.
- Alignment positioned to avoid areas of existing and potential high density residential development.
- Alignment positioned to avoid, where possible, areas of unsuitable ground conditions.
- Alignment positioned to avoid areas of ecological importance e.g. the Lower Kaituna Wildlife Management Reserve - Kaituna Wetlands.
- Alignment positioned to avoid areas of cultural sensitivity.

None of the above has precedence over any of the others. The preliminary alignment selection is generally a balance between geometric requirements, physical constraints and cultural matters.

CONSULTATION TO DATE

Consultation with local iwi is ongoing. Representatives of Ngati Pukenga, Nga Potiki, Waitaha, Tapuika, Ngati Whakaue, Ngati Pikiao, Ngati Makino and Ngati Kapawa have been consulted to identify areas of spiritual and cultural significance and Maori land titles. This has helped in the identification of the options.

Further consultation is about to commence to discuss these options.

Two meetings have been held with the Community Advisory Group and they have given feedback on the constraints documented in Newsletter No. 3 and on the options shown in this newsletter. The Community Advisory Group is made up of representatives of organisations with roading, ecological, community and tangata whenua interests.

HOW THE ASSESSMENT OF THE OPTIONS WILL BE DONE

The community's responses to the options will be considered alongside the many other factors to determine which of the alignments should be recommended for the preferred route. Following that recommendation, an Assessment of Environmental Effects necessary for approval of the preferred alignment will be completed.

Assessment Criteria

The following factors will be studied by a range of experts:

Ecology	• e.g. wildlife, vegetation, habitat variety, species diversity and water quality.
Landscape	• e.g. landforms, opportunity for visual integration and visibility.
Noise	• e.g. proximity and effect on dwellings, public buildings and marae.
Social/Economic	• e.g. number of dwellings affected by alignment, existing land uses, community services and community responses.
Archaeological/ Cultural	• e.g. significance of archaeological and cultural sites, Maori land and areas of spiritual value.
Transportation Aspects	• e.g. vehicle operating costs, travel time, crash savings and access control.
Project Costs	• e.g. land purchase, mitigation measures, earthworks and road formation.
Economics	• e.g. the relationship between the project costs and the benefits.

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