

MINUTES OF THE NEW ZEALAND TRANSPORT AGENCY SPECIAL BOARD MEETING
HELD ON FRIDAY, 11 DECEMBER 2009

IN THE NEW ZEALAND TRANSPORT AGENCY BOARD ROOM, NATIONAL OFFICE
CHEWS LANE, LEVEL 2, VICTORIA ARCADE, 44 VICTORIA STREET, WELLINGTON

Approved by the Chair	_____
Date	___/___/___

PRESENT:

Brian Roche
Christine Caughey
Bryan Jackson

Garry Moore
Paul Fitzharris
Alick Shaw

IN ATTENDANCE:

Geoff Dangerfield
Colin Crampton
Dave Whiteridge

Julia Shackleton
Deb Hume

i. **Apologies**

Apologies were received from Grahame Hall.

ii. **Declarations of Interest**

Brian Roche declared an interest in Item 1c, "*Kapiti Expressway: MacKays Crossing to Peka Peka Option Selection*", and Item 2c "*SH1 Kapiti Expressway: North of Otaki to Peka Peka*" noting he is a Kapiti Coast ratepayer.

Brian Jackson declared an interest in Item 1c "*Kapiti Expressway: MacKays Crossing to Peka Peka Option Selection*" and Item 2c "*SH1 Kapiti Expressway: North of Otaki to Peka Peka*", noting he is a Kapiti Coast resident.

No other new declarations or conflicts of interest were declared.

Minutes

1c **Kapiti Expressway: MacKays Crossing to Peka Peka – Option Selection**

Board paper 09/12/0327

Resolved:

That the New Zealand Transport Agency Board:

- a. **notes** the consultation report and key issues arising;
- b. **notes** that three options have been thoroughly investigated for the alignment of a SH1 expressway corridor through Kapiti;
- c. **notes** that each option has strengths and weaknesses with respect to social, cultural and environmental concerns;
- d. **notes** that the Kapiti Coast District Council supports the Eastern option;
- e. **notes** that the community consultation indicated greater support for the Sandhills option compared with the other options;
- f. **notes** that there are clear cost advantages of the Sandhills option, compared with the other options;
- g. **agrees** that the Sandhills option is the preferred Corridor for the SH1 expressway through Kapiti, subject to further alignment development within the corridor including more detailed assessment of effects and further community consultation;
- h. **requests** the Chief Executive to engage with Kapiti Coast District Council and offer assistance with land use and transportation planning, given the Sandhills alignment for SH1 expressway;
- i. **notes** the Board Chair and Chief Executive will engage with iwi and the Takamore Trust over matters of waahi tapu as a priority;

- j. **requests** the Chief Executive to use all mechanisms available to fast-track the further development and delivery of the SH1 expressway through Kapiti;
- k. **agrees** the appropriate method for fast-tracking this project is the procurement of an alliance, and that through this method the aspirational goal is to lodge consents during 2011; and
- l. **agrees** to keep Board paper 09/12/0327 and the resolutions agreed at this meeting in Committee until the decision on the Kapiti Expressway: MacKays Crossing to Peka Peka Option Selection is made public.

Brian Roche / Alick Shaw

2c **SH1 Kapiti Expressway: North of Otaki to Peka Peka**

Board paper 09/12/0314

- a **notes** the consultation report and key issues arising;
- b **notes** that the an Eastern alignment for the Te Horo Expressway and an Eastern Otaki Bypass were previously approved in 2003;
- c **notes** that a number of minor modifications have been made to this route, and that further consultation has taken place with the community
- d **notes** that the community consultation indicated strong support for the proposed alignment;
- e **agrees** that the Eastern alignment for the Te Horo Expressway and the Eastern Otaki Bypass form the preferred alignment for the State Highway between Peka Peka and north of Otaki;
- f **requests** that the following issues are further investigated as the project develops:
 - i. the form and location of the interchanges providing access to Otaki and Te Horo are reviewed, in light of submissions received;
 - ii. the requirement for signage to indicate destinations off of the State Highway is reviewed;
 - iii. the design should allow for future double tracking of the North Island Main Trunk line through Otaki;
 - iv. the alignment is reassessed against current planning requirements prior to preparation the of Notice of Requirement applications; and
 - v. the NZTA should work with Kapiti Coast District Council, the Otaki Community Board and the community in general, with a view to integrating the Expressway with the proposals set out in the Otaki Community Vision document;

New Zealand Transport Agency Special Board meeting – 11 December 2009

- g **notes** that the construction of the Te Horo Expressway could encourage development alongside the existing State Highway 1, but that this would not be consistent with Kapiti Coast District Council's own plans and that this should be discouraged to prevent urban sprawl; and
- h **agrees** to keep Board paper 09/12/0314 and the resolutions agreed at this meeting in Committee until the decision on the Kapiti Expressway alignment between Peka Peka and north of Otaki is made public.

Brian Roche / Alick Shaw