



## STATE HIGHWAY 2 EASTERN ARTERIAL ROADING PROJECT

Since our last newsletter in May the consultants have completed the preliminary investigations to determine what areas are suitable for a new alignment of State Highway 2 from Domain Road to Paengaroa.

This newsletter advises what constraints have been identified and we seek your response on the accuracy of this information. At this stage we would be interested in your ideas as to where alignments could be constructed. Your suggestions will be taken into account when the various options for the alignment are developed. Beca Carter Hollings & Ferner Ltd propose to develop the options and publish these in an October newsletter, so we need your contributions no later than 9 September 1997.

At its last meeting the Transit Authority confirmed that its energies would be directed to the Tauranga Eastern By-pass instead of the Te Puke Internal By-pass. This decision is supported by the Western Bay of Plenty District Council. However Transit and the Western Bay of Plenty District Council are working together on plans for the interim improvement of the Te Puke mainstreet and the Waitangi area. We will keep the public informed of the progress on those plans.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Colin Knaggs', written in a cursive style.

Colin Knaggs  
Transit New Zealand

**August 1997**

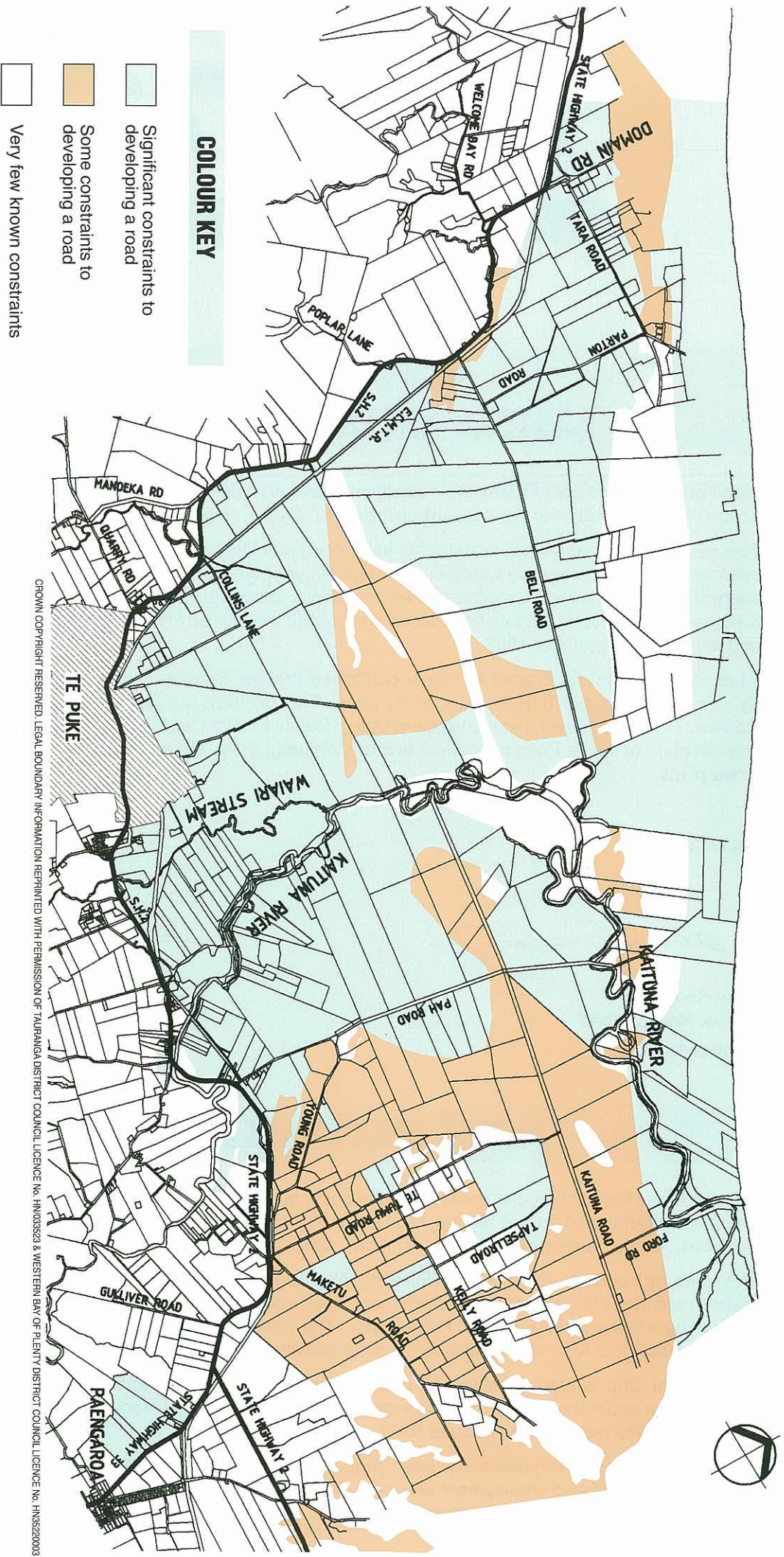
## PRELIMINARY RESEARCH COMPLETE

Research into the background geotechnical aspects of the land have been completed and arrangements are being made to undertake some soil testing. All land in the area can support a highway construction but the peaty soils present more extensive construction and maintenance methods and consequently costs.

The team has consulted with Ngati Pukenga, Nga Potiki, Waitaha, Tapuika, Ngati Whakaue, Ngati Pikiako, Ngati Makino, and Ngati Kapawa to learn which areas have spiritual and cultural significance. There are few land holdings in Maori land title and few identified Pa or urupa. The Kaituna River and the coast were, and remain significant areas for the collection of food and consequently other activities.

The coastal strip is also considered to be an important ecological and landscape area and one that warrants consideration under the Resource Management Act. Other ecological areas include the Kaituna Wildlife Management Reserve and the mouth of the Kaituna River.

Residential zoning at Papamoa has been proposed in the Tauranga Review District Plan and such development brings with it social and employment services. The Western Bay of Plenty District Council is investigating industrial zonings at north Te Puke and Rangioru.



## WHAT ARE THE CONSTRAINTS TO DEVELOPING AN ALIGNMENT

The plan in this newsletter is in three colours identifying three types of land constraints in the study area. All constraints are potentially reducible to some degree by further investigation, design measures, additional costs, or by negotiation.

Please tell us if this information is correct and if there are other significant aspects or features that a highway should avoid. We would be interested in your suggestions as to where to place a highway. Draw on the map and send it back to the address in the next column within three weeks. We would appreciate your responses by 9 September 1997.

## FURTHER INFORMATION

The consultants (Becca Carter Hollings & Ferner Ltd) have an office in Tauranga in Harrington House, Willow Street, central Tauranga. You can meet, by prior appointment, the staff listed below or you can telephone us at any time. The contacts are:

**Christine Ralph, Keith Frenz and John Hannah:** Phone: 07 578 0896 Postal Address: PO Box 903, Tauranga  
 Fax: 07 578 2425 email: craiph@becca.co.nz

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