SUBSTANTIVE APPLICATION FOR APPROVALS

Volume A – Main Report

NZ Transport Agency Waka Kotahi
Tauriko West | Tupenga

31 JULY 2026

NZ TRANSPORT AGENCY WAKA KOTAHI

Tauriko West Tupenga | Roads of National Significance

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GLOSSARY OF ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Term
AMP	Archaeological Management Plan
BOPRC	Bay of Plenty Regional Council
CAF	Consenting Authorities Forum
CTMP	Construction Traffic Management Plan
dB	Decibel
DBC	Detailed Business Case
DOC	Department of Conservation
DSI	Detailed Site Investigation
EcIA	Ecological Impact Assessment
FTAA	Fast-track Approvals Act 2024
FFR	Freshwater Fisheries Regulations 1983
GPS 2024	Government Policy Statement on Land Transport 2024
Ha / ha	Hectares
HAIL	Hazardous Activities and Industries List
HCV	Heavy Commercial Vehicle
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
IBC	Indicative Business Case
IAL	Important Amenity Landscape
LMP	Lizard Management Plan
m	Metres
m^2	Square metres
m^3	Cubic metres
MCA	Multi Criteria Assessment
MfE	Ministry for the Environment
MoE	Ministry of Education
NES	National Environmental Standard
NES-CS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011
NES-F	National Environmental Standard for Freshwater 2020
NUO	Network Utility Operator
NZTA	NZ Transport Agency Waka Kotahi
NZS	New Zealand Standard
NoR	Notice of Requirement
Outline Plan	Outline Plan of Work
PBC	Programme Business Case
Project	Tauriko West - Tupenga
PSI	Preliminary Site Investigation
PWA	Public Works Act 1981
RLTP	Bay of Plenty Regional Land Transport Plan
RMA	Resource Management Act 1991
RNRP	Bay of Plenty Regional Natural Resources Plan
RoNS	Roads of National Significance
SH29	State Highway 29
SH29A	State Highway 29A
SH36	State Highway 36
TBE	Tauriko Business Estate
TCC	Tauranga City Council

Acronym / Abbreviation	Term
TCP	Tauranga City Plan
UGA	Tauriko West Urban Growth Area
vpd	Vehicles per Day
WBOPDC	Western Bay of Plenty District Council
WBOPDP	Western Bay of Plenty District Plan

GLOSSARY OF DEFINED TERMS

Term	Meaning
Application	Application for resource consents, Notices of Requirement, Archaeological Authorities, Wildlife Approval and Complex Freshwater Fisheries Approval.
At Risk and / or Threatened Species	Species identified as 'at risk' and / or 'threatened' under the relevant New Zealand Threat Classification series.
Belk Road Watercourses	A tributary of the Wairoa River that runs in parallel with Belk Road, and associated drainage channels.
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete, and the Project (or the relevant part of the Project) is operational.
Consents	The resource consents to authorise the Project.
Construction Works	Activities undertaken to construct the Project, excluding Enabling Works.
Designation Boundary	The boundary of the area of land subject to the Proposed Designation.
District Plans	Means the Tauranga City Plan and Western Bay of Plenty District Plan.
Enabling Works	Preparatory works and investigations to enable Construction Works, including the following activities: a) Archaeological investigations b) Contaminated land investigations and associated land clearance c) Geotechnical investigations (including trial embankments) d) Formation of access for geotechnical and other site investigations e) Establishment of construction yards and offices f) Constructing and sealing (if necessary) site access roads and access to the Project site(s) and private property g) Demolition or removal of buildings and structures h) Vegetation protection or removal works i) Investigation, protection and relocation of services; and j) Establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).
Natural Wetland(s)	A Wetland that is not: (a) in the coastal marine area; (b) a deliberately constructed wetland, other than a wetland constructed to offset impacts on, or to restore, an existing or former natural inland wetland; or (c) a wetland that has developed in or around a deliberately constructed water body, since the construction of the water body; or (d) a wetland that: (i) is within an area of pasture used for grazing; and (ii) has vegetation cover comprising more than 50% exotic pasture species; unless (iii) the wetland is a location of a habitat of a threatened species identified under clause 3.8 of the National Policy Statement for Freshwater Management 2020.
NZS 6803	New Zealand Standard NZS 6803:1999 "Acoustics – Construction Noise".
NZS 6806	New Zealand Standard NZS 6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads".
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA.
Project	The Tauriko West – Tupenga Project.

Term	Meaning
Project Representative	The person or persons appointed by the Consent Holder (or their nominated contractor) to be the main and readily accessible point of contact for anyone wanting information about the Project.
Proposed Conditions	Conditions placed on a resource consent, designation, Archaeological Authorities, or Wildlife Approval.
SAR	This substantive application report.
Requiring Authority	Has the same meaning as in section 166 of the RMA and, for this application, is New Zealand Transport Agency.
Sensitive Activities	Relates to construction noise. Sensitive activities are any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.
Specified infrastructure	As defined in the National Policy Statement for Freshwater Management 2020, means any of the following: (a) infrastructure that delivers a service operated by a lifeline utility (as defined in the Civil Defence Emergency Management Act 2002) (b) regionally significant infrastructure identified as such in a regional policy statement or regional plan (c) any water storage infrastructure (d) any public flood control, flood protection, or drainage works carried out: (i) by or on behalf of a local authority, including works carried out for the purposes set out in section 133 of the Soil Conservation and Rivers Control Act 1941; or (ii) for the purpose of drainage-by-drainage districts under the Land Drainage Act 1908 (e) defence facilities operated by the New Zealand Defence Force to meet its obligations under the Defence Act 1990 (f) ski area infrastructure
Tangata Whenua Engagement Group	The Tupenga group that includes Ngāi Tamarāwaho, Ngāti Hangarau and Ngāti Kahu hapū.
Watercourse(s)	Perennial or intermittent rivers and streams, including modified rivers and streams, but not overland flow paths, artificial watercourses, conveyance channels, Natural Wetlands or Wetlands.
Wetlands	Includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.

1 APPLICATION OVERVIEW

1.1 Overview

This Substantive Application Report (SAR) has been prepared on behalf of the NZ Transport Agency Waka Kotahi (NZTA) to support the substantive application under the Fast-track Approvals Act 2024 (FTAA), for all necessary approvals to construct, operate, and maintain the Tauriko West - Tupenga Project (the Project). The Project is a listed project under Schedule 2 of the FTAA[1], by virtue of being infrastructure with significant national or regional benefits. The information the applicant provided to the Ministry for the Environment when applying to have the project listed is contained in the document lodged with this SAR titled "Listing information lodged with MfE". The listed project described in that material is identical to the Project that is covered by this SAR.

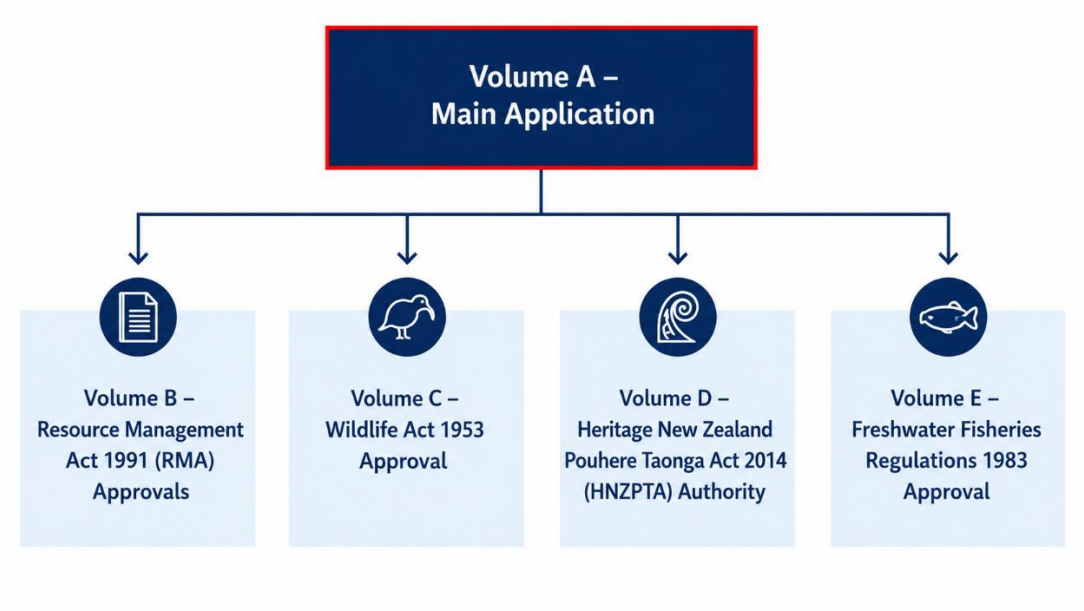
In accordance with section 42(4) of the FTAA[2] NZTA is seeking all necessary approvals for the construction, operation and maintenance of the Project, including Notices of Requirement (NoR) for new designations, resource consents[3], Archaeological Authorities, a Wildlife Approval and Complex Freshwater Fisheries Approval (collectively referred to as "the Approvals" or "the Application") for the Project.

This SAR, together with its supporting attachments, has been prepared to meet the relevant requirements for a substantive application for a listed project under the FTAA, including sections 42, 43 and 44 and Schedules 5, 7, 8 and 9 of the FTAA, with the information provided in sufficient detail to satisfy the purpose for which it is required[4].

Sections 13(4)(c) and 43(1)(c) of the FTAA require the applicant to demonstrate that the Project does not involve any ineligible activities other than those that may be subject to a determination under section 23 or 24. NZTA has reviewed the historical and current property titles for all land within the proposed designation footprint and confirms that there are no ineligible activities (as defined by section 5 of the FTAA). There is no identified Māori land within the designation footprint (see section 1.12 of this SAR), and NZTA does not seek a determination under section 23 or 24 of the FTAA.

1.2 Structure of this Application

This SAR is supported by technical reports, drawings, proposed conditions and other attachments. Together, these documents provide the information required by the FTAA. The SAR has been separated into five volumes, consisting of the following:



[1] Listed in Schedule 2 of the FTAA as "State Highway 29 Tauriko Network Connections (including Ōmanawa Bridge replacement)"
[2] Section 42(4)(a), (d), (h), (i) and (j) FTAA.
[3] Including resource consents under the NES-CS and NES-F.
[4] Section 44 FTAA

- ***Volume A – Main Application (this Report):*** This volume is the overarching report for the Application. It contains information relevant to all approvals, including the Project background and strategic context, a description of the existing environment, a description of the Project, and a summary of the consultation undertaken for the Project.

- ***Volume B – RMA Approvals:*** Volume B supports the RMA approvals sought, including the resource consents and NoRs, and contains the assessment of environmental effects, relevant statutory and policy framework, and proposed RMA conditions.

- ***Volume C – Wildlife Act Approvals:*** Volume C addresses the Wildlife Approval sought under the Wildlife Act 1953, including the relevant assessment and proposed conditions.

- ***Volume D – HNZPTA Approvals – Archaeological Authorities*:** Volume D addresses the archaeological authorities sought under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA), including the relevant statutory requirements, assessment of archaeological effects and proposed conditions.

- ***Volume E – Freshwater Fisheries Approval:*** Volume E addresses the approval sought under the Freshwater Fisheries Regulations 1983, including the relevant assessment and approach to consent conditions.

The SAR is structured to avoid unnecessary duplication while ensuring that each approval pathway is clearly addressed and that the Panel can readily identify the information relevant to each approval sought. As Volume A contains the overarching information for the Application, Volumes B to E must be read in conjunction with it.

1.3 The Project

The Project is a major transport infrastructure initiative within Tauranga's Western Corridor[5] and forms part of the Government's Roads of National Significance (RoNS) programme. It is intended to improve connectivity between the Port of Tauranga, the Upper North Island, and key growth areas in the Bay of Plenty.

The Project focuses on State Highway 29 (SH29) and State Highway 29A (SH29A), which connect Tauranga with Hamilton and the wider region. Located within the Tauriko West growth area on the western edge of Tauranga, the Project will separate national and regional through-traffic from local movements, improve connectivity, travel time reliability and safety, and provide network resilience to support planned housing and employment growth.

The Project extends generally from the SH29 Ōmanawa Road intersection in the west, through Tauriko West UGA (UGA) and the adjacent Tauriko Business Estate (TBE), and east toward the Barkes Corner intersection[6], including connections with Takitimu Drive and the Takitimu North Link interchange. Key features of the Project are shown in **Figure 1** on the following page.

The surrounding area includes existing and planned urban growth areas such as TBE, The Lakes, Greerton, Pyes Pā and the Tauriko West UGA, as well as rural land and key waterways including the Wairoa River and tributaries, Ōmanawa River, Kōpūrererua Stream and the Nanako Stream. The Project corridor traverses a mix of rural, industrial and developing urban land identified for future housing and employment development.

The Project involves the construction, operation and maintenance of:

- A new offline four-lane SH29 corridor between the Ōmanawa Bridge project and the Takitimu North Link Interchange, prioritising inter-regional freight movement;

- A new offline SH29A corridor providing a high-standard regional connection that relieves pressure on the existing urban-constrained alignment;

[5] The Western Corridor refers to the strategic growth and transport corridor in western Tauranga centred on Tauriko and the SH29, SH29A and SH36 networks. It includes the key residential and employment growth areas at Tauriko West, Pyes Pā and the TBE, together with their connections to the Tauranga urban area, the Port of Tauranga, Waikato and the upper North Island

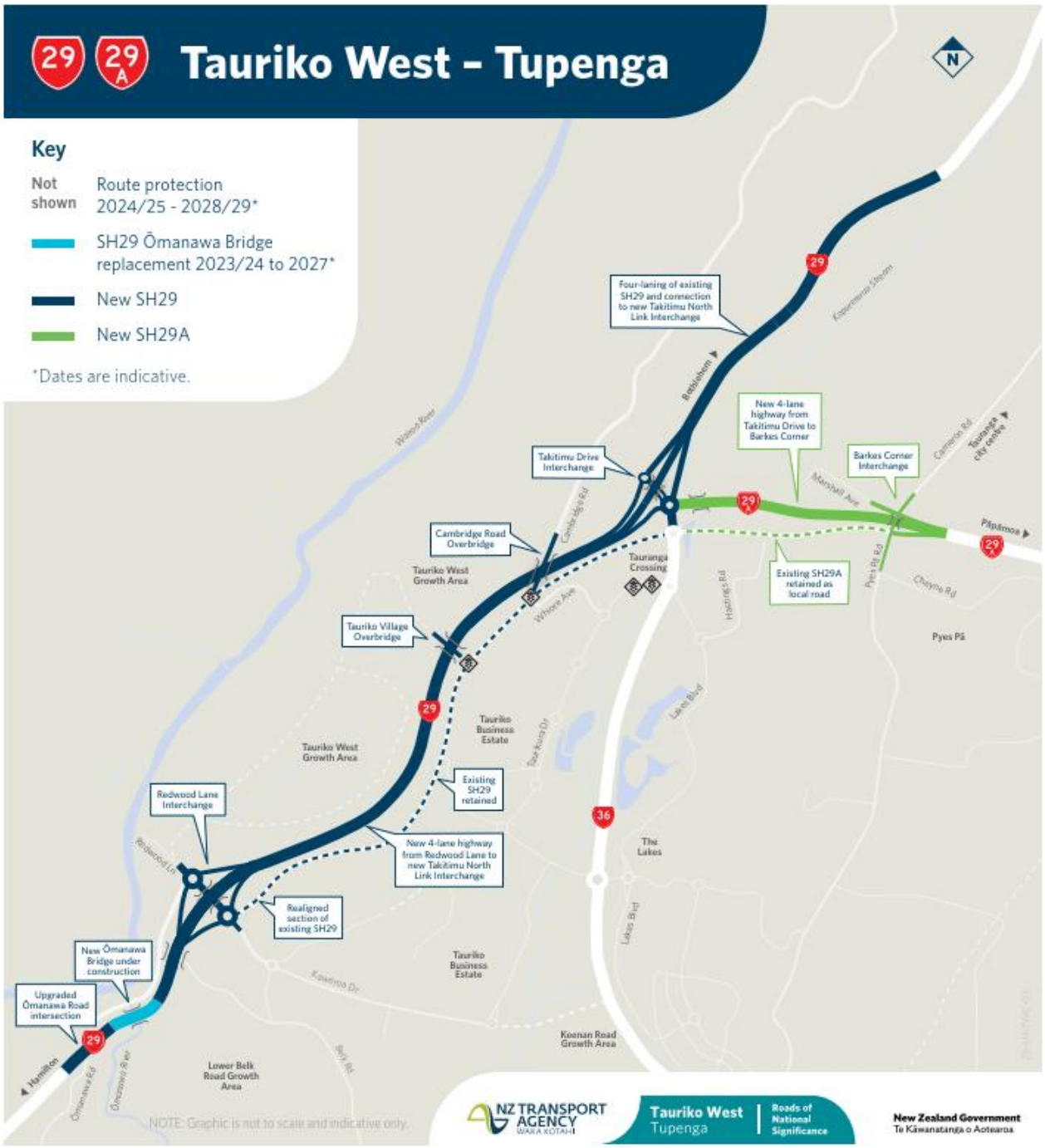
[6] Located at the junction of SH29, Pyes Pā Road and Cameron Roads.

- Upgrades to key intersections, including the Ōmanawa Road intersection, together with grade-separated interchanges at Redwood Lane, Takitimu Drive and Barkes Corner, and local road overbridges to maintain connectivity and walking and cycling links;

- Widening of Takitimu Drive (to four lanes) up to the Takitimu North Link intersection; and

- Project-wide works, including stormwater and drainage works, stream realignments, landscaping, ecological and noise mitigation, and relocation of utilities.

Figure 1: The Project



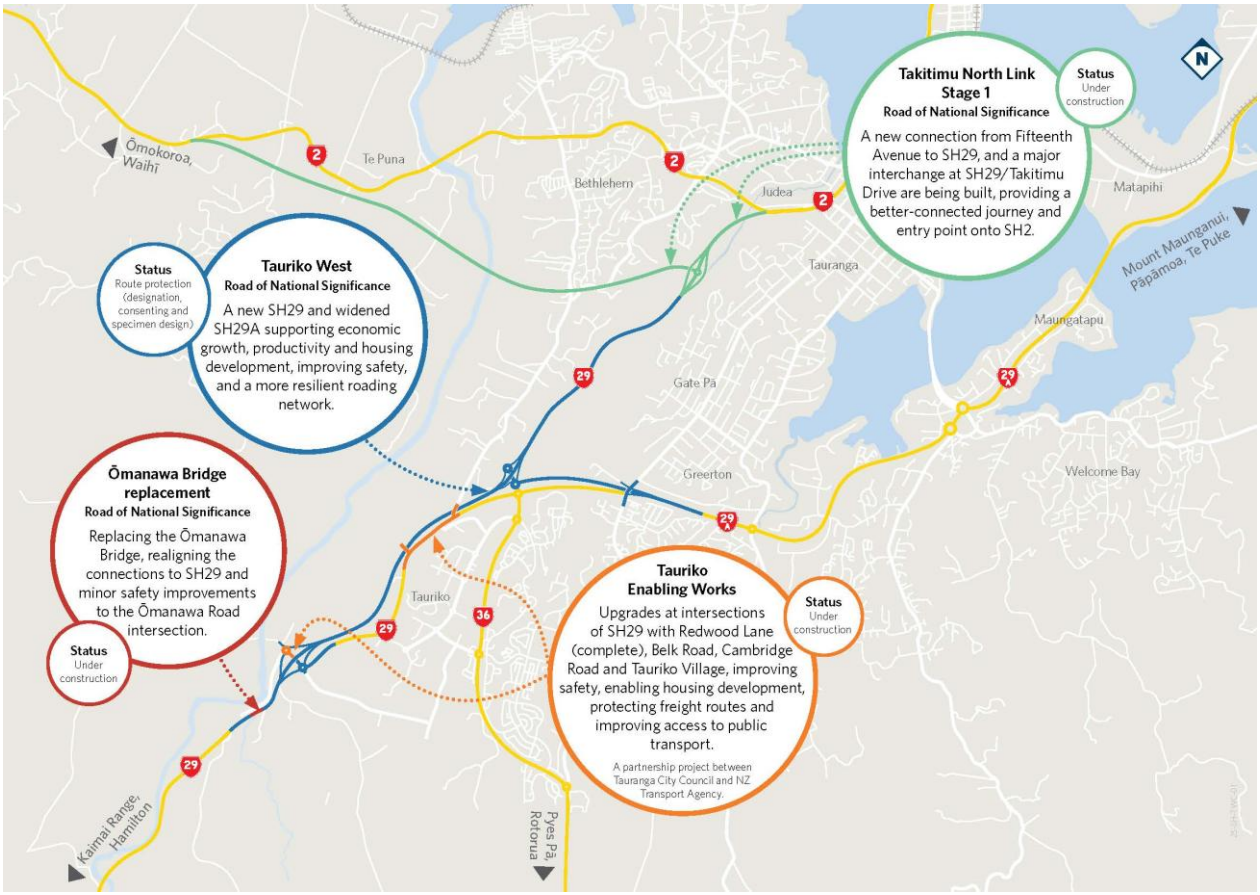
NZTA is also currently undertaking the Tauriko West Enabling Works in this area. The Tauriko Enabling Works comprise a package of short-term transport improvements that address immediate safety, access, connectivity and resilience constraints on SH29 and the surrounding local road network, while enabling early development within the Tauriko West UGA.

The enabling works have been progressed as three coordinated packages ahead of the full delivery of the long-term SH29 and SH29A improvements. They are authorised under separate approvals and do not form part of this Project. The work packages are:

- The Redwood Lane Enabling Works (completed);
- The Cambridge Road and Tauriko Village access changes, collectively referred to as the Northern Access Enabling Works (in delivery);
- The Ōmanawa Bridge and associated works (in delivery).

Figure 2 below illustrates how these work packages interface with the Project.

Figure 2: Tauranga Western Corridor transport projects and their relationship to the Tauriko West Project



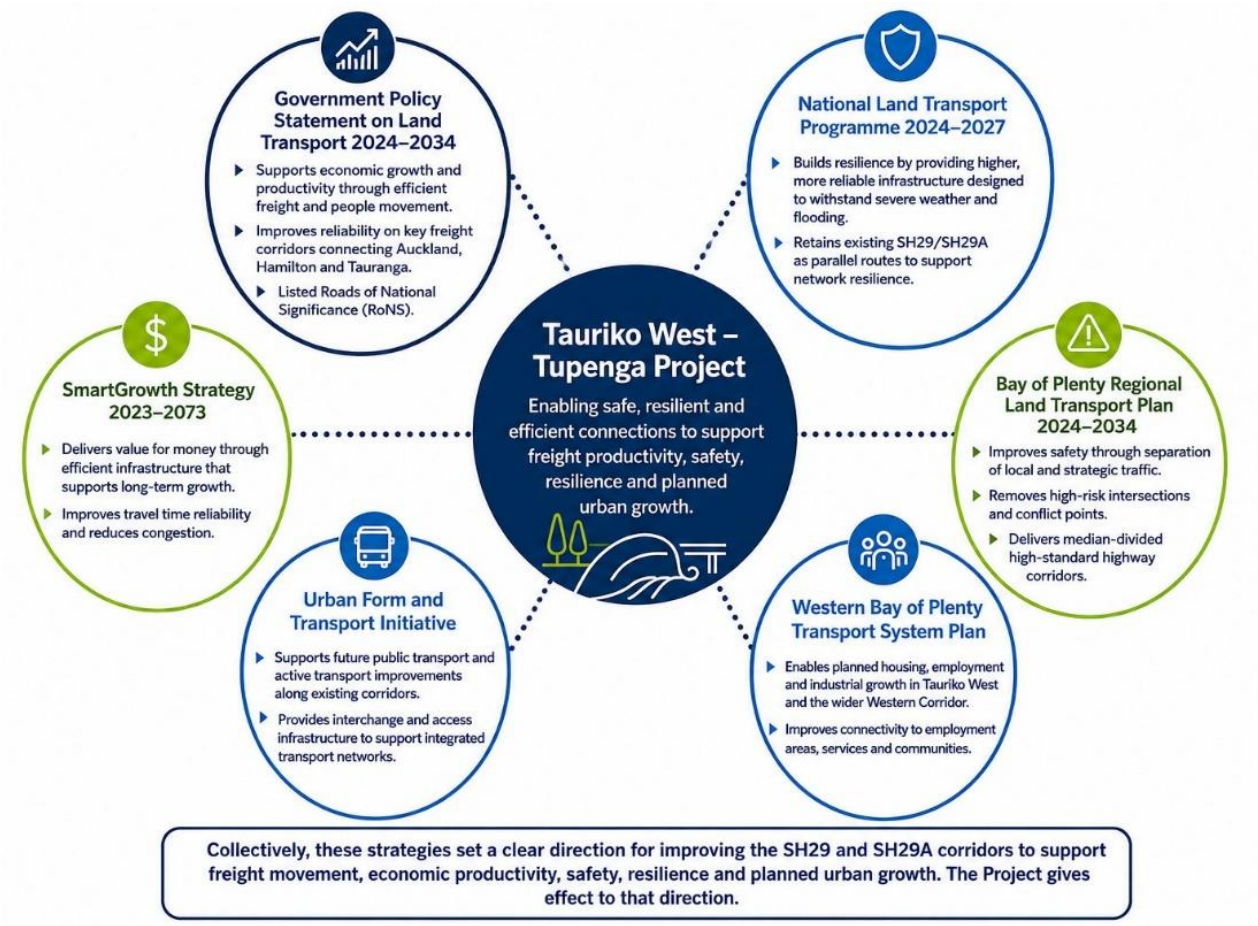
1.4 Strategic context

The Project has been developed within a clear national, regional and sub-regional strategic planning framework. This section examines the key strategic documents that have informed the need for the Project, including transport investment priorities, regional land transport planning, growth management strategies and integrated land use and transport programmes.

The relevant strategic documents consistently identify the need to improve the capacity, reliability, resilience and safety of the SH29 and SH29A corridors, while supporting planned urban growth in Tauranga's Western Corridor. They also confirm the strategic importance of maintaining efficient freight connections between Tauranga, the Port of Tauranga, the Waikato and the wider upper North Island.

Figure 3 summarises the key strategic documents relevant to the Project and shows how each document supports, or is given effect to by, the Project. In particular, it illustrates the common themes across the strategic framework, including freight productivity, safety, resilience, value for money, network reliability and the need to enable planned housing, employment and industrial growth.

Figure 3: Key Strategic Documents and their core linkages to the Project



1.5 Project objectives

The Project has been developed to improve travel time reliability, freight efficiency, safety, resilience and network performance within Tauranga's Western Corridor, while supporting planned urban growth and economic development. The endorsed Project objectives[7] are:

- ***Economic Growth and Productivity (Travel Time):*** Improve the reliability of journeys to key economic areas, such as the Port of Tauranga, by delivering a 10–15 minute journey time between Ōmanawa and Takitimu North Link at all times of the day.
- ***Economic Growth and Productivity (Housing):*** Support growth in Western Tauranga by doubling capacity on the state highway network and local arterials.
- ***Safety:*** Reduce the number of deaths and serious injuries (DSIs) on the arterial road corridor between Ōmanawa and TNL by 50%.

1.6 Need for the Project

The Project is required to address existing and forecast transport pressures in the Tauriko area and to support the planned growth of the Western Corridor of Tauranga, including the development of Tauriko as a major residential and employment area.

Planning for transport improvements in the Tauriko area began in the early 2000s as increasing urbanisation and traffic growth exposed safety, capacity and operational constraints on SH29 and SH29A. The expansion

[7] As endorsed in the NZTA Investment Case, March 2025

of the TBE, Pyes Pā, The Lakes residential development and other western growth areas have progressively changed the corridors from predominantly rural routes to parts of a complex urban transport network.

SH29 and SH29A perform distinct but complementary functions within the transport network. SH29 operates as a nationally strategic freight corridor, forming part of the primary inter-regional route connecting the Port of Tauranga with Waikato and Auckland. It carries a substantial proportion of freight to and from the Port of Tauranga and provides an important link between the Bay of Plenty and the upper North Island. For SH29, travel time reliability, safety and network resilience are critical, and its function is predominantly one of efficient freight and inter-regional movement rather than local access. Increasing local access movements and conflicts between through-traffic, turning vehicles and slower-moving traffic have placed growing pressure on that strategic function.

In contrast, SH29A functions primarily as a regional connector within Tauranga's western urban area. It provides key links between SH29, SH36 and SH2, and supports access to the TBE, Tauranga Crossing, The Lakes and surrounding employment and growth areas. While SH29A also carries freight, it is more directly influenced by urban development pressures, local traffic demand and safety constraints at key intersections and access points. Its performance has increasingly been affected by congestion, at-grade conflicts and limited capacity to accommodate ongoing growth. Those pressures are particularly evident at Tauriko Village, Cambridge Road, Barkes Corner and the Takitimu Drive/SH36 roundabout.

The Tauriko Network Programme Business Case (PBC) (2016) identified the need for significant investment to address safety, congestion and network reliability while supporting the SmartGrowth Western Corridor settlement pattern. It also concluded that incremental upgrades to the existing corridors would not adequately address the longer-term problems or sufficiently separate strategic through-traffic from local movements. This need was reaffirmed through the Detailed Business Case (DBC) (2023), which recorded that continued reliance on the existing SH29 and SH29A alignments would not adequately support their respective transport functions as growth occurs in Tauriko West and the wider western corridor. The preferred solution was subsequently refined through the Tauriko West Investment Case, endorsed by the NZTA Board in April 2025, which confirmed a new SH29 corridor and upgrades to SH29A as part of the RoNS programme.

Transport planning has also been closely integrated with land-use planning for Tauriko West to ensure that planned urban development can proceed without compromising the long-term safety and function of the state highway network.

Without further intervention, the existing transport network will increasingly constrain planned urban development, reduce accessibility to employment and services, and result in worsening congestion, safety risks and reduced network reliability. The Project is therefore required to address longstanding safety and capacity constraints, protect the strategic freight function of SH29, enable planned growth in Tauriko West and the wider Western Corridor, improve the efficiency and safety of the transport system, and ensure the long-term functioning and resilience of the state highway network in the western Bay of Plenty.

1.7 Benefits of the Project

The Project meets the purpose of the FTAA by delivering significant national and regional infrastructure benefits. It is a listed project under Schedule 2 of the FTAA, a RoNS under the Government Policy Statement on Land Transport 2024 (GPS 2024), and a priority regionally significant activity in the Bay of Plenty Regional Land Transport Plan (RLTP).[8]

The Project supports the priorities of the GPS 2024 (being economic growth and productivity, resilience, safety and value for money[9]) and the objectives of the RLTP (in particular, the minimisation of deaths and serious injuries, access to an efficient and reliable transport system for people and goods, access to land for housing growth and proactive resilience building of the transport system).[10]

The Project will have significant national and regional benefits, the key features of which are:

- ***Economic growth and productivity*****:** The Project will support significant economic growth and productivity benefits at both regional and national levels by improving travel time reliability, reducing congestion and supporting the more efficient movement of people and freight. These improvements will

[8] Bay of Plenty Regional Lan Transport Plan 2024-2034, Table 5.4, page 85.
[9] Government Policy Statement, Section 3: Strategic Priorities, page 9.
[10] Bay of Plenty Regional Land Transport Plan 2024-2034, Objectives, page 16.

support business productivity, lower freight and supply chain costs, and economic activity across the Bay of Plenty and upper North Island economies. The development and construction of the Project will also generate substantial employment and wider regional economic activity.

- ***Freight efficiency and strategic connectivity*:** The Project will enhance the efficiency, resilience and reliability of a nationally significant freight corridor connecting Tauranga, Waikato and Auckland within the upper North Island "Golden Triangle". It will improve access to the Port of Tauranga, key industrial areas and employment centres, supporting more efficient freight movement and improved supply chain performance for exporters, importers and regional industries.

- ***Housing and urban growth*:** The Project will support planned residential, commercial and industrial growth within Tauriko West, the TBE and the wider Western Corridor by providing the strategic transport capacity and connections required to accommodate future population and employment growth.

- ***Safety*:** The Project will improve safety outcomes on the SH29 and SH29A corridors through median-divided offline highways, safer tie-ins, grade-separated interchanges and the separation of regional and freight traffic from local movements. The Project is expected to significantly reduce the likelihood and severity of deaths and serious injuries and improve safety and accessibility for communities and transport users along the existing and proposed corridors.

- ***Resilience and network reliability*:** The Project will improve the resilience and reliability of the transport network by increasing strategic corridor capacity, reducing congestion and travel time variability, and retaining the existing SH29 and SH29A corridors as alternative routes during incidents, maintenance activities or emergency events. This will strengthen the resilience of a strategically important state highway and freight corridor supporting regional and national economic activity.

- ***Community and accessibility benefits*:** The Project will improve accessibility and connectivity between residential communities, employment areas and key services. By transferring regional through-traffic and freight movements to the new offline corridors, the Project will allow the existing SH29 and SH29A corridors to function more appropriately as local roads. It will also support improved walking and cycling connectivity through local-road improvements, shared paths and enhanced cross-corridor connections.

- ***National and regional significance*:** The Project is a RoNS and will contribute to nationally and regionally significant transport, economic and growth outcomes. It supports the priorities of the GPS 2024 and the Bay of Plenty RLTP, including economic growth and productivity, safety, resilience and the provision of infrastructure necessary to enable planned urban development within the Western Corridor.

1.8 Partnership with mana whenua

NZTA recognises that meaningful partnerships with mana whenua are fundamental to the successful development and delivery of the Project. NZTA has engaged with the Relevant Iwi Authorities and the hapū of Ngāi Tamarāwaho, Ngāti Hangarau and Ngāti Kahu. This engagement was initially through Te Kauae a Roopu[11] as part of the Tauriko West strategic planning and plan change processes. The engagement has continued through the establishment of Tupenga, the mana whenua working group established for the Project. The role of Tupenga is to support collaborative engagement, cultural input and participation throughout the Project lifecycle.

NZTA acknowledges the strong associations mana whenua maintain with the Wairoa River, Kōpūrererua Valley, wetlands, waterways and the wider Tauriko landscape, and the importance of protecting and enhancing cultural values through the Project.

The Project team has involved relevant iwi and hapū through workshops, monthly hui, site visits, technical discussions and direct engagement with cultural representatives. This involvement has informed project development and design, cultural impact assessments, assessments of effects, and mitigation and environmental management measures.

[11] Te Kauae a Roopu was a mana whenua partnership group established for the Tauriko for Tomorrow programme. It comprised Ngāti Kahu, Ngāti Rangi, Ngāti Pango, Pirirākau, Ngāti Hangarau and Ngāi Tamarāwaho, being hapū with whakapapa to Ngāti Ranginui and Ngāi Te Rangi and interests in the project area. Engagement through the group commenced in 2017.

Given the significant cultural and archaeological history of the Tauriko landscape, cultural protocols and accidental discovery procedures are being developed, with hapū, to manage archaeological discoveries, kōiwi and taonga in accordance with tikanga Māori and statutory requirements.

NZTA wishes to maintain an enduring working relationship with mana whenua, recognising their role as Project partners, cultural advisors and kaitiaki of the whenua and waterways affected by the Project.

1.9 Summary of approvals sought under the FTAA

Set out below are the approvals sought under the FTAA. There are no additional activities that form part of the Project that are not covered by this Application.

1.9.1 Notice of Requirements

Section 42(4)(d) of the FTAA provides that a substantive application may seek new designations for which NoRs would otherwise be lodged with Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) under the RMA.[12]

NZTA seeks two new designations, one within the Tauranga City Plan (TCP) and one within the Western Bay of Plenty District Plan (WBOPDP).[13] The purpose of the designations will be *"to construct, operate and maintain a state highway and associated infrastructure".*

The Proposed Designation boundaries shown in the Proposed Designation Plans (**Volume A – Appendix C2**) include land required for permanent works, construction activities, access, stormwater infrastructure and other features necessary to construct, operate and maintain the Project.

NZTA has several overlapping designations within the TCP[14] and WBOPDP[15] for the existing state highway network. However, those designations do not include the new SH29 and SH29A corridors and associated infrastructure comprising the Project. For this reason, new designations are sought rather than alterations to the existing designations to clearly delineate the footprint of the new corridor and associated infrastructure, avoid unnecessary complexity associated with overlapping designations and conditions, and ensure a single, unified set of conditions applies to the Project. Existing NZTA designations will continue to authorise the current state highway network where relevant, including any tie-in works outside this Project.

The NoRs also include conditions to manage and mitigate effects on the environment. Those conditions are included in **Volume B – Appendix D.**

A lapse period of 30 years is sought for the designations to allow for the establishment of the Project and to give effect to the designations in a staged manner. The reasons for the proposed lapse period are addressed in Section 1.2.1 of **Volume B**.

No activity involved in the Project, or substantially the same as an activity involved in the Project, has previously been the subject of an application or decision under a specified Act, as defined in the FTAA.

1.9.2 Resource Consents

Section 42(4)(a) of the FTAA provides that a substantive application may seek resource consents that would otherwise be applied for under the RMA. Various resource consents are required for the construction, operation and maintenance of the Project. Volume B of this SAR describes each resource consent in more detail and includes the information and assessment required by clauses 5 to 9, and 17 of Schedule 5, and section 43(3)(a) of the FTAA.

[12] Section 168 RMA.
[13] Section 42(4)(d) FTAA.
[14] D139 (SH29), D204 (SH29), NZTA6 (SH29) and NZTA1 (SH29/29A/36).
[15] D139 (SH29) and D204 (SH29).

In summary, NZTA seeks the following resource consents:

- Resource consent for contaminated land disturbance as a discretionary activity, from TCC, under clause 11 of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS)[16];

- Resource consents for activities relating to wetlands and beds of rivers pursuant to the Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES-F)[17]; and

- Resource consents under the Bay of Plenty Regional Natural Resources Plan (RNRP) (covering activities under section 9 (earthworks), section 13 (use of beds of rivers), section 14 (water) and section 15 (discharges to air, land and/or water)).

The RNRP and NES-F consents are sought from Bay of Plenty Regional Council (BOPRC). The NES-CS consent is sought from TCC[18].

No approval is being sought for activities that would otherwise be prohibited.

A lapse period of 20 years is sought for all resource consents. A consent duration of 35 years is sought for each resource consent.

1.9.3 Wildlife Approval

A wildlife approval is required under the Wildlife Act 1953 to authorise handling, salvage, transfer and relocation of native lizards and any incidental injury or mortality associated with those authorised activities.[19] NZTA seeks a 20-year expiry period.

A Lizard Management Plan (LMP) is included in **Volume C – Appendix A**. NZTA seeks the Panel's endorsement of the LMP as the framework for managing lizard effects and implementing the authorised salvage, transfer and relocation activities.

An assessment of herpetofauna effects and the proposed approach to lizard management are provided in **Volume C** of this SAR.

1.9.4 Archaeological Authorities

NZTA seeks three archaeological authorities under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) to undertake activities that will, or may, modify or destroy the whole or part of identified or unidentified archaeological sites within the Proposed Designation boundary. NZTA seeks a 20-year expiry period.

A draft Archaeological Management Plan (AMP) and Research Strategy is included in **Volume D – Appendix B**. NZTA also seeks endorsement of the AMP and Research Strategy, as the framework for managing archaeological effects and implementing the activities authorised by the archaeological authorities.

NZTA also seeks approval for Mr Matthew Campbell to undertake the activities authorised by the archaeological authorities, including the modification or destruction of identified and unidentified archaeological sites within the Proposed Designation boundary, pursuant to clause 7(2)(a) of Schedule 8 of the FTAA.

The assessment of archaeological effects is provided in the Archaeological Assessment (**Volume D – Appendix A**) and **Volume D** of this SAR.

[16] Section 42(4)(a).
[17] Section 42(4)(a) FTAA.
[18] The PSI has not identified any parcels of land within the WBOPDC jurisdiction that required consent under the NES-CS.
[19] Section 42(4)(h).

1.9.5 Complex Freshwater Fisheries Activities Approvals

Approval for complex freshwater fisheries activities is sought under the Freshwater Fisheries Regulations 1983 because construction of the Project may involve the use of temporary dams or diversion structures to deliver the project works. An assessment of the effects of these works is provided in **Volume E** of this SAR.

1.10 Other approvals required

Some enabling activities and early works have been authorised under standard statutory processes, and do not form part of this substantive application. These include a resource consent[20] granted by the BOPRC on 12 December 2025 to authorise geotechnical investigations, including:

- Drilling that intercepts groundwater and the discharge of drilling fluids to land as a controlled activity under sections 9(2)(a) and 15(1)(b) of the RMA and Rule 40A of the RNRP; and

- Disturbance of land and vegetation within, and within a 10 metre setback of, a natural inland wetland as a discretionary activity under sections 9(2)(a) and 13(1)(b) of the RMA and Regulations 45(1) and (2) of the NES-F.

Other relevant approvals, which will be obtained separately from this process, are:

- Any building consents required under the Building Act 2004 for structures associated with the Project; and

- Written approvals under section 177 of the RMA from MoE, WBOPDC and TCC in relation to works affecting their existing designations, being the existing Tauriko School site, the WBOPDC office site and TCC's designation for the widening of Pyes Pā Road.

1.11 Compliance and enforcement

NZTA is the Crown entity that constructs, owns and operates New Zealand's State highway network. Its network is linear and traverses over 11,000 km. Accordingly, it is not practicable to provide information as to compliance and enforcement issues across the entire network. When compliance or enforcement matters arise, NZTA takes its responsibility to address and avoid future incidents seriously and seeks to ensure issues are resolved satisfactorily. In the Bay of Plenty Region, NZTA can confirm that there have been no compliance or enforcement actions under a specified Act in relation to NZTA works or assets within the last 12 months[21].

1.12 Legal interest in the land

The land required for the Project is either currently owned by the Crown or will need to be acquired or otherwise secured by the Crown prior to the relevant Project works commencing.[22]

Thirteen properties have recently been acquired by the Crown for this Project or for the Tauriko West Enabling Works. NZTA normally seeks to acquire land when it is required for works, which is generally around two to three years before construction starts.

The vast majority of land within the Proposed Designations will need to be owned by the Crown, or the necessary property rights otherwise secured by the Crown to accommodate permanent works such as the state highway itself, structures, stormwater devices, maintenance accesses and environmental mitigation areas. Temporary occupation or access arrangements will also be required for construction activities.

[20] RM25-0726-BC.01
[21] Note this information is provided for the purposes of section 13(4)(x) FTAA
[22] Section 13(4)(s) of the FTAA requires a description of the applicant's legal interests in the land subject to the Application.

There are 123 properties either partially or fully within the Proposed Designation, excluding road parcels. The 123 properties are associated with 66 owners[23]. Of the 123 properties, 16 are currently Crown-owned, including two racecourse properties that are administered by TCC, and 17 are owned by TCC. The remaining 90 properties will need to be acquired or otherwise secured to enable the Project.

The land ownership is detailed in **Volume A – Appendix D** and is to be read in conjunction with the Directly Affected Landowner Drawings in **Volume A – Appendix C7**.

There is no Māori land, marae, or identified wāhi tapu within the Project area.

[23] This owner count treats multiple properties held by the same owner or associated trusts / entities as one owner where appropriate. It also includes public ownership interests, including properties owned by the Crown, TCC, Housing New Zealand / Kāinga Ora and WBOPDC.

2 EXISTING ENVIRONMENT

2.1 Planning context

The Project extent spans two territorial authority jurisdictions. The majority of the Project extent is within Tauranga City and is therefore subject to the TCP. A smaller section at the south-western end of the Project extent, south-west of the Ōmanawa River, is within the Western Bay of Plenty District and is subject to the WBOPDP. The territorial authority boundary is shown on the Proposed Designation Plans in **Volume A – Appendix C2**. The Project extent is also located wholly within the Bay of Plenty region and is subject to the regional planning framework administered by BOPRC, including the Bay of Plenty Regional Policy Statement and relevant regional plans.

2.1.1 Existing designations

There are several existing NZTA designations applying to state highway infrastructure within the Project extent. These include D204 for SH29 in the WBOPDP, and NZTA6 for SH29 and NZTA1 for SH29/SH29A/SH36 in the TCP. Some existing designations cross local authority boundaries as a result of previous territorial authority boundary changes.

Other existing designations also apply within the Project extent. These include designations for education (Tauriko School), local government (the Western Bay of Plenty Council offices) and infrastructure purposes (widening of Pyes Pā Road).

2.1.2 Zoning and planning notations

The relevant zoning and key planning notations across the Project extent are summarised below. Within the TCP area, these include the Rural, Rural Residential, Industry, Commercial/Business, Medium Density Residential, Greenbelt and Passive Open Space zones. Within the WBOPDP area, the western end of the Project extent is zoned Rural.

The Project extent is also subject to overlays and planning notations associated with watercourses, wetlands, flood hazards, contaminated land risk, infrastructure corridors and existing designations. Landscape-related notations are also relevant, particularly around the Wairoa River corridor. These include the TCP Important Amenity Landscape (IAL) Wairoa River Valley IAL Management Area and the WBOPDP Outstanding Natural Feature and Landscape/Outstanding Landscape Feature applying to parts of the Wairoa River corridor.

A summary of the relevant zoning is in **Table 1** below.

Table 1: Relevant Zoning

Plan	Zones	Description/relevance to the Project
TCP	Rural Zone	Located at the western extent of the Project (north of the Ōmanawa Bridge and adjacent to Redwood Lane), and for four properties to the north of SH29A.
	Rural Residential Zone	Provides for larger-lot residential living at the rural–urban interface. Present in parts of the western and central corridor, including properties south of Belk Road and off Silkwood Lane.
	Industry Zone	Covers the Tauriko Business Estate and supports industrial, freight, logistics and business activities.
	Commercial / Business Zone	Located around key nodes including Tauriko Crossing and Barkes Corner, supporting retail and commercial development.
	Medium Density Residential Zone	Located within the Tauriko West UGA and toward the eastern extent of the Project extent, including around Pyes Pā and Barkes Corner. This reflects both established and planned urban residential development.
	Greenbelt Zone	Associated with the Kōpūrererua Valley, providing for ecological, landscape, stormwater, open space and recreational values.
WBOPDP	Rural Zone	Located at the western extent of the Project extent, south of Ōmanawa bridge. This area is characterised by rural production activities, larger landholdings and low-density development.

2.1.3 Existing consents – s30 FTAA

Pursuant to section 30(2) of the FTAA, BOPRC is the relevant consent authority for the area where the approvals sought would apply. NZTA therefore notified BOPRC of its intention to apply for approvals described in section 42(4)(a) under the FTAA on 3 July 2026. In response, BOPRC confirmed that there are no existing resource consents of the kind referred to in s30(3)(a), being existing consents to which section 124C(1)(c) or 165ZI of the RMA would apply. The confirmation from BOPRC is attached as **Volume A – Appendix B**.

2.2 Built and land use environment

The land use pattern within and adjoining the Project extent generally reflects the planning context described in Section 2.1 above, with a transition from rural and rural-residential land in the west to more urbanised industrial, commercial, residential and open space environments in the east.

2.2.1 Existing land uses

At the western end of the Project extent, around Ōmanawa Road, Redwood Lane and Belk Road, land use is predominantly rural and rural-residential. This area includes larger landholdings, lifestyle properties, rural production activities and dispersed residential development, with the Wairoa River, Ōmanawa River and associated tributaries forming important natural features.

Further east, the TBE forms a major industrial and employment area. Tauriko Village includes Tauriko School, small-scale commercial activities such as the Gull service station and a car sales yard and adjoining residential and rural-residential activities.

Tauranga Crossing and the surrounding commercial area form a significant retail and commercial node. The central and eastern parts of the Project extent also include established and developing residential areas around Tauriko West, Pyes Pā and The Lakes, together with community facilities, commercial activities and open space areas.

The Kōpūrererua Valley provides an open space, ecological, cultural and recreational corridor within this more urbanised setting. Surrounding land uses along SH29A include established residential neighbourhoods, including Greerton and Pyes Pā.

2.2.2 Tauriko West Urban Growth Area (UGA)

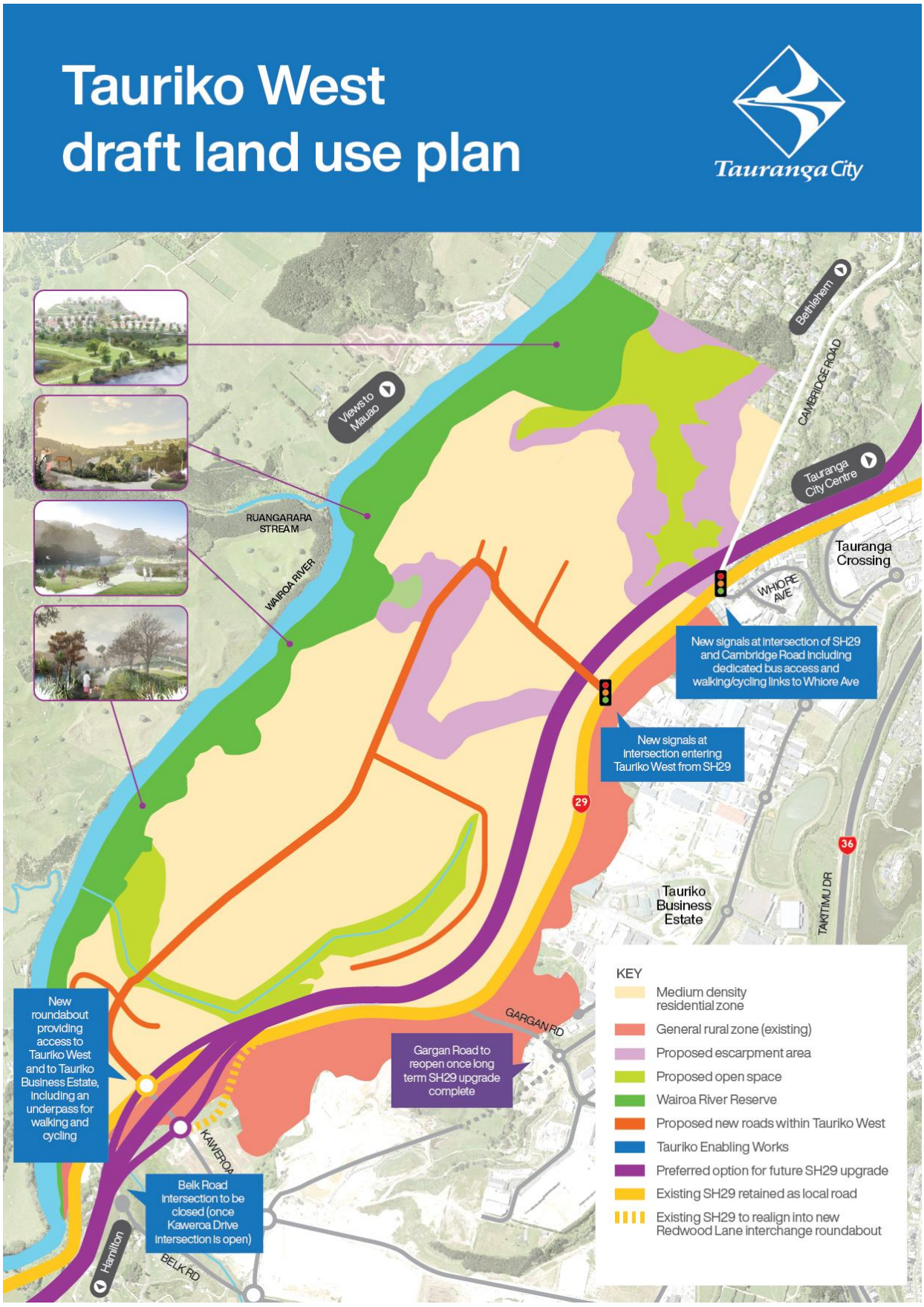
The Tauriko West UGA is located adjacent to SH29 and is a significant component of the planning and land use environment within the Western Corridor. The area was rezoned for urban development in March 2025 and is now enabled for housing under the TCP. **Figure 4** shows the anticipated land use outcomes for the UGA and its relationship to the Project.

The area is expected to accommodate approximately 3,600 to 4,000 new dwellings, together with supporting local centres, open space, transport connections and community infrastructure. The first phase of development provides for approximately 2,400 new homes, with the first homes anticipated from 2027.

Development within the UGA is subject to the staged and sequenced delivery of transport, water, wastewater and stormwater infrastructure. Initial development capacity is supported by the Tauriko West Enabling Works and associated infrastructure requirements. Further development capacity, including development beyond 2,400 dwellings, is dependent on additional transport infrastructure and improvements to SH29 and SH29A.

Parts of the UGA are already experiencing land use change, including bulk earthworks and subdivision. A comprehensive stormwater consent was granted by BOPRC in August 2025 that applies to the whole UGA.

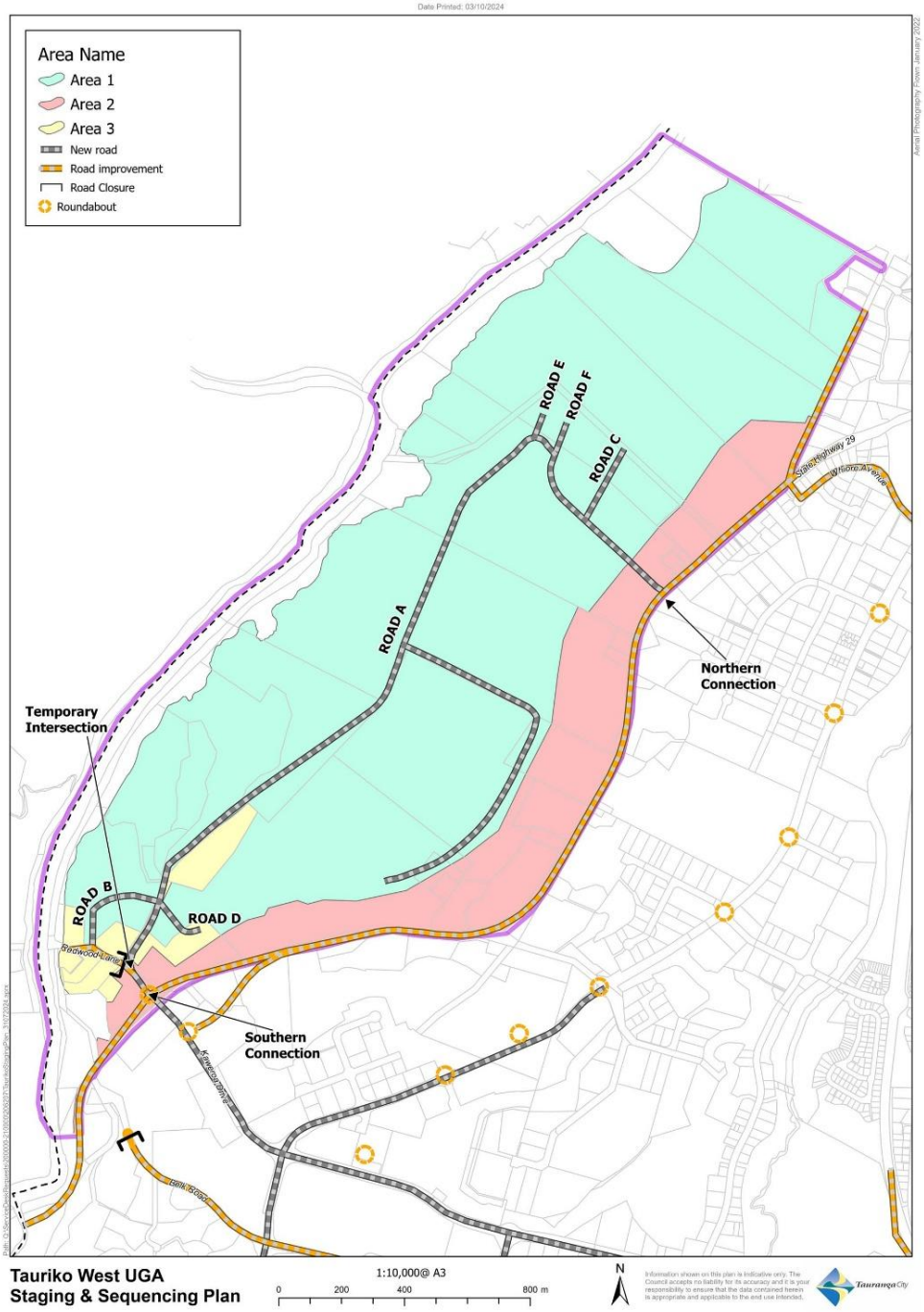
Figure 4: Tauriko West Urban Growth Area Land Use Plan[24]



[24] https://letstalk.tauranga.govt.nz/projects/new-community-tauriko-west

The planning framework also recognises the need to protect land required for the future state highway corridor and associated mitigation before urbanisation occurs. This requirement is reflected in the staging of development within the UGA, with land associated with the future corridor identified within Area 2, as shown in **Figure 5**.

Figure 5: Tauriko West staging and sequencing plan[25]



2.2.3 Tauriko Business Estate (TBE)

TBE is a major industrial and employment area within Tauranga's Western Corridor. It is located south of the SH29 and SH36 junction and extends southward towards Kaweroa Drive and the Redwood Lane roundabout, and then south of Belk Road towards the Ōmanawa River. **Figure 6** shows the location and extent of TBE relative to SH29.

[25] Tauranga City Plan - Appendix 12I.2

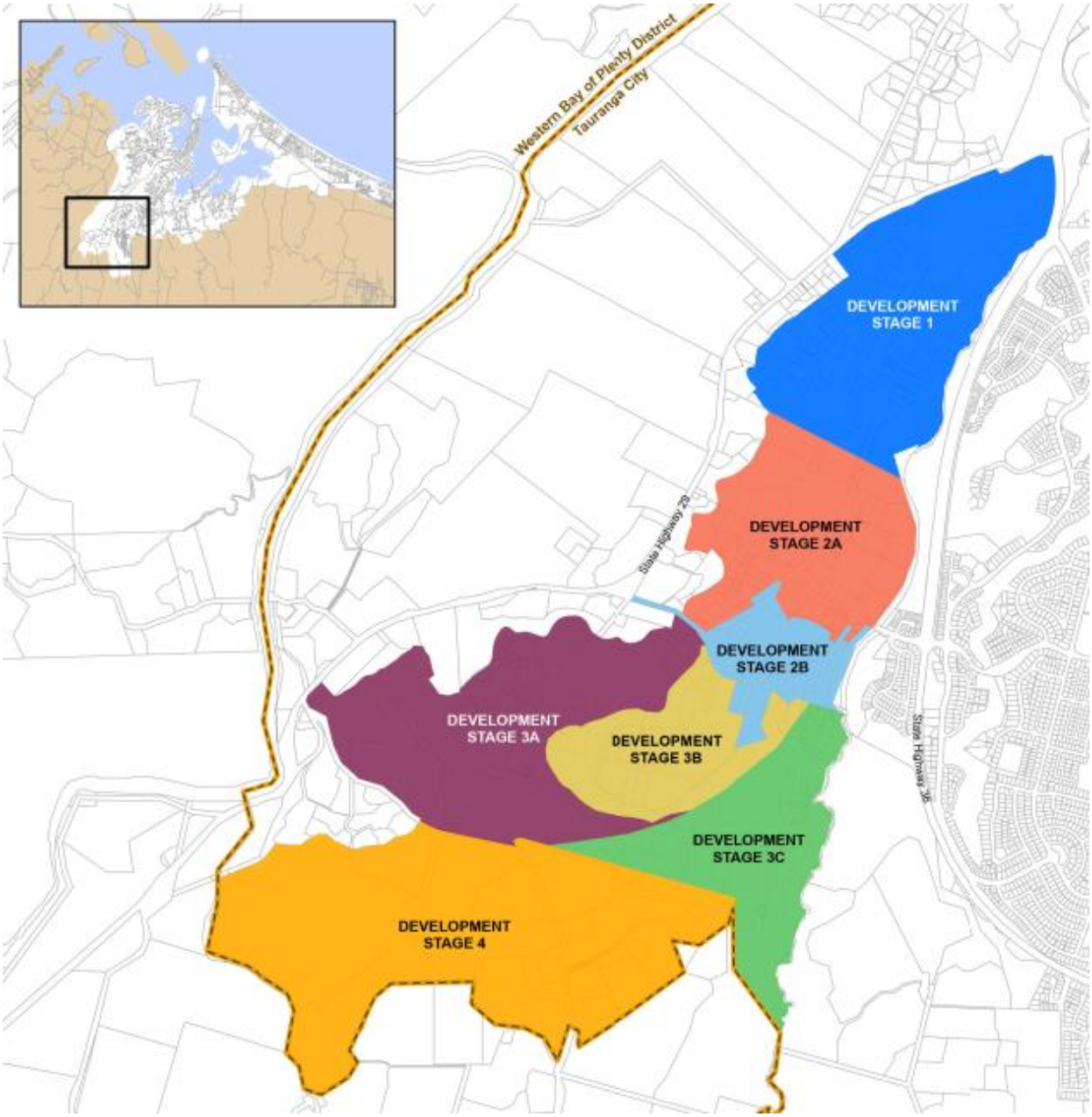
TBE covers approximately 389 hectares. This area comprises the established TBE area of approximately 256 hectares and the approximately 133-hectare Stage 4 extension to the south of Belk Road.

Further development and the efficient operation of the TBE depends on the coordinated investment in transport and three-waters infrastructure. Existing access is provided from SH29 through the Redwood Lane roundabout and Kaweroa Drive to the south, and SH36 to the north.

The expansion of TBE is expected to provide substantial additional employment capacity. The 2021-31 Long-term Plan[26] identifies the potential for approximately 2,000 additional jobs from an additional 100-150ha of business land at Tauriko.

Growth within TBE will increase freight, employee and service-vehicle movements on SH29, SH29A and the surrounding road network.

Figure 6: Tauriko Business Estate[27]



[26] https://www.tauranga.govt.nz/Portals/0/data/council/long-term-plans/2021-31/files/ltp-consultation.pdf
[27] Tauranga City Plan – Diagram 9

2.3 Transport environment

The following description of the existing transport environment draws on the Transport Assessment prepared by Bloxam Burnett & Olliver (**Volume B – Appendix G**).

The Project extent includes several existing state highway and local road corridors that form part of Tauranga's Western Corridor transport network. SH29, SH29A and SH36 are administered by NZTA, while the adjoining local road network is administered by TCC and WBOPDC.

The existing state highway corridors carry high traffic volumes, including a notable proportion of heavy commercial vehicles. SH29 carries approximately 17,300 vehicles per day (vpd), including 16% heavy commercial vehicles, between Ōmanawa Bridge and Cambridge Road, increasing to approximately 25,100 vpd, including 7.5% heavy commercial vehicles, between Cambridge Road and SH36. SH29A carries approximately 29,600 vpd between the SH36/SH29 roundabout and Barkes Corner, including 7.5% heavy commercial vehicles. SH36 carries approximately 11,790 vpd, including 11% heavy commercial vehicles.

2.3.1 State Highway 29 (Ōmanawa Road to SH29/SH36 Roundabout)

The western part of the Project extent is centred on SH29, which extends east from the Ōmanawa Road intersection, across the Ōmanawa River and through to Tauriko Village. This section of SH29 is generally an at-grade corridor, with a number of local road connections, intersections and private property accesses. SH29 is classified as a Primary Arterial in the TCP and as an Urban Connector under NZTA's One Network Framework. The speed environment varies along this section of the corridor. SH29 is generally posted at 100 km/h between Ōmanawa Bridge and Te Ara Hoia Drive, reduces to 70 km/h between Te Ara Hoia Drive and Cambridge Road, and returns to 100 km/h between Cambridge Road and SH36.

2.3.2 Takitimu Drive

At the eastern end of SH29, the corridor connects with Takitimu Drive. This part of the existing transport network has a strong state highway movement function, with grade-separated infrastructure, controlled access and limited direct access to adjoining land. The existing SH29 / SH36 / SH29A roundabout at the southern end of Takitimu Drive is a major state highway intersection. The northern end of Takitimu Drive connects with Takitimu North Link Stage 1. Takitimu Drive connects SH29 to the Tauranga city centre and the Port of Tauranga and is generally two lanes, with both a northbound and southbound passing lane within the Project extent.

2.3.3 State Highway 29A

SH29A provides a connection between the Takitimu Drive, the western suburbs of Tauranga, and the city centre. SH29A is classified as an Expressway Motorway Primary route in the TCP and as a Transit Corridor under NZTA's One Network Framework. The corridor is generally posted at 100 km/h, reducing to 70 km/h near Barkes Corner. Barkes Corner is a major transport node connecting SH29A with Pyes Pā Road, Cameron Road and Marshall Avenue.

2.3.4 State Highway 36

SH36 is a key arterial route within the Western Corridor. It connects SH29A with the Tauriko Business Estate, Tauranga Crossing, The Lakes and residential areas to the south and west of Tauranga. SH36 is classified as a Primary Arterial in the TCP and as an Urban Connector under NZTA's One Network Framework. The section between SH29 and Taurikura Drive is posted at 50 km/h, increasing to 100 km/h south of the Taurikura Drive roundabout.

2.3.5 Local roads

The local road network within and adjoining the Project extent includes Redwood Lane, Kaweroa Drive, Belk Road, Cambridge Road, Cameron Road, Pyes Pā Road and Ōmanawa Road. These roads provide access to rural and rural-residential properties, Tauriko West UGA, the Tauriko Business Estate, Tauranga Crossing, Pyes Pā and surrounding residential areas.

The local road network also carries varying levels of traffic. Cambridge Road carries approximately 12,800 vehicles per day, Cameron Road approximately 18,600 vpd, Pyes Pā Road approximately 16,000 vehicles

per day, Ōmanawa Road approximately 1,400 vpd, and Kaweroa Drive approximately 3,100 vpd. Belk Road has recently been closed as part of the Tauriko Business Estate development, meaning earlier traffic volumes are not considered representative of its current use.

2.4 Noise

The following description of the existing noise environment draws on the Construction Noise and Vibration Assessment prepared by Marshall Day Acoustics (**Volume B – Appendix H**).

The existing acoustic environment along the Project alignment is strongly influenced by established state highway infrastructure. Ambient noise levels are dominated by road traffic associated with SH29, SH29A and connecting local roads, including regular heavy vehicle movements. Measured noise levels indicate that daytime L_{Aeq}(15min) levels typically range between approximately 62–68 dB at locations close to the state highways (around 50–100 m), reducing to around 55–60 dB at more distant or partially screened receivers. During the night-time period, noise levels reduce but remain traffic-dominated, with L_{Aeq}(15min) levels generally in the order of 54–60 dB near the highway, and background levels (L90) typically around 48–52 dB.

Noise sensitive receivers within the surrounding residential and rural-residential areas are therefore already exposed to a relatively high transport-dominated noise environment. For receivers closest to the corridor, road traffic noise is an established and familiar part of the existing environment, and existing noise levels at some receivers are elevated relative to typical residential amenity guideline levels.

2.5 Contaminated land

A Preliminary Site Investigation (PSI) has been prepared for the Project by HAIL Environmental Limited (**Volume B – Appendix L**). The PSI considers the potential for land contamination within the Proposed Designation, based on current and historical land uses.

The PSI identifies several areas within the Proposed Designation that have been, or may have been, subject to activities with the potential to cause land contamination. These include historic pastoral and horticultural land uses, former buildings and structures, fuel and chemical storage, service station and workshop activities, farm dumps and waste disposal areas, and historical commercial and industrial activities, particularly around Barkes Corner and Tauriko.

In total, the PSI identified 47 “pieces of land” within the Proposed Designation that warrant further investigation, sampling and analysis. For properties subject to the diffuse use of chemicals, such as farmland and horticultural land, contamination risks are generally low and can be managed through standard procedures. Other locations, including potential point sources or contamination “hotspots”, will require targeted further investigation and management as the Project progresses.

2.6 Archaeology and heritage

An Archaeological Assessment has been prepared for the Project by CFG Heritage (**Volume D – Appendix A**). The assessment considers the archaeological and historic heritage context of the Project footprint and the potential for archaeological features to be present.

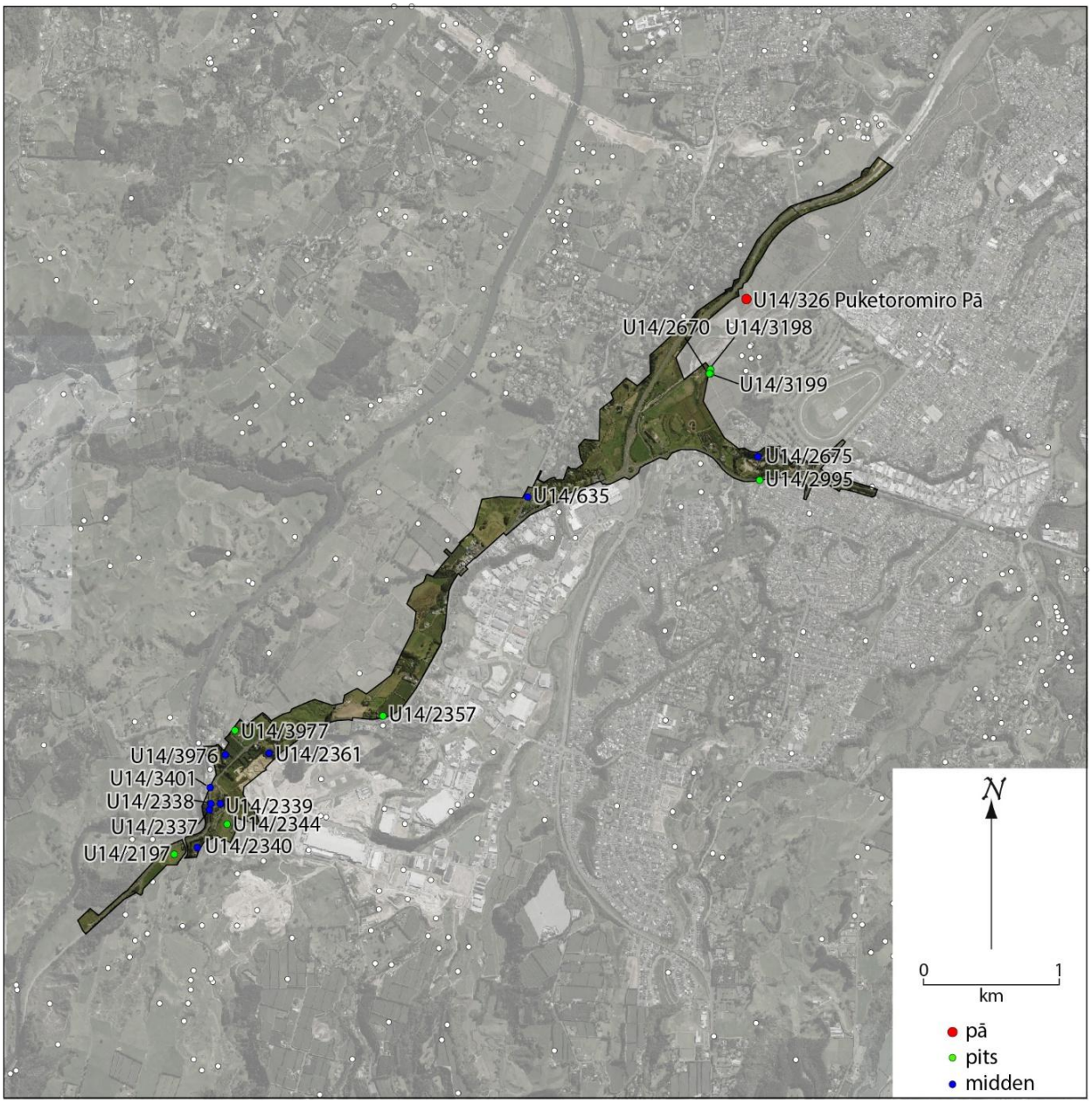
The assessment records that the general Tauriko area was intensively settled by pre-European Māori, as demonstrated by the extent and density of archaeological sites previously identified and investigated at TBE, The Lakes and within the Tauriko West UGA. Archaeological evidence in the wider Tauriko area includes pā, storage pit sites associated with kūmara gardening, and middens.

No confirmed archaeological features were observed during the field assessment undertaken for the Project. However, previous archaeological investigations in the Tauriko landscape indicate that archaeological features are likely to survive beneath the surface, particularly on areas of high, level ground. There are 17 recorded archaeological sites within the designation footprint. Of those 17, 12 fall under existing Archaeological Authorities for the Tauriko West Enabling Works or were investigated as part of TBE development. This leaves 5 remaining sites, as noted in **Table 2. Table 2** also identifies which of these sites have been investigated or are being managed under existing archaeological authorities associated with the Tauriko West Enabling Works, the Ōmanawa Bridge replacement and TBE. The location of all the archaeological sites is shown in **Figure 7** and the Archaeological Authority Application Plans in **Volume D – Appendix C**.

Table 2: Archaeological sites within the designation footprint

Site reference	Site type	Description/Status (where known)	Existing authority (where applicable)
Investigated during Tauriko West Enabling Works and Ōmanawa Bridge Replacement			
U14/2340	Pit/midden	Recorded pit and midden site within the Ōmanawa Bridge works footprint.	Managed under HNZPT Authority 2025/472
U14/2337	Midden/oven	Recorded 2015, not reported by Keith and Sutherland (2025). Probably same site as U14/2336, U14/2338 and U14/2339	
U14/2339	Midden	Recorded 1985, updated 2015 when it was eroding, not reported by Keith and Sutherland (2025). Probably same site as U14/2336, U14/2337 and U14/2338.	
U14/4108	Garden soils	Soil profiles observed during trenching	
U14/4109	Garden soils	Soil profiles observed during trenching	
U14/4110	Pits	Cluster of pits and bin pits	
U14/3401	Midden	Recorded eroding midden within the Redwood Lane Enabling Works area.	Managed under HNZPT Authority 2023/545
U14/3976	Fire features/midden	Newly recorded site associated with the Redwood Lane Enabling Works, comprising two areas of fire features and midden south of Redwood Lane.	
U14/3977	Kūmara storage pits	Newly recorded site associated with the Redwood Lane enabling works, comprising 14 rectangular kūmara storage pits and associated internal features north of Redwood Lane.	
U14/635	Midden	Recorded midden site within the northern access/Cambridge Road enabling works area.	Managed under HNZPT Authority 2024/245
Investigated under other authorities, presumed destroyed			
U14/2361	Pit/midden	Archaeological site known as “Fitzy’s Hill”. The site has been investigated and reported separately for the TBE.	
U14/2995	Pit/terrace	Recorded in 1996, prior to development that destroyed the site.	
Not investigated			
U14/2338	Midden/oven	Recorded as redeposited 1985, not relocated in 2015. Probably same site as U14/2336, U14/2337 and U14/2339	
U14/2344	Pit/terrace	Recorded in 1984 as a terrace on a hillslope.	
U14/2357	Pit/terrace	Recorded in 1984 as a circular depression in rough pasture.	
U14/2336	Midden	Recorded 1985 in poor condition, not relocated in 2015. Probably same site as U14/2337, U14/2338 and U14/2339	
U14/2675	Midden	Recorded in 1985 as a midden scatter in poor condition.	

Figure 7: Location of the archaeological sites recorded within or near to the designation footprint.



Two pā sites are located near the Proposed Designation, being Tupenga Pā and Puketoromiro Pā.

Tupenga Pā is a culturally significant pā and wāhi tapu associated with Ngāti Hangarau. The pā is located on a prominent hill within a bend of the Wairoa River, on the land opposite the Ōmanawa Road intersection. Although no clear surface earthworks are now visible, archaeological evidence indicates that the hill and surrounding river margins formed part of an important area of Māori occupation. The pā is located outside the Proposed Designation and will not be directly affected by the Project.

Puketoromiro Pā (U14/326) is a recorded pā site on a prominent hill immediately adjacent to the Proposed Designation near Takitimu Drive. Construction of Takitimu Drive bisected the hill, separating the surviving pā from the higher ground to the west. The original extent of the pā is uncertain, including whether associated features extended across the existing road corridor. Visible terraces and defensive features remain within the surviving portion of the site. The Project has been designed to avoid further physical modification of the pā, including by raising the Takitimu Drive carriageway rather than widening further into the adjoining landform. The pā is contained within a Historic Reserve.

Both pā sites form part of the broader archaeological and cultural landscape associated with Tauriko and the Wairoa River corridor.

2.7 Landscape, visual amenity and natural character

The existing landscape, visual amenity and natural character environment associated with the Project extent has been assessed by Boffa Miskell Limited in the Landscape Assessment included as **Volume B – Appendix J**.

The Landscape Assessment describes the Project extent in two broad landscape areas.

- Landscape Area A extends from Ōmanawa River to Tauriko Village and includes the Ōmanawa Bridge, Tauriko West and Tauriko Village catchments. It comprises a varied and increasingly modified landscape of rolling rural and rural-residential land, river and stream corridors, the developing Tauriko West UGA and the adjoining TBE.
- Landscape Area B extends from Cambridge Road to the Kōpūrererua Valley and SH29A/Pyes Pā corridor and includes the Cambridge Road/Kōpūrererua Valley and SH29A/Pyes Pā catchments. It comprises the Cambridge Road plateau and associated escarpments and spurs, the culturally and ecologically significant Kōpūrererua Valley and wetland system, and an increasingly urban landscape of reserve, residential, commercial and transport land uses extending toward Barkes Corner.

The landscape character varies across the Project extent. To the west, the landscape is associated with the Wairoa River and Ōmanawa River catchments, rolling landform and the existing SH29 corridor. Through Tauriko West and Tauriko Village, the landscape includes elevated terraces and modified plateau landforms. Further east, the landform descends into the Kōpūrererua Valley before continuing along the SH29A/Pyes Pā corridor, where the landscape is influenced by valley landforms, existing road infrastructure and adjoining urban areas.

Visual amenity also varies across the Project extent and is influenced by landform, vegetation cover, existing built form and proximity to existing transport infrastructure. In valley floor areas and across elevated terraces, broader views are available across the surrounding landscape. In other locations, views are more contained by topography, shelter planting, mature vegetation, existing development and road infrastructure.

Natural character is primarily associated with the river, stream and wetland environments within and near the Project extent, including the Wairoa River, Ōmanawa River, Belk Road watercourses, Tauriko West wetland areas, Kōpūrererua Stream and Nanako Stream. These environments retain varying degrees of natural landform, hydrological and ecological expression. Many of the watercourses and wetland margins are modified, reflecting historical channelisation, drainage modification, vegetation clearance, pastoral land use and existing infrastructure. Outside these water-associated environments, natural character is more limited.

2.8 Hydrology and Hydrogeology

2.8.1 Groundwater

The Project is located within the Tauranga Basin. The groundwater environment varies along the Project extent due to changes in topography, geology and proximity to rivers, streams and wetland areas. In lower-lying areas, groundwater is generally associated with recent alluvial deposits, including sand, silt, clay and localised peat. In higher-elevation areas, the underlying geology is generally associated with ignimbrite and volcanic ash deposits.

Groundwater levels vary across the Project extent. Groundwater is generally shallower in low-lying areas and near surface water features, including the Wairoa River, Kōpūrererua Stream and Nanako Stream. In elevated terrace areas, groundwater is generally deeper below ground level. Groundwater flow is generally inferred to follow the surrounding landform toward nearby rivers, streams and low-lying areas. Localised perched groundwater may also occur in some elevated areas where water sits above lower-permeability silt or clay layers.

Further detail on the existing groundwater environment, including groundwater levels, bores, piezometers and inferred groundwater flow, is provided in the Preliminary Groundwater Assessment included as **Volume B – Appendix O**.

2.8.2 Surface water catchments

The following description draws on the Stormwater Assessment[28] prepared by Bloxam Burnett & Olliver (**Volume B – Appendix N**).

The Project is located within three surface water catchments: Wairoa River catchment, Kōpūrererua Stream catchment, and Waimapu Stream catchment. The boundaries of each catchment are shown on the Stormwater Catchment Plan contained in Appendix A of the Stormwater Assessment.

The Wairoa River catchment includes the western part of the Project extent, between the Ōmanawa Road area and Cambridge Road. Surface water within this part of the Project extent drains to the Wairoa River, Ōmanawa River and associated tributaries and drainage features. The catchment is approximately 46,300 ha. The Belk Road area is low-lying and forms part of the floodplain associated with an unnamed tributary that discharges to the Wairoa River.

The Kōpūrererua Stream catchment includes the central and eastern parts of the Project extent. The Kōpūrererua Stream catchment is approximately 7,500 ha and extends from the Mamaku Plateau to the Waikareao Estuary. The lower part of the catchment includes the Kōpūrererua floodplain, where the Kōpūrererua Stream, Nanako Stream, wetland areas, modified drains and overland flow paths form part of the wider surface water system.

The Waimapu Stream catchment includes the eastern end of the Project extent, including the east-facing ramps and SH29A improvements east of Barkes Corner. Surface water within this part of the Project extent drains toward an unnamed tributary of the Waiorohi Stream near Cheyne Road. The catchment is approximately 11,200 ha.

Across the Project extent, existing surface water drainage includes open channels, roadside swales, stormwater culverts, piped networks and overland flow paths. These drainage features reflect the modified rural, urban and transport environment and ultimately discharge to the receiving streams, rivers and floodplain areas within the three catchments.

2.9 Ecological environment

The ecological environment associated with the Project extent has been assessed by Boffa Miskell Limited in the Ecological Impact Assessment (EcIA) included as **Volume B – Appendix K**.

2.9.1 Terrestrial vegetation and habitats

Terrestrial vegetation within the Proposed Designation boundaries is predominantly exotic or modified. The main exotic vegetation types include managed exotic grassland and cropland, horticulture, shelterbelts and hedgerows, exotic plantation and tree stands, gardens and amenity planting, and exotic scrub and weedland, Indigenous vegetation is generally limited to planted areas, small areas of mixed or exotic-dominated regeneration, riparian margins and restoration planting. New native landscape/amenity planting has been implemented or is being implemented in the areas associated with the Redwood Lane and Northern Access works. Indigenous wetland and riparian planting has also been installed as part of the TBE mitigation and offset works near Belk Road. Native restoration planting is also present within the Kōpūrererua Valley and alongside Takitimu Drive. These planted areas are generally young and relatively simple in structure.

Overall, terrestrial vegetation values within the Proposed Designation are negligible to low, with moderate values associated with more established native restoration planting, particularly within the Kōpūrererua Valley and alongside Takitimu Drive. The only at-risk or threatened species detected were those that have been planted, including kauri (*Agathis australis*), and shrubby tororaro (*Muehlenbeckia astonii*). The EcIA considers the presence of these planted specimens does not elevate the ecological value of the wider vegetation communities in which they occur.

[28] Report is titled “Flood Effects, Stormwater Management, and Streams, Bridges and Culverts” dated July 2026

2.9.2 Herpetofauna

Native lizard habitat within the Proposed Designation boundaries is generally associated with areas of structural cover, including complex vegetation debris, damp leaf litter, scrub, rank grass, garden and amenity areas, artificial debris and some wetland margins.

A total of three native lizards were observed during the lizard surveys. Two were identified as copper skink (*Oligosoma aeneum*), and one was not definitively identified but was also considered likely to be copper skink. All three native lizards were observed at one survey site in roadside vegetation alongside SH29A, east of Barkes Corner. Plague skinks were also observed during the surveys. Other native lizard species may be present, but were not observed during the surveys.

The EcIA identifies most herpetofauna habitat within the Proposed Designation as negligible to low value, with some low-moderate value habitat associated with gardens, amenity planting, exotic scrub/weedland, mixed exotic-dominated scrublands and forest, and native planting areas.

2.9.3 Bats

Long-tailed bats (*Chalinolobus tuberculatus*) are known to occur within the wider Tauranga and Western Bay of Plenty landscape. Previous surveys in the wider Tauriko area have recorded low numbers of potential long-tailed bat passes near the Wairoa River and in the broader Tauriko area. A Project-specific acoustic bat survey was undertaken during December 2025 and January 2026 using 11 full-spectrum acoustic recorders. No bats were recorded at any of the surveyed locations. The EcIA identifies some habitat within and adjacent to the Project extent that may be suitable for bats, including trees with potential roost features, waterbodies, edge features and open grassland. However, bat habitat within the Proposed Designation is assessed as low value, and no bat roosts or bat activity were confirmed by the Project-specific survey.

2.9.4 Avifauna

The Proposed Designation includes terrestrial, wetland and freshwater habitats used by birds. The bird assemblage recorded through desktop review and field surveys is characteristic of a modified rural to peri-urban landscape, with common indigenous and introduced species present. Based on desktop and field surveys, 31 indigenous bird species use, or are considered likely to use more than rarely, habitats within the Proposed Designation boundaries more than rarely for foraging, roosting and/or nesting. These species include 21 not threatened species, eight at-risk species and two threatened species. At-risk and threatened species recorded or identified as potentially using habitats within the Proposed Designation boundaries include Australasian bittern, New Zealand pipit, black shag, little black shag, little shag, New Zealand dabchick, North Island fernbird, North Island kākā, red-billed gull and royal spoonbill. Higher avifauna habitat values are generally associated with wetland, freshwater and restoration planting areas, particularly within the Kōpūrererua Valley. Overall, avifauna habitat values within the Proposed Designation range from low to high. Most terrestrial and modified aquatic habitats are assessed as having low value, while the TBE wetland has moderate value and the Kōpūrererua Valley wetland complex has high value.

2.9.5 Freshwater ecology

The freshwater environment associated with the Project extent has been assessed by Boffa Miskell Limited in the Ecological Impact Assessment (EcIA) included as **Volume B – Appendix K**.

2.9.5.1 Streams and watercourses

There are perennial, intermittent and ephemeral watercourses within the Proposed Designation, as well as modified and artificial drainage channels. Further detail on the condition and ecological values of the watercourses within each catchment, including aquatic habitat, fish species and macroinvertebrate communities, is provided in the EcIA. For assessment purposes, the EcIA groups the existing freshwater environments into:

- High to very high-value receiving environments, comprising the Wairoa River and Ōmanawa River;
- Moderate to high value streams to be realigned by the Project, comprising the Kōpūrererua Stream, Nanako Stream and the Belk Road Watercourses; and
- Negligible to low-value modified natural and artificial unnamed watercourses.

A description of each catchment, and the streams within it, is summarised below.

- ***Wairoa River Catchment -*** The Wairoa River catchment includes the Wairoa River, Ōmanawa River, Belk Road watercourses and a number of unnamed tributaries and artificial or modified drainage channels. The Wairoa River and Ōmanawa River are the largest freshwater systems associated with the Project extent. These rivers have larger channel forms, a range of instream habitats and downstream connectivity to estuarine and coastal environments. Native and diadromous fish species are associated with these systems. The Wairoa River and Ōmanawa River are identified in the EcIA as high-value receiving environments. The Belk Road watercourses comprise a pre-existing, highly modified natural watercourse, together with two recently created channels. One channel conveys discharge from the permanent stormwater pond network, while another runs parallel to the existing straightened channel and shares the same catchment. The Belk Road watercourses are part of the group of streams and drainage channels directly affected by the Project and have ecological value despite their modified condition.

- ***Kōpūrererua Stream Catchment -*** The Kōpūrererua Stream catchment includes the Kōpūrererua Stream, Nanako Stream, associated wetland areas within the Kōpūrererua Valley, and a number of unnamed tributaries and modified or artificial drainage channels. The Kōpūrererua Stream is the main freshwater feature within this catchment and forms part of the wider freshwater and wetland network within the Kōpūrererua Valley. The Nanako Stream is a tributary of the Kōpūrererua Stream. The Kōpūrererua Stream main stem and Nanako Stream are identified in the EcIA as moderate and high-value natural streams directly affected by the Project. Smaller unnamed watercourses and drainage features are also present within the catchment, including modified natural channels, artificial drains and intermittent or ephemeral watercourses. These smaller unnamed and modified watercourses generally have negligible to low ecological value.

- ***Waimapu Stream Catchment*** - The Waimapu Stream catchment is located toward the eastern end of the Proposed Designation. Freshwater features within this catchment are more limited and are generally associated with the unnamed Waimapu Stream tributary, modified or artificial drainage channels, and localised overland flow paths within the existing urban and transport environment. These features are generally modified and of lower ecological value than the main Wairoa, Ōmanawa, Kōpūrererua and Nanako stream environments.

Native fish species recorded or identified as potentially present within the freshwater environments include common and diadromous species associated with the wider catchments. The EcIA identifies that freshwater ecological values are highest where streams retain greater habitat complexity, perennial flow, downstream connectivity and association with wetland habitats.

2.9.6 Wetland environments

The EcIA identifies 27 wetland features within the Proposed Designation, located across the Tauriko West UGA area, Kōpūrererua Valley, Belk Road area and the eastern part of the Project extent. These include grazed wetland features, wetland pasture, wetland seepages, Carex-dominated gully heads, wetland matrices, exotic shrub wetland, waterpepper-dominated wetland margins, planted wetland areas and wetland marsh/swamp complexes.

The wetlands identified within the Proposed Designation vary in size, condition and ecological value. Many are modified features associated with historic drainage, grazing, pasture, land modification and existing drainage networks. These wetlands are generally dominated by exotic or mixed wetland vegetation, with limited vegetation diversity and simple habitat structure. However, the EcIA also identifies several wetland features with moderate or high ecological value, particularly where they form part of larger wetland systems, seepage areas, Carex-dominated gully heads or wetland marsh/swamp complexes. The Kōpūrererua Valley wetland system is the key wetland environment within the Proposed Designation and includes wetlands identified as having high ecological value.

Table 3 summarises the wetland environments identified within the Proposed Designation. The full wetland schedule, including wetland-specific descriptions, mapped extents and ecological values, is provided in the EcIA.

Table 3: Summary of wetland environments within the Proposed Designation

Area	Wetland features identified	General wetland type/character	Ecological value
Tauriko West UGA	Wetlands 1–12	Generally modified grazed wetlands, wetland pasture, wetland seepages, Carex-dominated gully heads, wetland matrices, exotic shrub wetland and willow weed / Mercer grass-dominated wetland features.	Predominantly low, with some moderate-value features where vegetation diversity, wetland hydrology and habitat complexity are greater.
Kōpūrererua Valley	Wetlands 13, 14a and 14b	Larger wetland marsh/swamp complex associated with the Kōpūrererua Stream, Nanako Stream, valley floor drainage channels, standing water and wetland margins.	Moderate to high. Wetland 14a is moderate, while Wetlands 13 and 14b are high due to their scale, connectivity, habitat diversity and importance for wetland fauna.
Belk Road area	Wetlands 15a, 15b and 16	Planted wetland/offset areas, waterpepper-dominated wetland margins and rushland associated with existing watercourses and stormwater infrastructure.	Low to moderate. Wetland 15b is low, while Wetlands 15a and 16 are moderate due to their indigenous planting, standing water and greater habitat diversity.
Western end of the Project (west of Ōmanawa Road)	Wetlands 17a and 17b	Pasture-dominated wetland and wetland seepage feature with rush and Carex species.	Low to moderate. Wetland 17a is low, while Wetland 17b is moderate because it is less degraded and supports a more diverse wetland plant assemblage.

The Kōpūrererua Valley contains the largest wetland system within the Proposed Designation. This includes Wetlands 13 and 14b, which form part of a wider wetland marsh/swamp complex within the valley floor and are identified in the EcIA as having high ecological value. The Kōpūrererua Valley wetland system includes areas of standing water, wetland vegetation, modified drainage channels and wetland margins associated with the Kōpūrererua Stream and Nanako Stream.

Wetland features are also present in the Belk Road area, including planted wetland areas, wetland offset areas and waterpepper-dominated wetland margins associated with existing watercourses and stormwater infrastructure. Toward the eastern part of the Project extent, Wetlands 17a and 17b include a pasture-dominated wetland and a wetland seepage feature with rush and Carex species.

2.9.7 Summary of ecological values

Table 4, on the following page, provides an overall summary of the ecological values identified within the Proposed Designation. The table is intended as a summary only and should be read together with the more detailed descriptions and ecological value assessments in the EcIA.

Table 4: Summary of ecological values

Ecological component	Existing environment summary	Ecological value
Terrestrial vegetation and habitats	Predominantly exotic or modified vegetation, including managed grassland, horticulture, shelterbelts, exotic scrub/weedland, amenity planting, infrastructure planting and areas of native restoration planting. Indigenous vegetation is generally limited to planted or regenerating areas.	Negligible to moderate. Moderate value is associated with the more established native restoration planting, particularly within the Kōpūrererua Valley and alongside Takitimu Drive.
Herpetofauna	Native lizard habitat is associated with structural cover, including scrub, rank grass, gardens, amenity planting, debris and some wetland margins. Copper skink was confirmed during surveys.	Predominantly negligible to low, with low-moderate value associated with habitats that provide greater structural complexity and cover. Copper skink itself has high species value, although it was recorded at only one survey location.
Bats	Project-specific acoustic surveys recorded no bats within the Proposed Designation. Potential habitat is present in the form of trees, shelterbelts, garden and amenity vegetation, restoration planting, waterbodies, edge features and open grassland	Low, reflecting the absence of bat detections and the limited quality and connectivity of potential roosting and foraging habitat.
Avifauna	A modified rural to peri-urban bird assemblage is present, with indigenous and introduced species. Higher habitat values are associated with wetland, freshwater and restoration planting areas, particularly within the Kōpūrererua Valley.	Predominantly low, increasing to moderate or high where habitats support greater diversity and abundance of indigenous wetland and waterbird species. Wetlands 13 and 14b provide the highest-value avifauna habitat.
Streams and watercourses	Includes high-value receiving environments, moderate and high-value natural streams directly affected by the Project, and negligible to low-value modified or artificial watercourses.	Negligible to high. Artificial or highly modified channels are generally negligible or low value; the natural streams affected by the Project are generally moderate to high value; and the Wairoa and Ōmanawa Rivers have high value as receiving environments and connected freshwater habitats.
Wetlands	Includes modified grazed wetlands, wetland pasture, seepages, Carex-dominated gully heads, wetland matrices, planted wetlands and wetland marsh/swamp complexes. The Kōpūrererua Valley contains the highest-value wetland system.	Predominantly low to moderate. High value is associated with Wetlands 13 and 14b in the Kōpūrererua Valley because of their scale, connectivity, habitat diversity and importance for wetland fauna.

3 DESCRIPTION OF THE PROJECT

3.1 Indicative design overview

An indicative road design and alignment (the Indicative Design) has been prepared for the Project. The Indicative Design is preliminary and represents a design that could be constructed within the Proposed Designation.

The Indicative Design provides sufficient detail to identify the location, scale and nature of the proposed works, and defines the alignment and effects envelope within which the Project will be situated. Where appropriate, sensitivity testing has been undertaken to account for potential changes through detailed design and to confirm that the effects assessment remains valid, and that management and mitigation measures remain appropriate.

Detailed design has not been undertaken for the Project as a whole, although the approach to stream realignment design is more advanced. While modifications to the Indicative Design are likely through detailed design, all works will be contained within the Proposed Designation and will be subject to the proposed designation and resource consent conditions, including Outline Plan and management plan processes where indicated.

3.2 Project description

3.2.1 Physical works and principal structures

The Project comprises a new offline state highway alignment, upgrades to the existing SH29 and SH29A corridors, widening of Takitimu Drive, bridge structures associated with stream crossings, local road overbridges and grade-separated interchanges. Depending on location and land use context, the alignment includes median barriers, shoulders, retaining structures, stormwater infrastructure and landscape planting. Bridge structures are generally proposed as reinforced concrete structures (supported by piled foundations where required). Typical road cross-sections are shown on the Typical Cross-Section Drawings included in **Volume A – Appendix C4**.

- ***Ōmanawa Road to Redwood Lane Interchange – Chainage 420 to 2240***
  Between Ōmanawa Road and the Redwood Lane Interchange, SH29 generally remains as a two-lane state highway and ties in with the Ōmanawa Bridge replacement works. This section includes modifications to the existing SH29/Ōmanawa Road intersection, including changes to the vertical alignment, and a new bridge crossing over the realigned Belk Road and an unnamed tributary of the Wairoa River. Existing culverts under SH29, associated with the unnamed tributary of the Wairoa River[29] will be removed as part of the works. Existing walking and cycling connections will be retained, including intended provision of an underpass beneath the new roundabout arrangement.

- ***Redwood Lane Interchange to Takitimu Interchange – Chainage 2240 to 6140***
  Between the Redwood Lane Interchange and the Takitimu Interchange, the Project comprises a new offline four-lane SH29 corridor generally located west of the existing SH29 alignment. The Redwood Lane Interchange is a full diamond grade-separated interchange connecting the new SH29 corridor with Redwood Lane and Kaweroa Drive. This section also includes the Tauriko Village Access (Te Ara Hoia Drive) and Cambridge Road overbridges, retaining structures, stormwater infrastructure and landscape planting.

- ***Takitimu Interchange – Chainage 6140***
  The Takitimu Interchange is a full diamond grade-separated interchange connecting SH29, SH29A, SH36 and Takitimu Drive. The interchange includes a bridge structure carrying SH29 over Takitimu Drive, ramp connections, roundabouts, retaining structures, stream realignment works and stormwater infrastructure.

- ***Takitimu Interchange and SH29A corridor – Chainage 00 to 2120***
  Between the Takitimu Interchange and east of Barkes Corner, the Project comprises a new offline four-lane SH29A corridor. The existing SH29A corridor will be retained and repurposed as a local road. This section includes bridge structures over the realigned Kōpūrererua Stream and Nanako Stream,

[29] Under the existing alignment of SH29.

stormwater infrastructure and culverts within the Kōpūrererua floodplain, retaining structures, retention of walking and cycling connections near the Kōpūrererua Stream and landscape planting.

- ***Barkes Corner Interchange – Chainage 1340***
  The Barkes Corner Interchange is a half diamond grade-separated interchange with east-facing ramps connecting SH29A with Cameron Road and Pyes Pā Road. This section includes the Cameron Road overbridge, local road modifications, retaining structures, stormwater infrastructure and walking and cycling connections.

- ***Takitimu Drive four-laning – Chainage 6140 to 8787***
  The Project includes widening works along sections of Takitimu Drive to provide four traffic lanes. These works generally occur within the existing Route K designation[30] and give effect to the four-laning of the corridor anticipated as part of that designation. Works include carriageway widening, full pavement reconstruction, median and barrier works, retaining structures where required, and stormwater upgrades. Near Puketoromiro Pā, the Takitimu Drive carriageway profile is proposed to be locally raised to limit further works into the existing cut batters, with this design component being informed by input from the Project archaeologists, engineers and landscape designers, and engagement with hapū.

Figure 8: Puketoromiro pā location (along Takitimu Drive)

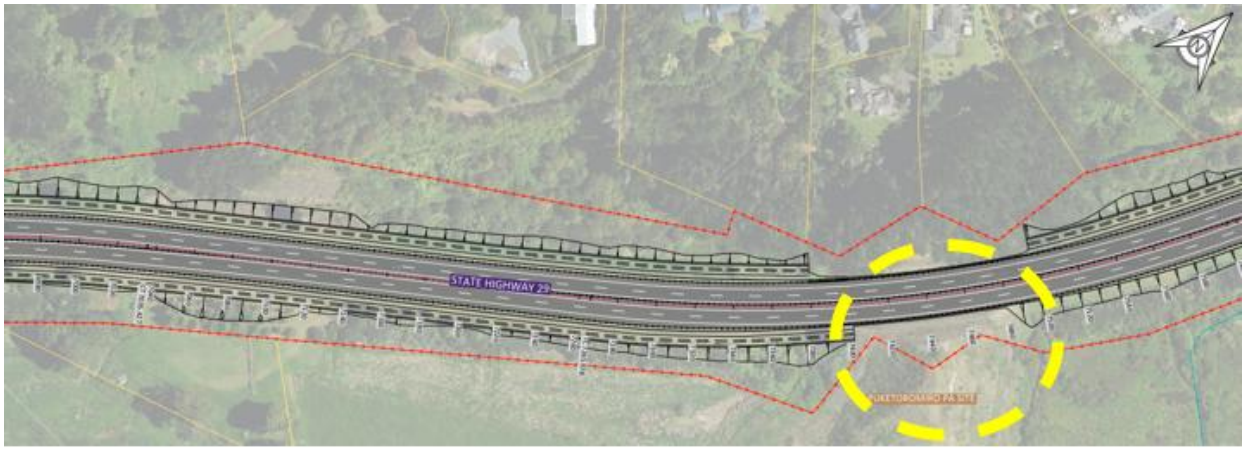


Figure 9: Example of the carriageway profile adjacent to the Puketoromiro pā

3.2.2 Stream realignments

The Project includes permanent realignment works to sections of the Kōpūrererua Stream, Nanako Stream and the Belk Road watercourses to accommodate the new SH29 and SH29A alignments and associated

[30] The 30 September 1998 decision for Route K notes that "The proposed road reserve is 30 metres wide, designed to eventually accommodate 4 lanes, a median strip, road shoulders and grassed and planted berms…"

infrastructure. The existing stream reaches proposed to be realigned are generally modified channels associated with historical floodplain drainage and land development activities.

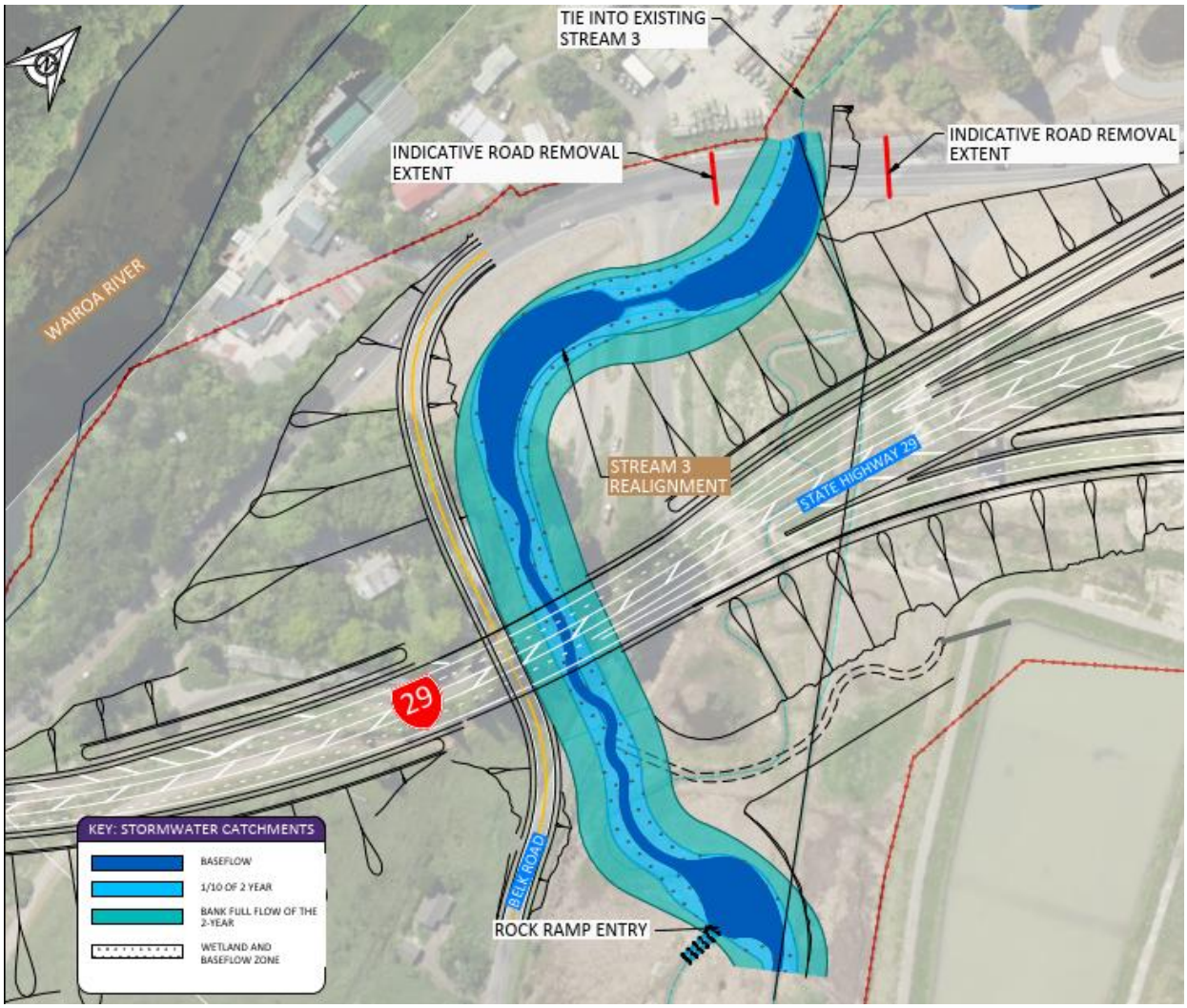
As noted in Section 3.1, the stream realignment designs have been advanced beyond the broader Indicative Design to provide greater certainty regarding the nature and extent of these works. The realignment approach is to naturalise channels that maintain hydraulic connectivity and fish passage, integrate with the surrounding floodplain, stormwater and landscape treatments, and contribute to the mitigation of ecological and cultural effects.

The Project will remove approximately 1.99 km of existing stream channel and provide approximately 1.98 km of new or reconstructed channel across the three waterways. The new channels incorporate meandering alignments, riparian planting, wetland margins and instream habitat features.

The proposed approach to realignment of each stream is depicted in **Figures 9-11** below and in Appendix C of **Volume B – Appendix N**, and is summarised below:

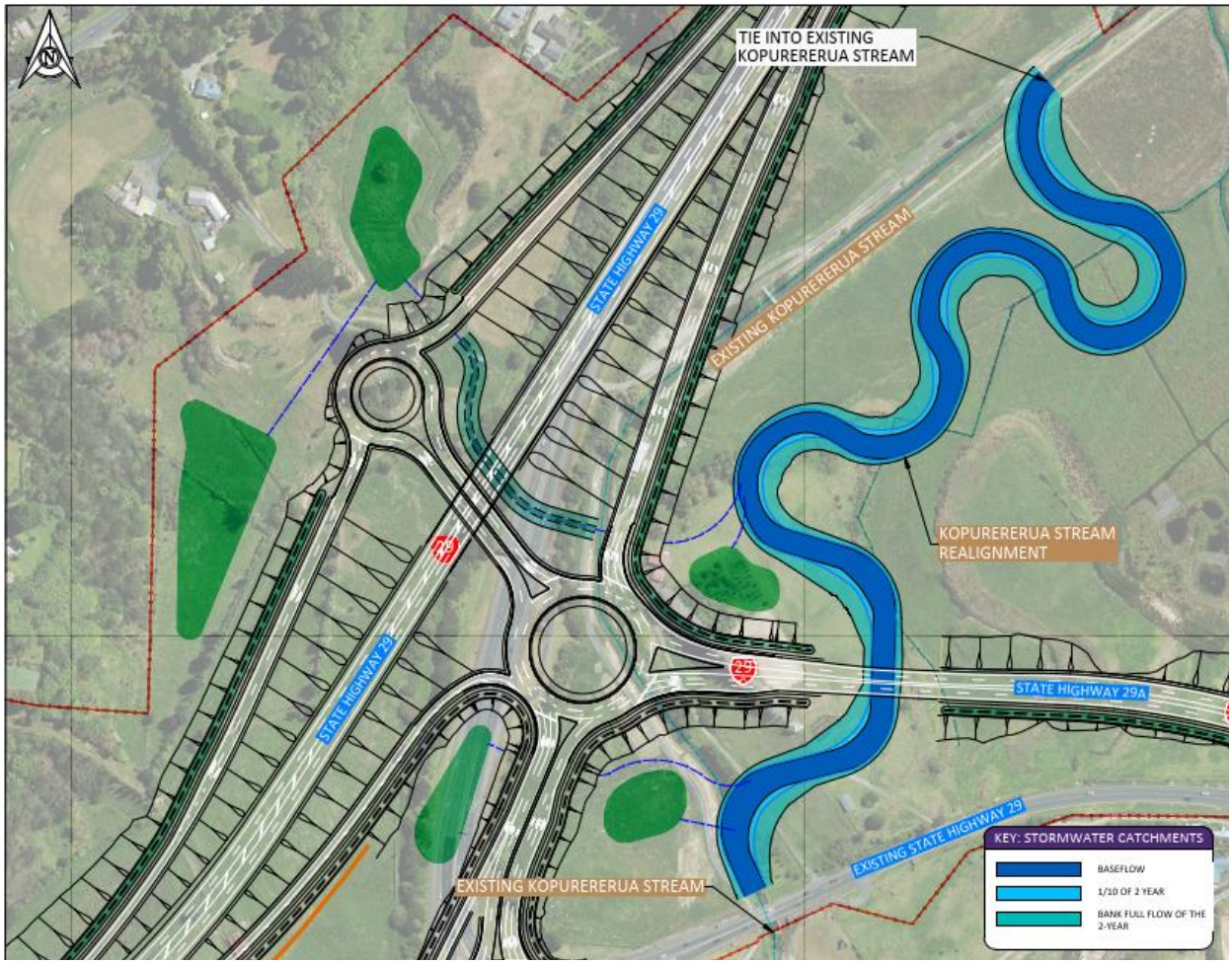
- ***Belk Road Watercourses -*** At Belk Road, approximately 680m of an unnamed tributary of the Wairoa River and associated watercourses, are proposed to be realigned upstream of SH29 to accommodate the Redwood Lane Interchange and associated bridge structures. Some of these watercourses are new channels created as part of the works associated with the TBE. The watercourses will be replaced by approximately 565m of new stream channel. The proposed works include removal of the existing culvert crossing beneath SH29 and daylighting of approximately 30m of stream channel beneath the existing embankment. The new stream alignment will be bridged by the new SH29 corridor and includes riparian planting, wetland margins and stream stability works.

Figure 10: Indicative Belk Road stream realignment



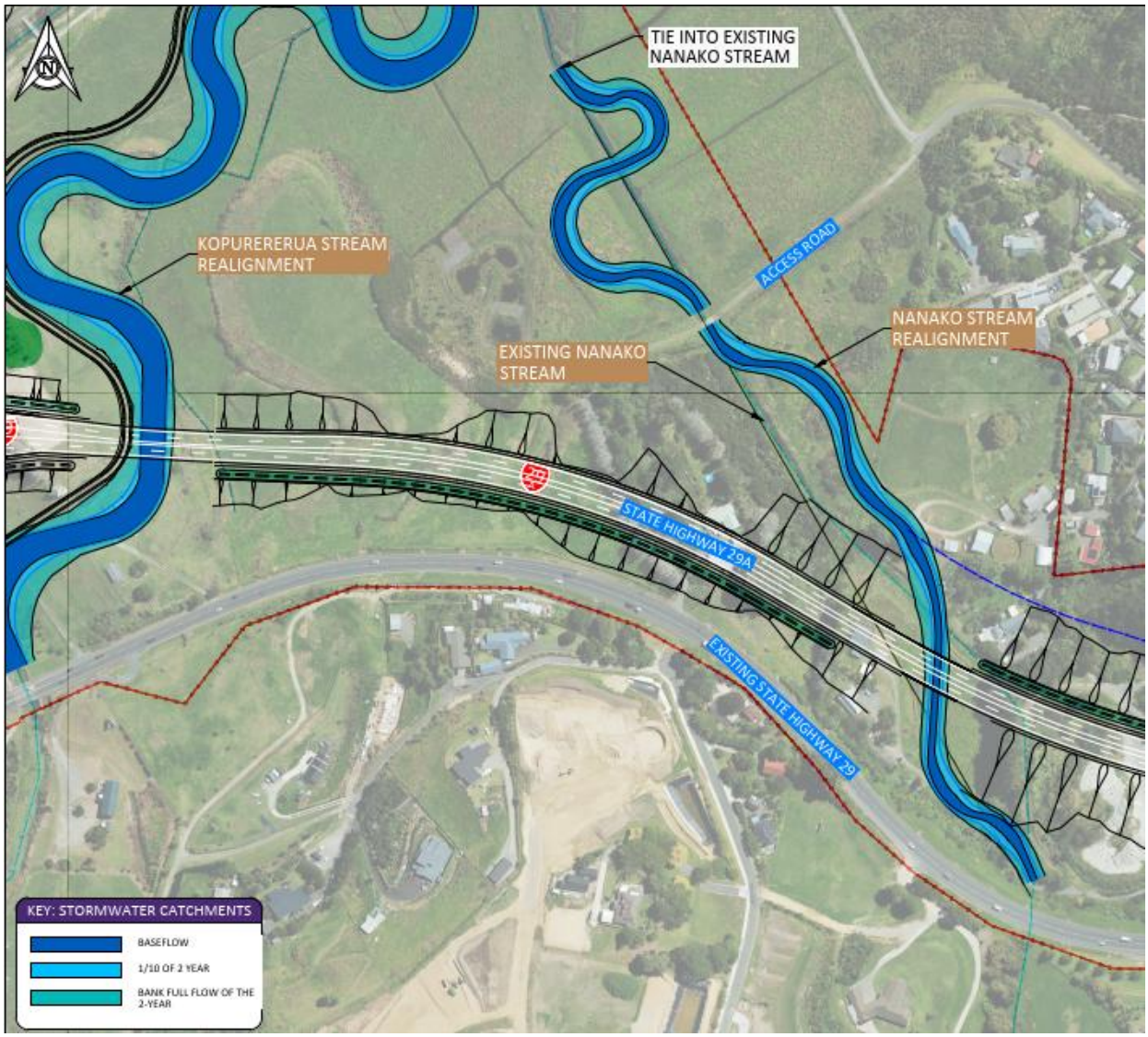
- ***Kōpūrererua Stream -*** Within the Kōpūrererua Valley, approximately 728m of the existing Kōpūrererua Stream is proposed to be permanently realigned to accommodate the Takitimu Interchange, the new SH29A corridor and associated floodplain works. The proposed realignment increases the overall stream length to approximately 1004m through the introduction of a meandering alignment within the surrounding floodplain environment. Features include variable stream cross-sections, bend apex pools, riffle areas, riparian planting and wetland margins intended to improve stream stability, aquatic habitat diversity, fish passage and ecological connectivity. The new SH29A corridor will bridge the realigned Kōpūrererua Stream, and the existing pedestrian path within the valley will be realigned to tie into the revised stream and floodplain layout. The existing stream channel will be decommissioned following diversion of flows into the new alignment.

Figure 11: Indicative Kōpūrererua Stream alignment



- ***Nanako Stream –*** Within the Kōpūrererua Valley, approximately 572m of the existing Nanako Stream is proposed to be permanently realigned to accommodate the new SH29A corridor and associated infrastructure. The proposed realignment increases the overall stream length to approximately 748m and introduces meandering channel form within the surrounding floodplain. Features include varied stream geometry, riparian planting, wetland margins and instream habitat features intended to improve aquatic habitat diversity, spawning opportunity, fish passage and stream stability. The new SH29A corridor will bridge the realigned Nanako Stream. The existing stream channel will be decommissioned following diversion of flows into the new alignment.

Figure 12: Indicative Nanako Stream alignment



3.2.3 Drainage and stormwater

Permanent groundwater drainage will be installed where required, adjacent to the road and within embankments, including where cuts extend below the current median groundwater table. Permanent drainage may also be required for fill and spoil management areas.

The Project will increase impervious area by approximately 20 ha across the Wairoa River, Kōpūrererua Stream and Waimapu Stream catchments. Stormwater runoff from the new road surface in the completed Project will be captured and conveyed through the Project stormwater management system. The stormwater design has been developed to an indicative level to demonstrate the proposed approach to managing runoff from the new transport corridors and associated impervious surfaces, while allowing for refinement through detailed design.

The proposed stormwater approach includes treatment wetlands, treatment and attenuation wetlands, attenuation ponds, swales, conveyance culverts, stormwater pipe networks and associated outfall structures. The indicative stormwater design within the Proposed Designation is shown on the indicative Operational Stormwater Management Plan Drawings (in Appendix B of **Volume B – Appendix N)**. Alternative layouts, device types or configurations may be adopted through the Detailed Design process.

3.2.4 Noise management

Operational noise management for the Project is addressed in the Operational Noise and Vibration Assessment prepared by Marshall Day Acoustics (refer to **Volume B – Appendix I**).

The Project incorporates low-noise surfacing in accordance with NZTA's RoNS design guidance, as demonstrated in the Surfacing Types Drawings in **Volume A – Appendix C4**, including:

- LN3 across the majority of the main SH29 and SH29A alignment; and
- LN5 surfacing on SH29A leading up to Barkes Corner.

Ramps, interchanges, local roads and high-friction areas will use SMA or similar surfacing, as appropriate. The Project design will also include standard road design measures relevant to road-traffic noise, including the detailed design and location of audible tactile profiles, bridge joints, ramps and speed environment transitions.

With the proposed low-noise surfacing in place, the Project achieves the relevant Category A or Category B noise criteria under NZS 6806:2010 for existing protected premises and facilities, except where the noise level remains unchanged from the existing environment. No noise barriers or building-specific noise treatment are required or proposed for existing dwellings or other existing protected premises and facilities.

An assessment of construction and operational noise effects has been undertaken for the new Tauriko School site. It concludes that appropriate noise outcomes can be achieved through the school's detailed design and layout. Those outcomes will be achieved through the design and construction of the new school, pursuant to an agreement between NZTA and MoE.

Noise contours will be provided to the Tauriko West UGA developers to inform their future subdivision layout and building design, so that the increased traffic noise from the new state highway corridor is appropriately accounted for.

3.2.5 Planting and landscaping

The landscape planting proposed for the Project is shown on the Landscape Mitigation Plans included in **Annexure 4 of the Landscape Assessment (Volume B – Appendix J)**. These plans identify the planting required to manage the identified landscape, visual amenity and natural character effects of the Project.

The planting approach has been developed with reference to NZTA's RoNS landscape guidance. It includes indigenous groundcover, shrub and canopy planting, together with riparian, wetland and stormwater planting appropriate to the relevant location and function. Planting is proposed along sections of the state highway corridor, interchange areas, local road connections, stormwater wetlands and swales, stream realignments, embankments, cut slopes and engineered escarpments. The planting will assist with integrating the road corridor and associated structures into the surrounding landscape, reducing their visual prominence, reinforcing vegetated landforms and improving the interface between the Project, waterways and adjoining landscape patterns.

The Landscape Mitigation Plans distinguish the areas where planting is required to mitigate identified landscape, visual amenity and natural character effects from other areas where NZTA's standard landscape treatments may be provided. The final species selection, planting composition and implementation details will be refined through detailed design and documented in a revised Landscape Mitigation Plan.

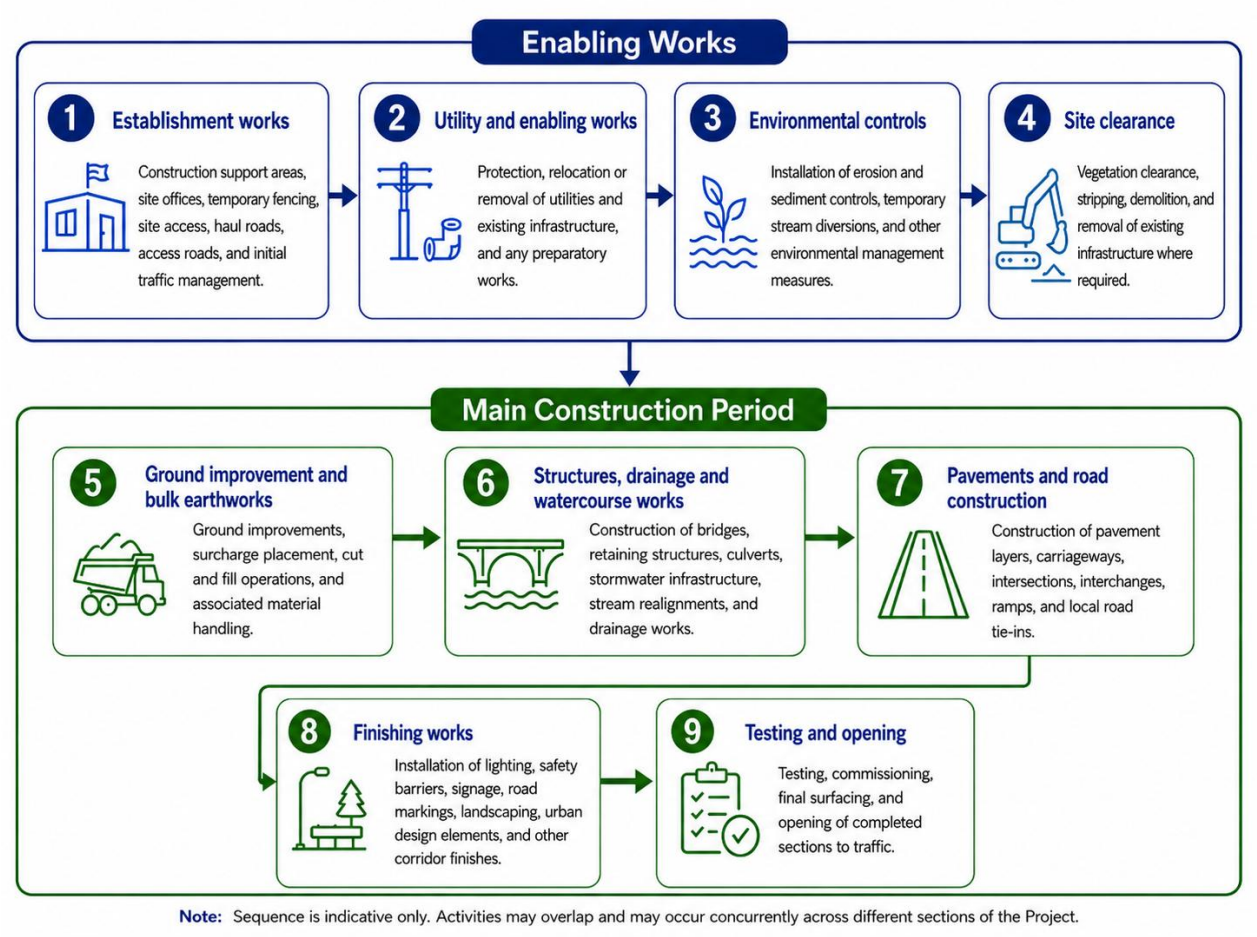
3.3 Indicative construction methodology

3.3.1 Potential construction programme and sequence

Construction of the Project is anticipated to occur over a period of approximately 10 years (including enabling works) from the commencement of works on site. The final construction programme will be confirmed through future design and procurement phases and will depend on a range of matters, including funding approvals, property acquisition, detailed design, construction methodology and contractor programming.

The Project is not intended to be constructed in defined stages. However, the construction of the Project will be *sequenced* along the length of the alignment, with works likely to occur concurrently across different sections of the corridor. Opportunities to shorten the overall construction period may also be identified through procurement and contractor-led construction planning. The anticipated sequence of construction activities will generally be consistent with that shown in **Figure 13**.

Figure 13: Anticipated sequence of construction activities



Note: Sequence is indicative only. Activities may overlap and may occur concurrently across different sections of the Project.

3.4 Enabling works construction activities

Enabling works for the Project may include pre-construction investigations and surveys, temporary fencing, signage, access control, utility identification and relocation, contamination investigation and removal, temporary traffic management, and the establishment of construction support areas, site compounds, laydown areas, site accesses and haul roads.

Temporary site accesses and haul roads will be established where required to connect work fronts and support the movement of plant, materials and earthworks material. Internal haul routes will be used where practicable to reduce reliance on public roads. Access arrangements will need to account for the existing SH29 and SH29A corridors, Ōmanawa Road, Belk Road, Redwood Lane, Cambridge Road, Taurikura Drive, Kaweroa Drive and other local roads serving Tauriko Business Estate and the Tauriko West UGA.

Vegetation clearance, utility works, temporary drainage and early erosion and sediment controls will be undertaken where required before the main construction works commence in each relevant area. Erosion and sediment controls will be installed and maintained to manage construction runoff and protect receiving environments, including watercourses, wetlands, drains and floodplain areas within and adjacent to the Project area.

Temporary and permanent property access arrangements will be provided where existing access is affected by construction. Engagement with affected landowners and occupiers will continue to confirm access requirements and manage disruption during construction.

3.5 Main works construction activities

3.5.1 Earthworks

Earthworks are a major component of the Project. Earthworks will include cut and fill operations, topsoil stripping, embankment construction, surcharge placement and ground recontouring.

Indicative earthworks quantities for the Project are approximately:

- Total cut – 2,300,000 m³;
- Cut to waste – 800,000 m³;
- Total fill – 3,300,000 m³;
- Reuse of cut material – 1,500,000 m³; and
- Imported fill – 1,800,000 m³.

Approximately 400,000 m³ of aggregate will also be required for haul roads, pavement, drainage blankets and other construction activities.

The source of imported fill material and the location of any disposal sites will be confirmed during detailed design and construction planning. Temporary stockpiling of earthworks material may occur within the Proposed Designation and construction support areas.

3.5.2 Ground improvement works

Ground improvement works may be required in areas of soft or compressible ground, particularly within the Kōpūrererua floodplain and in the vicinity of bridge structures, embankments and any retaining structures. They may also be required to provide settlement management, stability, bearing capacity, support and retaining functions. The type and extent of ground improvement works will be confirmed during detailed design.

3.5.3 Groundwater management and dewatering

Localised dewatering may be required during the construction of bridge foundations, any retaining structures, stormwater infrastructure and stream realignment works where groundwater or perched groundwater is encountered. The Preliminary Groundwater Assessment (**Volume B – Appendix O**) indicates that regional groundwater levels are generally below the proposed road formation and major cut extents, meaning prolonged or large-scale dewatering is not anticipated across most of the corridor. Localised groundwater management may, however, be required in low-lying areas, around bridge structures and within excavations during wet weather conditions.

3.5.4 Works in waterways

Construction works within and adjacent to waterways will be required for a number of Project components, including bridge construction, stormwater outfalls and the stream realignments described in section 3.2.2 above. These works will be a significant component of the Project, particularly where the alignment intersects existing streams, drains, wetlands and floodplain areas within the Kōpūrererua and Wairoa River catchments.

The affected stream reaches are generally modified channels associated with historical floodplain drainage and land development. The realignment works will involve construction of the new channels, temporary diversion or management of stream flows, connection of the new channels to the existing upstream and downstream watercourses, and subsequent decommissioning or infilling of the existing channel sections where required.

Works in waterways will generally be undertaken in the dry where practicable, using temporary diversions, isolation of work areas, staged tie-ins, temporary culverts, pumps or other methods to separate construction activities from flowing water. The specific methodology will depend on the scale and location of the works, the nature and ecological values of the watercourse, fish passage and flood-conveyance requirements, and construction staging.

3.5.5 Water take and use for construction

Construction of the Project will require water for a range of activities, including earthworks, dust suppression, plant washdown and landscape establishment. Peak demand for water could reach approximately 1,600m³/day during dry windy conditions when several water-intensive activities are occurring concurrently. The actual demand will vary depending on construction staging, weather conditions and the methodologies adopted by the contractor (including storage).

The groundwater take sought as part of this application will provide for up to 900m³/day of groundwater, subject to a maximum annual take of 160,000m³ from up to four potential bores. Two bores are proposed to be located within the Kōpūrererua Valley, one on the Tauriko West UGA plateau and one near the Redwood Lane interchange. Water abstracted from the bores is likely to be stored on site in tanks or bladders to provide continuity of supply during construction.

The balance of the anticipated construction water demand is expected to be secured, in the future, through the reallocation or reconsenting of two existing NZTA authorisations to take surface water from the Wairoa River, currently associated with the Tauriko West Enabling Works and Takitimu North Link Stage 1 projects. Those takes are anticipated to provide the additional water required during peak construction periods.

Other water sources may also be used where appropriate, including municipal supply, commercial supply arrangements and water collected within the construction site. Together, these sources will provide flexibility and enable construction water demand to be managed across the Project programme.

3.5.6 Construction traffic management

Construction traffic will be generated by the movement of plant, materials, imported fill, water, spoil, pavement aggregates and workforce vehicles. Construction traffic will be managed in accordance with a Construction Traffic Management Plan (CTMP), including designated site access points, internal haul routes where practicable, and temporary traffic management. Particular attention will be required where construction interfaces with SH29, SH29A, Ōmanawa Road, Belk Road, Redwood Lane, Cambridge Road, Taurikura Drive, Kaweroa Drive, Takitimu Drive and Barkes Corner.

4 ENGAGEMENT AND CONSULTATION

This section summarises the consultation and engagement undertaken for the Project, including engagement with relevant local authorities, iwi authorities, hapū, Treaty settlement entities, administering agencies, landowners, network utility operators and other stakeholders. This section is intended to address the consultation-related information requirements for the approvals sought under the FTAA. A record of consultation and engagement is included in **Volume A – Appendix E**.

This section also addresses the consultation requirements in clauses 6 and 12 of Schedule 5 of the FTAA. It identifies the persons and groups who may be affected by the Project, describes the consultation undertaken with those persons and groups where consultation has occurred, and outlines, where relevant, how the Project has responded to the views expressed through that consultation.

In addition to the engagement described in this section, NZTA issued letters on 1 July 2026 in accordance with section 29(1)(aa) of the FTAA to BOPRC, TCC, WBOPDC, DOC, HNZPT, Ngāi Tamarāwaho, Ngāti Hangarau, Ngāti Kahu, Ngāti Hinerangi, Ngāti Pūkenga, Ngāti Ranginui and Ngāi Te Rangi. The notifications were issued regardless of whether the recipient had previously participated in engagement on the Project and invited feedback before lodgement of the Application. Responses received are included in **Volume A – Appendix E**.

4.1 Relevant local authorities

NZTA has engaged regularly with the councils throughout development of the Project and preparation of this Application, and that engagement is ongoing.

During earlier phases of the Project, NZTA partnered with BOPRC, TCC and WBOPDC through 'Tauriko for Tomorrow' and the wider Tauriko Network Connections process. That process informed the development of the preferred transport solution, including the relationship between the SH29 and SH29A corridors, the Tauriko West UGA, Tauriko Business Estate, local road connections, stormwater management and planned urban growth.

For the Application phase, engagement with the local authorities has been supported by the establishment of a Consenting Authorities Forum (CAF). The CAF was established in October 2025 and has met monthly. It provided a regular forum for NZTA, BOPRC, TCC and WBOPDC to discuss the Application, ask questions and provide feedback as the Application, supporting technical assessments and proposed conditions were developed.

In addition to the CAF meetings, separate technical meetings have been held with BOPRC specialists to discuss matters including flooding, the stormwater management approach, and the stream realignments. Separate meetings have also been held with TCC specialists to discuss matters including lizard management and proposed stream realignments within the Kōpūrererua Valley. This engagement has included attendance by the councils at a Kōpūrererua Valley stream realignment hui, which also included hapū representatives.

Draft technical documentation has been provided to BOPRC, TCC and WBOPDC progressively as it has been prepared. Feedback received through that process has been considered by the Project team and, where appropriate, the relevant technical reports have been updated to address that feedback.

4.2 Relevant administering agencies

The relevant administering agencies for the Project are the Department of Conservation (DOC) and Heritage New Zealand Pouhere Taonga (HNZPT). DOC and HNZPT were invited to participate in the CAF, alongside the Councils.

4.2.1 Department of Conservation

DOC representatives have attended CAF meetings and separate meetings have also been held with DOC representatives to discuss the Project.

Engagement with DOC has focused on matters relevant to the Wildlife Approval, the Freshwater Fisheries Approval and the management of potential effects on protected wildlife (i.e. lizards). This has included

discussion on the scope of the Wildlife Approval, protected species relevant to the Project, and the conditions and management plans proposed to support the Wildlife Approval.

Draft technical documents relevant to DOC have been provided progressively as they have been completed. Feedback received through that process has been considered by the Project team and, where practicable, has informed the technical assessments and this application.

4.2.2 Heritage New Zealand Pouhere Taonga

HNZPT has not attended CAF meetings but has been kept informed through the provision of CAF meeting minutes and other relevant project information. Separate engagement has also occurred with HNZPT to discuss the Project, focusing on matters relevant to the Archaeological Authorities sought. Discussions have addressed the archaeological assessment, the number and scope of the authority applications, proposed archaeological management measures, and the conditions proposed to support the Archaeological Authorities.

Feedback received from HNZPT on the Archaeological Assessment and draft conditions has been considered by the Project team and, where appropriate, incorporated into the Application. The principal matters raised by HNZPT and NZTA's response are also summarised in **Table 6**.

4.3 Customary marine title and protected customary rights groups

The Project is not within the common marine and coastal area, and there are no relevant customary marine title groups, protected customary rights groups or MACA mandate applicants relevant to the Project. The Project is also not within, adjacent to, or likely to directly affect ngā rohe moana o ngā hapū o Ngāti Porou.

4.4 Relevant Iwi Authorities and hapū

4.4.1 Identification and engagement with Relevant Iwi Authorities

NZTA identified the Relevant Iwi Authorities, hapū and Treaty settlement entities of relevance to the Project, informed by earlier Tauriko for Tomorrow engagement, existing relationships with mana whenua, and the location of the Project.

At a high level, this work involved:

1. Engagement with Ngāi Tamarāwaho, Ngāti Kahu and Ngāti Hangarau, being the three key hapū that NZTA has been engaging with on the Project over the last several years, to confirm relevant groups and those with a potential interest in the Project area.

2. Review of Te Kāhui Māngai maps and webpages to identify iwi authorities and hapū with an interest in the Project area.

3. Review of Te Tari Whakatau website information to identify Treaty settlements for the iwi authorities identified.

4. Review of Te Tari Whakatau Treaty settlement maps to identify Treaty settlements applying to the Project area.

5. Review of the Ministry for the Environment website to identify any relevant Mana Whakahono ā Rohe or iwi participation arrangements.

6. Review of the Ministry for Primary Industries customary fishing management areas map to identify any taiāpure-local fishery, mātaitai reserve, or area subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996 within the Project area.

From this work, it was identified that the Relevant Iwi Authorities were Ngāti Hinerangi, Ngāti Pūkenga, Ngāi Te Rangi and Ngāti Ranginui.

In relation to Ngāti Ranginui, Ngā Hapū o Ngāti Ranginui Settlement Trust and Ngāti Ranginui Society Incorporated were identified as the relevant iwi-level entities. Ngāi Tamarāwaho, Ngāti Kahu and Ngāti

Hangarau are hapū associated with Ngāti Ranginui and are the hapū with whom NZTA has undertaken substantive project engagement through Tupenga.

Letters were sent to each of the identified iwi authorities and iwi-level entities on 17 December 2025, asking whether they, as iwi authorities, or any of their associated hapū, had an interest in the Project. Follow-up correspondence was subsequently sent, including through the section 29(1)(aa) notification process. No response has been received to the original correspondence, the follow-up correspondence, or the section 29(1)(aa) letters, and no associated communication was received.

4.4.2 Hapū engagement

The relevant hapū for the Project are Ngāi Tamarāwaho, Ngāti Hangarau and Ngāti Kahu. Their representatives participate through Tupenga, the mana whenua working group described in Section 1.8.

The partnership has focused on ensuring that mātauranga Māori and hapū values inform the Project design, assessment of effects and proposed management framework. Key themes have included the treatment of water as a taonga, maintaining and enhancing the mauri and ecological health of waterways, restoring wetland and riparian environments, recognising the cultural landscape and relationships with the Kōpūrererua Valley and Wairoa River, managing effects on archaeological and culturally significant places, and providing for continuing hapū involvement during detailed design, construction, restoration and monitoring.

These matters have influenced the development of the Project. In particular, the intended outcomes for the Kōpūrererua, Nanako and Belk Road stream realignments were workshopped with Tupenga, which informed the naturalised design and restoration approach adopted for those waterways and their surrounding environments. Tupenga has also contributed to the response to effects on Puketoromiro Pā, including the proposed condition preventing further cutting, excavation or removal of material from the existing benching profile adjacent to the pā.

Engagement has also addressed a wider range of potential cultural outcomes and commitments, regarding environmental and cultural matters. Work with Tupenga to confirm these outcomes and commitments is ongoing. That process will inform the most appropriate mechanism for securing or delivering each matter, a number of which sit outside the statutory approvals process and will be addressed through an agreement between NZTA and Tupenga.

4.5 Treaty settlements and Treaty settlement entities

The Treaty settlements relevant to the Project area have been identified through the process outlined in Section 4.4.1. The relevant Treaty settlements include:

- The Ngāti Pūkenga Claims Settlement Act 2017;
- The Ngāi Te Rangi and Ngā Pōtiki Deed of Settlement;
- The Tauranga Moana Iwi Collective Deed of Settlement; and
- The Ngā Hapū o Ngāti Ranginui Claims Settlement Act 2025.

Information on those Treaty settlements, including the relevant Treaty settlement entities, principles and provisions, is provided in Section 1.5 (**Volume B**) of this Application.

The relevant Treaty Settlement entities are:

- Te Tāwharau o Ngāti Pūkenga Trust;
- Ngāi Te Rangi Settlement Trust;
- Ngā Pōtiki a Tamapahore Trust; and
- Ngā Hapū o Ngāti Ranginui Settlement Trust.

4.6 Mana Whakahono ā Rohe and ngā rohe moana o ngā hapū o Ngāti Porou

There are no iwi authorities or groups representing hapū that are parties to a relevant Mana Whakahono ā Rohe or joint management agreement for the Project area. There is also no tangata whenua of any area within the Project extent that is a taiāpure-local fishery, a mātaitai reserve, or an area subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996.

The Project is not within, adjacent to, or likely to directly affect ngā rohe moana o ngā hapū o Ngāti Porou and does not require approval for a land exchange. There are no relevant provisions in the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019.

4.7 Owners and occupiers of land

A schedule of owners and occupiers of land within the footprint of the Proposed Designation is provided in **Volume A – Appendix D**. It also includes information on persons with a registered interest in land that may need to be acquired under the PWA.

4.7.1 Affected landowners and occupiers

NZTA has undertaken a targeted engagement process with landowners whose properties are either partially or fully within the Proposed Designation and may need to be acquired or otherwise secured for the Project.

Directly affected landowners were prioritised in the engagement programme. Letters were sent to directly affected landowners in February 2026, inviting them to meet with the Project team. One-on-one meetings were then held with landowners throughout February and March 2026, with further meetings held where required in the following months.

The purpose of those meetings was to explain the Project, the Proposed Designation, the potential property-specific impact, the FTAA process and the future land acquisition process. Meetings generally included an NZTA representative, a Project team member able to speak to design matters, and a property consultant able to explain the acquisition process.

Table 5 summarises the engagement undertaken with directly affected landowners.

Table 5: Directly affected landowner engagement summary

Details	No.
Landowners met with in 2026	62
Landowners previously engaged with who did not seek a further meeting	2
Landowners who we have reached out to, but no response	0

Matters discussed with directly affected landowners have included acquisition timing, fair treatment, access, and potential environmental and amenity effects. The principal themes raised, and NZTA's response, are summarised in **Table 6**. Engagement with directly affected landowners will be ongoing.

4.7.2 Adjacent landowners and occupiers

NZTA also identified properties considered to be adjacent to the Project. Letters were sent to adjacent landowners and occupiers in February 2026 advising them of the Project and inviting them to attend one of the dedicated local drop-in sessions.

Four drop-in sessions were held in March 2026. Approximately 40 people attended those sessions. Further one-on-one meetings were also held with adjacent landowners on request, including residents from Marshall Avenue and Wallace Place. The Project team also presented to residents of Havenbrook retirement village[31].

[31] Located near Pyes Pa Road

Feedback indicated broad support for the need for the Project, together with concerns about localised environmental, amenity and construction effects. The principal themes raised, and how they have been considered by the Project, are summarised in **Table 6**.

4.8 Other affected parties and stakeholders

4.8.1 Ministry of Education

The Ministry of Education (MoE) administers Tauriko School, which is directly affected by the Project. Construction and operation of the proposed SH29 corridor will require the relocation of the school. NZTA has therefore engaged with MoE regarding the relocation, including the associated property, access and operational arrangements.

The current Tauriko School site is subject to an existing MoE designation. NZTA accordingly requires MoE's written approval under section 177 of the RMA for works affecting that designation. NZTA and MoE are in the process of executing a separate legal agreement that provides for the relocation of the school and addresses the implications of the Project for the existing designation. As these matters are being addressed through that agreement, MoE has not provided a separate formal response to NZTA's section 177 request at this time. Discussions remain ongoing in relation to the final terms and implementation of the arrangement.

The effects of the Project on Tauriko School, including effects relating to property, access and noise, have been assessed as part of the Application where relevant.

MoE has also lodged a notice of requirement for a designation for the proposed new school site. That notice of requirement is currently being processed by TCC.

4.8.2 Western Bay of Plenty District Council

WBOPDC is a relevant local authority, a landowner and an administering body for land affected by the Project.

WBOPDC owns and occupies land that is directly affected by the Proposed Designation on the north-eastern corner of Cameron Road and SH29A. Part of WBOPDC's offices are on the affected land, and the site is designated by WBOPDC.

NZTA has engaged with WBOPDC in relation to the extent of the Proposed Designation and the potential effects on the WBOPDC office site. As the site is subject to an existing designation, NZTA also requires WBOPDC's written approval under section 177 of the RMA. WBOPDC has provided a letter of support confirming that it will provide its section 177 approval (refer to **Volume A – Appendix F**).

Engagement with WBOPDC in relation to the potential effects on their site is ongoing. Matters being discussed include the extent of land required, access, parking, construction effects and any operational effects associated with the Project.

4.8.3 Tauranga City Council

TCC is also a relevant local authority, a landowner and an administering body for land affected by the Project, including parts of the Kōpūrererua Valley and land in the vicinity of the Takitimu Interchange.

In addition to its participation in the CAF, NZTA has engaged directly with TCC regarding the stream realignments, ecological and landscape outcomes, reserve management, access, stormwater integration and construction interfaces. TCC has indicated support for the approach to stream realignment and associated ecological enhancement planting on the basis that it aligns with the intention of the Kōpūrererua Valley Reserve Management Plan.

NZTA has also sought TCC's written approval under section 177 of the RMA for works affecting TCC's existing designation for the widening of Pyes Pā Road. That designation does not appear to have been given effect to. The Project includes widening associated with the Barkes Corner interchange that is generally consistent with the purpose and anticipated form of the designated road widening. No response to NZTA's request has been received from TCC.

Separate discussions with TCC have concerned the lizard release site on land administered by TCC. TCC has advised that it supports this land being used for this purpose (see **Volume C – Appendix C**). NZTA and TCC are entering into an agreement to provide for the establishment, enhancement, use and ongoing management of that land as a lizard release site.

NZTA and TCC are also discussing the acquisition of two parcels of TCC land to the west of the Takitimu Interchange that are required for the Project. Those property matters are being progressed separately from this Application.

The principal matters raised by TCC, and how those are being addressed, are summarised in **Table 6.**

4.8.4 Network Utility Operators

There are a number of Network Utility Operators (NUOs) with infrastructure within or near the Designations, including FirstGas, Contact Energy, Chorus, Powerco, Spark, Tuatahi Fibre, Vocus and TCC.

A NUO Forum has been established for the Project, with the first meeting held on 28 April 2026. The purpose of the forum is to provide Project updates, share information, and support ongoing coordination between NZTA and NUOs as the Project progresses.

The forum assisted NUOs to understand the extent of the Project and identify potential interfaces with existing infrastructure. The principal matters raised, and the proposed approach to ongoing coordination, are summarised in **Table 6**. Engagement will continue and become more asset-specific as investigations are completed and the design develops.

4.8.5 Freight stakeholders

NZTA has engaged with freight stakeholders over a number of years through the business case and Project development phases. Those stakeholders include the Heavy Haulage Association, Ia Ara Aotearoa Transporting New Zealand, National Road Carriers, New Zealand Trucking Association and the Log Transport Safety Council.

An online Freight Forum was held on 29 April 2026. The purpose of the forum was to provide an update on the Project following earlier briefings and an opportunity for questions and feedback.

Freight stakeholders were broadly supportive of the purpose and direction of the Project, particularly its focus on freight reliability and economic productivity. The principal matters raised during discussions and NZTA's response are summarised in **Table 6**.

4.8.6 All other stakeholders

A General Stakeholder Forum was held on 30 April 2026 for other stakeholders who had been engaged through earlier phases of the Tauriko for Tomorrow or who have an interest in the Project and its outcomes. Invitees included local schools, businesses and emergency services.

The forum provided an update on the Project, including the shift into the route protection phase, the proposed works and the consenting process. It also provided an opportunity for stakeholders to ask questions and identify matters of interest.

Engagement with the wider community has built on the extensive engagement undertaken through Tauriko for Tomorrow and has continued through community information days, Project newsletters, website updates and other public communications. A community information day held at Tauriko School in November 2025 was attended by more than 170 people. Information about the Project has also been provided at other NZTA community events and through regular e-newsletters.

Feedback indicated broad support for the Project, with delivery timing being the principal matter raised. This theme, together with NZTA's response, is summarised in **Table 6**.

4.9 Engagement and consultation summary

Consultation and engagement to inform the Project has built on the extensive engagement previously undertaken through Tauriko for Tomorrow and related projects. Feedback received across the engagement effort summarised above has been considered during development of the Project, the supporting assessments and the proposed conditions.

Overall, the Project has received a high level of support, particularly because of its objective to address existing congestion, safety and freight-reliability issues and support planned growth in the Western Corridor. The principal themes raised through engagement, and how NZTA has responded to or proposes to address those matters, are summarised in **Table 6**.

Table 6: Summary of key themes of public consultation

Theme	Details	How feedback has been addressed
Support for the Project and timely delivery	General support was expressed for addressing congestion, safety and freight reliability, together with concern about delays and the effects of further growth on the existing network.	NZTA has continued route protection, consenting and design development and has clarified the relationship between the enabling works and the long-term SH29 and SH29A improvements.
Cultural outcomes and implementation	Tupenga identified outcomes relating to water, ecological restoration, archaeology, whenua, cultural monitoring and tikanga, cultural expression, participation in Project delivery and economic opportunities.	These matters have informed the Project design and proposed conditions. Engagement is continuing to refine outcomes and determine whether they are delivered through conditions or other mechanisms outside the statutory approvals.
Waterways, wetland and cultural landscape	Tupenga emphasised water as a taonga, the mauri and ecological health of waterways, and restoration of wetland and riparian environments.	Outcomes for the Kōpūrererua, Nanako and Belk Road watercourse realignments were workshopped with Tupenga and informed the naturalised channel, wetland, planting and habitat approach.
Kōpūrererua Valley and environmental effects	The cultural, ecological and recreational importance of the valley was emphasised, including effects on streams, wetlands, habitat and landscape character.	The Project will include naturalised stream realignments, wetland and riparian planting, habitat features and broader ecological and landscape mitigation.
Kōpūrererua Valley Reserve management and access	TCC raised matters relating to reserve management, the existing rimu stand, planting maintenance, construction use, access and possible Reserves Act approvals.	These matters will be addressed through detailed design and construction planning with TCC and hapū. Any separate landowner or statutory approvals will be obtained before works commence.
Puketoromiro Pā and cultural landscape effects	HNZPT sought assurance that works would not further modify the landform adjacent to Puketoromiro Pā.	A condition is proposed preventing further cutting, excavation or removal from the existing benching profile adjacent to the pā.
Archaeological authority information	HNZPT sought a fuller Archaeological Assessment, including additional regional context, clarification of recorded sites, further site survey and a more detailed assessment of effects on Puketoromiro Pā.	The Archaeological Assessment has been updated based on this feedback, where relevant. Access to survey the western side of Puketoromiro Pā could not be secured and this limitation is recorded. Following refinement of the Proposed Designation, sites U14/2670, U14/3198 and U14/3199 are now well outside the Project footprint and will not be affected.
Stormwater management and slope stability	Residents raised concerns about overland flow paths, runoff, erosion and slope stability, particularly near Marshall Avenue and Wallace Place.	These matters have been addressed during Project design and in supporting stormwater and geotechnical assessments.

Table 6: Summary of key themes of public consultation

Theme	Details	How feedback has been addressed
Stormwater management within the Tauriko West UGA	Landowners and developers sought clarity about integration with the wider UGA stormwater system, including shared infrastructure and cost-sharing.	A standalone highway stormwater solution is proposed. Infrastructure has been adjusted where practicable, while any future shared solution would require separate agreement.
Property acquisition and effects on directly affected landowners	Affected landowners sought clarity about acquisition, timing, access and effects on retained land. Some requested early acquisition or opposed the proposed land requirement.	Individual meetings and property-specific plans were used to explain the works and acquisition process. Personal circumstances and alternative design suggestions have been considered where appropriate.
Operational noise	Residents were concerned about noise where new or widened highways would be closer to existing homes.	Operational noise has been assessed and the design and proposed conditions provide for mitigation in accordance with applicable standards and mechanisms.
Landscape, visual and lighting effects	Concerns related to the scale and elevation of structures, changes to views and potential light spill.	Landscape and visual effects have been assessed. The Project will include appropriate planting and landscape treatment, and lighting will be designed to meet the required standards.
Construction traffic and disruption	Residents were concerned about prolonged disruption, particularly on Pyes Pā Road, Cameron Road and other key routes.	Construction sequencing will address access maintenance and minimise local disruption. Construction traffic and communications will be managed through the CTMP and associated processes.
Freight reliability and heavy-vehicle requirements	Freight stakeholders supported the Project but sought provision for larger and heavier vehicles and greater certainty about delivery timing.	Feedback has been referred to the relevant NZTA teams. Heavy-vehicle requirements will be considered as the design develops.
Utilities coordination	Utility operators sought continued involvement and better information about existing infrastructure.	A Network Utility Operators Forum has been established, with further investigations and coordination to continue through design development.