

# THANK YOU FOR YOUR FEEDBACK

We appreciate the feedback received during our consultation period which ran in February and March 2017. Your valuable comments have been reviewed by the team and helped inform the Indicative Alignment.



## YOU TOLD US THAT:

*"Kaipara Flats Road is a great little community and this route will ruin all that"*

*"Use the existing Mangawhai Road instead of affecting more properties"*

*"The area that the motorway ties into SH1 is a really dangerous spot (Maeneene Bridge)"*

*"It's critical that the state highway in a high growth area be future proofed by acquisition of a sufficiently wide carriageway"*

*"Any natural significant areas are very important. We are concerned about native bush being destroyed and not replaced."*

*"Concerned about flooding and indicative route"*

*"Manage noise and air quality"*

*"Farms need to retain economic viability"*

## SO, WE HAVE:

Redesigned the indicative Warkworth Interchange and amended the proposed designation boundary to avoid the use of Kaipara Flats Road as part of the proposed Warkworth Interchange.

Amended the 'T' intersection with State Highway 1 and Mangawhai Road to a roundabout to improve safety. We've also shifted the Te Hana interchange north to better align with Mangawhai Road.

Extended the northern point where the new road will tie into the existing State Highway 1 so it crosses over Maeneene Stream on a new bridge structure, providing safer local road connections and allowing for the northern tie to occur at the location of the existing passing lane.

Shown an Indicative Alignment that makes the best use of the Pūhoi to Warkworth project (which will be operating), and takes account of the future growth expected to occur in Warkworth.

Undertaken ecological assessments of areas along the proposed designation and moved the Indicative Alignment in some areas to avoid sensitive areas, such as the Mahurangi River left branch close to the proposed Warkworth Interchange. A Landscape and Urban Design Framework will also inform the types of vegetation to be planted and where they should be planted to help mitigate the loss of vegetation to be removed.

Undertaken flood modelling to understand the potential impact of the project on the various waterways and catchments in the area, and are developing a design which is resilient to flood events without worsening existing flooding.

Conducted current noise environment monitoring in various locations along the proposed designation. This has been used to build a noise model using the terrain of the land to predict noise volume that is likely to be experienced as a result of the project, and inform proposed mitigation measures.

Engaged independent specialists to provide advice to the Transport Agency on how some farm operations might be impacted by the project.

