

Appendix 2: CONSULTATION, FEEDBACK AND RESPONSES  
Site Specific Management Plan 008 -[Sectors 480-510]  
MacKays to Peka Peka Expressway

31 MARCH 2015 - REV C - CERTIFIED ISSUE



The following tables set out the responses to comments raised by reviewers and those parties consulted in regard to the preliminary SSMP. The project responses are either reflected in the certification issue to which this Appendix pertains, or have been directed to other processes for action, or have been considered but for the reasons noted not agreed to. The parties consulted are those identified by the consent conditions are:

- Te Āti Awa ki Whakarongotai;
- Takamore Trust
- KCDC;
- Kāpiti Cycling Incorporated;
- Implementation Group of the Kāpiti Coast District Council Advisory on Cycleways, Walkways and Bridleways
- Puriri St and Kauri Road Landscape Focus area.

**COMMENTS ON DRAFT SSMP8: TE MOANA-  
KCDC REVIEWERS COMMENTS** [JW=Julia Williams- Landscape Architect; DP = Deyana Popova-Urban Designer;

Draft issue for review Rev A 10.12.2014

Condition Reference	Condition Detail	Reviewer/ commenter	KCDC Reviewer's comment	reference in SSMP	Management Plan Author's response
			C 'Retaining walls..' - paragraph 1– it is not clear which retaining walls this statement refers to and whether this also includes the planted retaining walls or just the retaining wall marked on Sheet 3? The planted retaining walls shown on Sheet 7 associated with the stream are important elements of the SSMP and not having any indication of their height/treatment does not allow a comprehensive assessment of the SSMP. See also comments under Sheet 7.	Text p.8 -	<p>The Expressway retaining wall proposed on the eastern side of the expressway at chainage 11350 is currently being designed, and will not be finalized as part of this revision of SSMP 8. The design of the retaining wall facing panels and finishes is being developed in consultation with the Tuku Rakua collective, Te Āti Awa ki Whakarongotai and Takamore Trust, with the next hui planned for 31 January 2015.</p> <p>A retaining wall in the Waimeha Stream, between the north bridge abutment and south bound off ramp will be constructed with rock filled polymer coated steel mesh (Terramesh®) units / 'gabion' panel facing and provides protection to the bridge abutment, see details on Sheet 9. The wall will not be planted as a planted, soil filled unit does not provide adequate protection from flooding.</p>
			<p>E 'Bridge Abutments'</p> <ul style="list-style-type: none"> <li>• Paragraph 2 - Description of abutment treatment doesn't match description on Sheet 9</li> <li>• Last Paragraph – says architectural lighting will be provided under the bridge – this isn't clearly indicated in Appendix 3: Bridge Summary, ULDF principles summary/ under principle 7. See also comment under sheet 15 below.</li> </ul>	Text p.9 -	<p>The text description on sheet 9 is incorrect and has been inadvertently copied from the SSMP 3 (Kapiti bridge). The abutment will be finished with an exposed aggregate finish.</p> <p>Architectural lighting to be used to add additional interest and safety at night.</p> <p>Softly up light the 4 columns (the two either side of Te Moana Road) to accentuate the form of the columns.</p>

		F 'Other Urban Design Conditions' - second paragraph states 'there will be no formed footpath on the southern side of Te Moana Road'...Appendix 3: Bridge Summary, p.2 – the plan indicates provision for future footpath on southern side of Te Moana Rd – If this still is the intention it should be added to the written document under paragraph 2 to signal the intended possibility.	Text p.9	Text amended in SSMP to clarify, 'There will be no formed footpath on the southern side of Te Moana road. However space provision for a future footpath on the southern side has been allowed.'
		Where is Cross-section 2? (not on plan or in Sheet 5 & 6 cross-sections) There is no CS 2  Houses at 65, 67 Puriri Road to be removed and this is shown more clearly in Sheet 11. It is not clear whether the house at 64 Puriri Road is also to be removed. (It might be helpful to mark street numbers on Sheet 2.) What is happening to remediate these sites?  Additional cross section required - about CH11160 to show effects for 63 Puriri Road plus noise bund.	Sheet 2	Cross section two reference marker has been added to sheet 2 at chainage 11200. Cross-section CS2 added to sheet 5  There is no 64 Puriri Road. You may be referring to 38 and 40 Puriri Road. There is no intention to remove these properties. These sites will be subject to NZTA surplus property disposal process, there is no remediation planned.  This will be covered by the missing cross section CS2 noted above
		It appears from the dotted orange line on the plan that CWB between El Rancho and Puriri Road is located on the existing footpath on the western side of local roads, as requested by the CWB Advisory Group and Kapiti Cycling Inc. can this be confirmed?.	Sheet 2	The CWB uses the existing local road /footpath system. The Alliance will not be upgrading the local road network. If required KCDC would be responsible for constructing any additional separate off road alternatives
		Additional cross section required through 186 Te Moana Road backing onto flood protection bund. Is resident agreeable to bund or is planting required on outer edge of bund (facing neighbouring properties)	Sheet 3	No further cross section required. This is a 1m high grassed earth bund. The note on sheet 3 updated to give bund height. The bund is a stormwater requirement and is there to protect the neighbouring properties from potential flooding. As this is a low 1m high bund within grazed pasture planting is not required.
		Additional cross-section required somewhere between Ch11830m through to Ch11900 to illustrate retaining wall between Expressway and southbound off-ramp (assuming 'retaining wall' label on plan does not refer to Waimeha Stream MSE retaining wall)	Sheet 3	No further cross section required. This note does refer to the Waimeha Stream MSE/Terramesh retaining wall. The appropriate section CS7 on Sheet 9 This is clearly referenced on sheet 7 and 8
		Is CS6 in the correct location? It should be showing the south abutment according to actual cross-section on Sheet 9.  Still have concerns re maintenance of riprap under the bridge between southern abutment and Te Moana Road. The site is partially screened from public gaze by proposed street trees but Council will scrutinise the long term maintenance plans that are required at the time of Final Completion.  No detail is provided re: height and/or treatment of the planted retaining walls. It is also noted the planted retaining walls are marked on the plan Sheet 7 but there is no graphic reference included in the key on top of page.	Sheet 7	The CS6 reference marker on Sheet 7 is in the correct location. Cross section CS6 on sheet 9 labelled incorrectly. CS6 has been drawn correctly  The riprap is a stormwater and structural design requirement. Not an urban design led response. Its purpose is to protect the bridge from flood damage, and scouring. The riprap design considers flood protection and maintenance requirements, including ability to withstand temporary inundation and flooding.  Riprap shall be sized to minimise migration / movement downstream during flood conditions.  As with the Waikanae river, the riprap design has taken into account ecological and visual mitigation requirements as far as practicable. Shaping of flood protection riprap around columns and abutments to resemble braided river island forms and to maintain existing flood flow paths.

		<p>CS6 is labelled South abutment but actually shows northern abutment (check northbound and southbound traffic on cross-section).</p> <p>CS7 – Waimeha Stream – cross-section should be a mirror image (in terms of location of x-section line on Sheet 7).</p> <p>What does timber guard rail look like in elevation?</p> <p>Would like detail re the design of the fence along the northern edge of Te Moana Rd footpath and under the Te Moana bridge next to the riprap. Is it the same as the guardrail above? How will this section of the footpath look for local pedestrians?</p>	Sheet 9	<p>Label amended</p> <p>Cross section reference marker on sheet 7 rotated to accurately reflect cross section direction</p> <p>Elevation of guard rail provided on sheet 9</p> <p>Extent of fence made clearer on sheets 7 and 8. Example of fence type introduced to sheet 9A</p>
		No detail provided of CWB entry at Kauri Road (typical Type 2 detail) for resident consultation.	Sheet 11	This CWB intersection is covered by SSMP 7. Refer SSMP7
		Lighting required at CWB exit onto Kauri Road.	Sheet 14	As above. Refer SSMP7
		<p>Is lighting required at CWB exits onto Te Moana Road or will standard street lighting be enough?</p> <p>No uplighting under bridge. Is this consistent with Appendix 3: Bridge summary ULDF Principle 6?. This is one of the most used urban routes in terms of local pedestrian and cycle use. The ULDF discussed techniques for 'lightening the space' under bridges. (See below). We are not suggesting that the piers should be painted but the large areas of riprap and new road configuration could turn this underbridge area into a rather bleak environment.</p> <p>We need more information on the local user experience within the underbridge landscape and expect to see specific mitigation options shown to create a positive environment for local pedestrian and cycle movement.</p> <p>Refer ULDF principles 4 &amp; 13 in <i>Appendix 3 Bridge Summary</i>.</p>	Sheet 15	<p>The proposed Te Moana road street lighting provides enough light at the CWB intersection.</p> <p>Architectural lighting will be used to add additional interest and safety at night.</p> <p>Softly up light the 4 columns (the two either side of Te Moana Road) to accentuate the form of the columns.</p> <p>The bridge development study text will be updated to match this discription</p> <p>As with Poplar, Wharemauku Kapiti, Waikanae Bridge we are working with Te Ati Awa to realise their aspiration to have Te Ati Awa specific designs incorporated into the column finish. An example of the Te Ati Awa design concept for the Waikanae bridge has been included into the SSMP 8. We are proposing a similar approach for the Te Moana overpass bridge columns. The consultation on this design element is ongoing. The Te Ati Awa motif design may differ for Te Moana.</p> <p>The pedestrian experience under Te Moana Bridge will be more inviting than most other bridges on the expressway. The length of the bridge and the fact that the bridge abutments are separated from the road/pedestrian corridor (Pedestrian corridor consists of 3m shared path, separated from the live lane by a 1.5m on road cycle lane/shoulder) and the fact the ground falls away on both sides of Te Moana road (Refer Cross section CS5) will make Te Moana Road feel more open than most other bridges</p> <p>The orientation of the bridge in relation to the sun (north) will let plenty of natural light under the bridge between midday and late afternoon. The change to a split bridge will also let more natural light to the underside of the bridge</p>

			No plans in draft SSMP. Will be interested in species list for large tree embankment planting on Sheet 2 and specimen trees at Te Moana Road interchange. I note that local consultation has provided feedback on plant species.	Planting Plans not included	Planting plans are included in Rev B issue for certification.
			Resident at 109a Te Moana Road does not want a bund behind her property. Google earth shows 109 Te Moana to be west of Expressway (south of TE Moana Rd) but there do not appear to be any bunds shown on Sheet 3. Are there bunds in this location that are not shown in the plans?	Consultation	This was a Typo should be 190a Te Moana Road  As mentioned above the bund is low/1m high and is design to protect residents including 190 Te Moana from flood waters in a 1 in a 100 year flood event
<p><i>COMMENTS ON DRAFT SSMP8: TE MOANA- KCDC REVIEWERS COMMENTS [JW=Julia Williams- Landscape Architect; DP = Deyana Popova-Urban Designer;</i></p> <p><i>Draft issue for review Rev A 10.12.2014</i></p> <p><i>Comments relate to the Te Moana Road underbridge environment – Comments received 18.12.2014</i></p>					
<i>Date</i>	<i>Detail</i>	<i>Reviewer/ commenter</i>	<i>KCDC Reviewer's comment</i>	<i>reference in SSMP</i>	<i>Management Plan Author's response</i>
18/12/2014	Email	JW, DP	<b>CPTED Issues:</b> No underbridge lighting has been shown and it is unclear what lighting levels will be at night.	Sheet 15	There will be 2 'road lighting' fixings attached to the underside/soffit of the bridge deck. Lighting to meet required road safety standards (category V4). This will adequately light Te Moana Shared Path.  Architectural lighting to be used to add additional interest and safety at night. It is proposed to softly up light the 4 columns (the two either side of Te Moana Road) to accentuate the form of the columns.
18/12/2014	Email	JW, DP	<b>Safety Issues:</b> Safety issues for pedestrians as it is unclear if there is any barrier between the footpath and the stream bank	Sheet 7, 9A, 9B	1.2m high, matt black, steel, two rail panel fence added between Te Moanan Road shared path and stream bank
18/12/2014	Email	JW, DP	<b>Interface between Te Moana Road Footpath and Riprap:</b> The design of the interface between the footpath and the hard surface on the stream bank. It is unclear whether the riprap extends to the footpath, or whether the flatter berm between the footpath and stream bank is gravelled, and how the transition between materials is handled.	Sheet 9A, 9B	A series of 225mm precast concrete slab 'sculptural' steps (3 levels) create a visual transition between the Te Moana Road shared path and the riprap of the Waimeha Stream Bank.  The sculptural steps create increased visual amenity and additional interest for users of the shared path. In some area the riprap will extend around the concrete steps and help the integration of the steps into streamside/bank landscape.

<b>COMMENTS ON DRAFT ISSUE SSMP8: TE MOANA PURIRI ST KAURI ROAD LANDSCAPE FOCUS AREA.</b>					
Community consultation information session held on 13 November 2014. Draft circulated to owner neighbours 28 November for comments –Reponses back 12 December 2014					
<i>Condition Reference</i>	<i>Condition Detail</i>	<i>Reviewer/ commenter</i>	<i>Comment</i>	<i>reference in SSMP</i>	<i>Management Plan Author's response</i>
Condition DC.57A a) iv)	Consultation with relevant 'Landscape Focus Area'	Wendy Gibb 61 Puriri Road	Request that the pond and island on the ex Tocker property be retained.		NZTA currently own the land referred to as the Tocker property, and as a result of changes to the design the ponds are likely to remain unmodified. However in the long term, if not required for the project, future owners will determine what happens on the property.
Condition DC.57A a) iv)	Consultation with relevant 'Landscape Focus Area'	Monica Dearden 39 Puriri Rd	Requested that planting beside the expressway reflect the edge of natural forest with a tapestry effect and include; Whau, kowhai, Stephen's island kowhai lancewood, pittosporum, totara, Kahikatea.		The planting philosophy along the expressway corridor seeks to reflect natural plant associations that would typically occur in this location. All seed for native plants is being sourced from the Manawatu Ecological Region with a focus on the Foxton Ecological District. Maintenance requirement mean that planting close to the edge of the expressway and the cycleway will be low stature grading up to taller species in the core of the planting. Enrichment planting of tree species that require some shelter will occur a year after the initial planting. Refer species list in planting schedule Appendix 1. Whau and Stephen's Island kowhai do not occur naturally in this area so will not be included.
Condition DC.57A a) iv)	Consultation with relevant 'Landscape Focus Area'	Chris Dearden 39 Puriri Rd	Suggested plant species should be endemic to the area. The area at Te Moana Road crossing should include exotic tree species to reflect the established planting in the area. Such as flowering cherries, magnolia, and species that attract birds and provide food source for birds.		Re native plantings, refer above comments.  Groups of exotic flowering trees will be included in the Te Moana Road berms.
		Gabrielle Rikihana 190a Te Moana Road	Does not want a bund behind her property.  Would like to see a mix of native and exotic trees, and trees that can be harvested. Use banks of kowhai trees on both sides of the road.  Suggest planting beside road be a chevron pattern with a mix of native and exotic  Suggest pull-off areas so drivers can take in local views.		This is a flood bund that is necessary for the project to meet its flood management requirements.  The species selection for the Te Moana Road corridor is yet to be finalised but exotic species as suggested are certainly an option – Productive tree species could be part of that.  All the planting along the expressway will be a naturalistic design, there is some scope for structured planting at the interchanges and this will be considered for the Te Moana area.  Pull-off areas are not permitted on an expressway.

Draft SSMP circulated to owner neighbours 28 November for comments –Reponses received 12 December					
Condition DC.57A a) iv b		Marie O'Sullivan	Questions suitability of access to Urupa		A new access road to the urupa will be provided from the west, off Flaxmere Road. The new access road has been design in consultation with Takamore Trust and is currently being consented with KCDC.
Condition DC.57A a) iv b		Chris Dearden 39 Puriri Rd	<p>1. Questions the height of the noise bund and concrete barrier on the bridge. Note that sheet 13 states ‘height varies’ but fails to specify on what basis, or by how much. Discussion at the BOI, and subsequently, with a number of parties, was of a bund 3 metres above the height of the road. We would argue strongly that in this area that be the minimum height adhered to.</p> <p>2. On the bridge over Te Moana Rd. there is the potential to spread traffic noise far and wide throughout Waikanae as the road is already elevated and without proper sound baffles, sound will affect a large number of people. The concrete walls there need to be of sufficient height to reduce that sound to a minimum. The need to reduce nuisance from the bridge also applies to lighting (see below).</p> <p>3. The proposed lighting plan (sheet 14) provides for lights as far as the end of Puriri Road leading up to the on and off ramps for Te Moana road. Again this has been a matter of earlier discussion with the view previously taken that it would not be necessary to have lighting beyond the end of the sand dune that marks the furthest limit of the on and off ramps. Avoiding lighting further south than that point will have a number of advantages. First, it will protect the Urupa from being permanently lit at night which will help ease Maori concerns about damage to the ambience of the Urupa. Second, the ponds of Wetland 9 area haven for a wide variety of native (and other) birds, including spoonbills, herons, stilts, grebe etc. (and a fair number of Canada Geese). Providing them with a flight path in and out undisturbed by light and lighting towers will help preserve the sanctuary nature of the area as well as avoid the problems experienced around the Waikanae Estuary area where newly erected lights led to a number of deaths of spoonbills from flying into them.</p> <p>4. Should it prove a requirement to have lights as far south as sheet 14 indicates, then it would be advantageous to have low level, focussed lighting (of the sort used at Tekapo to prevent light scatter) rather than the standard Expressway lighting. We are not clear whether the lighting indicated on sheet 14 is required only to illuminate the cycleway rather than the road, but if so, surely more discreet lighting could be used for that.</p>		<p>1. The height of the conc. barriers on Te Moana road is 1.1m above road surface. The noise bund has been designed to meet the required noise mitigation standards and minimum heights. Restrictions in designation width and the grades allowed on the CWB (which sits on top of the bund) mean the height does not vary more than approx. 1m. This height variation cannot be confirmed until detail design is complete</p> <p>2. The road/noise barriers are designed to the standards established in the BoI</p> <p>3. The lights are there to light the expressway and have been designed to meet the appropriate road safety standards. The Alliance are consulting with Takamore Trust regarding effects of the expressway on the urupa. With respect to effects on wildlife, many NZTA roads are required to be lit in areas where wildlife occur, unfortunately the roadway lighting standards are binding. No there will be no shielding on the lights here or at any location along the expressway.</p> <p>4. As per above. Lighting shown with symbol (D) is required to light the expressway only. The light at the end of Puriri Road shown using symbol (P) indicates a smaller CWB specific light (5.5m high) this light is designed to illuminate the CWB entrance and help with way finding for CWB users traveling north (coming from Kauri Road). This light has also been thought of in regard to CPTED (crime prevention through environmental design) it location helps to indicate an egress/entry point for CWB users.</p> <p>5. Trees along the drive are outside of the designation. No work or vegetation clearing is proposed in this area.</p> <p>6. As above. No work or vegetation clearing is proposed in this area.</p> <p>7. The area shown to be designated as “retain duneform” is the area of high cultural value- curtilage of the Maketu tree. The designation is purely there to ensure that the area is not disturbed during construction. NZTA currently own the ex Tocker property, and as a result of changes to the design the ponds are likely to remain unmodified. However in the long term, if the land is not required for the project, it will be sold and future owners will determine what happens on the property.</p>



			<p>5. On the vegetation sheets (Vegetation to be retained sheet 2) we note that most of the vegetation on ex Tocker's land is to be retained but not all, and we are not clear whether that is on oversight, simply that individual trees are too small to be identified or what. We are particularly interested in the trees by the side of the drive along the edge of their and our property where we would hope as much of the vegetation as possible could be preserved. It may be that this is not indicated as being preserved because this is the area in which the drain out into Puriri Road will go but as that seems not to be identified, it is hard to know.</p> <p>6. We note too that on the plan most of the vegetation on our property is identified as being preserved but this fails to include the planting by the drive.</p> <p>7. We note that on Vegetation to be Retained Sheet 1 a large area is designated as "retain duneform". No such designation appears on Sheet 2 for the ex Tocker property but we presume that it is the intention to preserve the present land forms?</p>	
Condition DC.57A a) iv b		Alex and Wendy Gibb, 61 Puriri Road	Concerned about the end of Puriri Road becoming a popular place for CWB cyclists to park cars in order to access the CWB, and causing congestion at the end of the road.	The Puriri Rd entrance to the CWB is just one of many public road entrances along the 16km length of the CWB. We see no reason why Puriri Road entrance would attract the numbers of cars and bike riders that you suggest. The majority of CWB users will be local Kapiti Coast residents, commuting to work or school or using the CWB for recreational purposes, without the need for cars. The turning area shown on the SSMP plans has been designed in consultation with KCDC traffic engineers to meet local road design standards and provide turning space for vehicles. If in the future a proven need arises to warrant a designation for 'resident only' parking on Puriri Road, this would need to be negotiated with KCDC.
Condition DC.57A a) iv b		Jill Bolland, Allan Tichborne, John Green	The properties at 145 and 147 Te Moana Road adjoin a "paper road" (designated KCDC land) which shares a boundary with the new expressway. The only other entity with rights over this area Expressway Transport Agency through its designated, possible, future reserve areas which extend up to the Waimeha Stream and beyond. Our view as adjoining neighbours, is that the land labelled road reserve be lost, and the land be incorporated into the reserve-beautification of the expressway surrounds. As well, having a road coming from the new road would be dangerous and add a hazard which could be removed with a new designation for the possible future use of the area.	This query has been referred to the Alliance property experts. However we note the area of land in question is outside the M2PP project designation.

COMMENTS ON DRAFT ISSUE SSMP8: TE MOANA					
KAPITI CYCLING INC. Lynn Sleath					
IMPLEMENTATION GROUP OF KCDC ADVISORY ON CYCLEWAYS, WALKWAYS AND BRIDLEWAYS: Ruth Halliday, Joy Svendsen, Steve Lewis					
Combined meeting held 21 November 2014 also present; Stuart Kilmister					
Condition Reference	Condition Detail	Reviewer/commenter	Comment	reference in SSMP	Management Plan Author's response
DC 59A j) viii	SSMP prepared in consultation with...	CWB Advisory Group	Request button installed at each of traffic lights at the pedestrian crossing points that are at a height easily reached by a mounted equestrian.		Buttons will be provided, technical details still to be finalised. A design will be developed to allow equestrians to cross Te Moana Rd safely. The design will be informed by international standards as none exist in New Zealand for this type of crossing.
		CWB Advisory Group	That mounting blocks are installed in the vicinity of each traffic light pole with signals that are operated by pedestrians' cyclists and horse riders. A standard 3 step commercial mounting block has a base of 63x75cm with steps at 25cm, 40cm and 55cm. Any configuration of 2 or 3 steps up to 60cm would be suitable.		Mounting blocks to be provided in the vicinity of traffic crossing lights, final details to be confirmed.
		CWB Advisory Group	That signs be erected at each entrance/exit point showing that this is a shared path i.e. that users could meet any or all of, horses, cyclists, runners, walkers, dogs.		International horse motif to be provided on CWB directional signage. Specific signage would be provided by KCDC to address significant sharing issues if/when they occur.
		CWB Advisory Group & Kapiti Cycling Inc	Support the arrangements for cyclists to pass through the Te Moana Road Interchange via traffic signals with the following small amendments: <ul style="list-style-type: none"> <li>Smooth out the S curve on the two way shared pathway just west of the interchange southbound off ramp.</li> <li>Extend the synthite markings on the on road cycle lanes as per the MOTSAM standard.</li> </ul>		The s curve has been realigned refer Sheet 8  All cycle lane road markings will be consistent with MOTSAM standards.
		CWB Advisory Group & Kapiti Cycling Inc	We support the request from KCDC to have the shared two way pathway adjacent to the local roads between the El Rancho entrance and the end of Puriri Road located on the west side in order to be consistent and avoid road crossings.		The Alliance considers that the current route for CWB, utilizing existing Kauri and Puriri roads and footpaths are appropriate to this location/low traffic environment. Provision of a two way path on a local road would be KCDCs responsibility if it is deemed necessary.

COMMENTS ON Draft ISSUE SSMP 8: TE MOANA					
TE ATIAWA KI WHAKARONGATAI Representatives- Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker					
The comments below have been confirmed by Te Atiawa at the design workshop on 5 December 2014					
Condition Reference	Condition Detail	Reviewer/ commenter	Comment	reference in SSMP	Management Plan Author's response
57 e) i	SSMP to be prepared in consultation with Te Atiawa ki Whakarongatai  General comment to be applied to SSMP 1 – SSMP 10	M2PP Alliance	A workshop was held with Te Atiawa on the 23 October 2014. The workshop had two key focus areas: 1. Te Atiawa to review and comment on the SSMPs. Provide formal comment. 2. Identify key opportunities for input into the design of the elements within the expressway with a focus on the CWB and interpretation signage. Agree a methodology, deliverables and program. 3. Alliance to prepare a draft design framework by the end of November 2014 and hold a second workshop with Te Atiawa		Formal comment received for SSMPs 1-10 at the workshop held on 23 October 2014  In addition, the Alliance design team are working with Te Atiawa ki Whakarongatai to develop design of some elements along the expressway and CWB corridor. This work considers the whole Expressway route. The first stage, currently underway, will identify the particular locations of significance to Te Atiawa. If these locations occur within this SSMP area, landscape elements or features will be designed and incorporated into the CWB corridor, in consultation with Te Atiawa. This process is ongoing (at 5.12.14)
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai and Takamore Trust  General comment to be applied to all SSMPs	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Te Atiawa request that in general terms the design of the expressway meets tangata whenua values. There is to be a particular focus on water bodies, terrestrial and wetland planting, however It is important to Te Atiawa that iwi expectations are also met in regards to: <ul style="list-style-type: none"> <li>• Design/aesthetic values of built elements</li> <li>• Ecological values</li> <li>• Landuse and the physical environment</li> <li>• Cultural and historical values</li> </ul>		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai and Takamore Trust  General comment to be applied to all SSMP's	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Te Atiawa request input into the naming of new waterbodies created as part of the project. (such as the new wetlands to the south of the Wharemauku Stream currently referred to as flood storage area 2)		See previous comments

COMMENTS ON DRAFT ISSUE SSMP 8: TE MOANA					
Takamore Trust 16.2.2015 Ben Ngaia					
Condition Reference	Condition Detail	Reviewer/ commenter	Comment	reference in SSMP	Management Plan Author's response
57 e) ii)		Ben Ngaia	Takamore Trust supports Āti Awa ki Whakarongotai's statements and Alliance Responses (above)		

57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai and Takamore Trust	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Where possible planting within the expressway is to consider Iwi values in regards but not limited to: <ul style="list-style-type: none"> <li>• Maori customary practice, kaupapa Māori</li> <li>• Flax cultivation (pā harakeke)</li> <li>• Mahinga kai</li> <li>• Planting for medicinal use rongoā māori</li> </ul>		See previous comments
	General comment to be applied to all SSMP's		Specific areas of interest, land use, planting type will be identified in individual SSMP comments.		
Condition Reference	Condition Detail	Reviewer/ commenter	Comment	reference in SSMP	Management Plan Author's response
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	The CWB entrance at the end of Puriri Road is a suitable location for interpretive signage to tell the story of the Makatu Tree and 'Weggerly' (Tuku Rakau) wetland area.  Refer to the Cultural Impact Assessment by Ben Ngaia  Te Atiawa recommend future discussion with Takamore Trust on this matter		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Tuku Rakau wetland (Weggerly wetland) has significance to Takamore Trust  Tuku Rakau wetland has had a strong historic connection to Takamore, Te Atiawa and the Urupa. Naming of wetland has significance to Takamore Trust and the Urupa to acknowledge this connection.  Refer to the Cultural Impact Assessment by Ben Ngaia  Te Atiawa recommend future discussion with Takamore Trust on this matter.		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	The expressway cuts through the historical crescent shaped approach to the urupa at approx. chainage 11400m. There is an opportunity to use pou whenua on coinciding sides of the expressway as a way to signify the connection between the separated lands.  Interpretive signage to tell the story of the urupa and the historic access route.  Te Atiawa recommend future discussion with Takamore Trust and Te Atiawa ki Whakarongatai on this matter		See previous comments

	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Te AtiAwa expressed an interest in being involved in the design of the retaining wall facing panels in Sector 510, with the understanding that this would need to be in collaboration with Takamore Trust and the Tuku Rakau collective.		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	South of Te Moana Road - Interpretive signage to tell the story of : <ul style="list-style-type: none"> <li>• Kawewai cultivation ground</li> <li>• Tuku Rakau settlement and Wi Parata</li> <li>• Moving of the Whare</li> <li>• Moving of the church after the railway</li> </ul>		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Potential for a Wahi Tapu area to the north west of the Proposed Te Moana Road bridge. (Te Atiawa ki Whakarongatai have been working with KCDC to obtain recognition in the – District Plan).  North of Te Moana Road - Interpretive signage to tell the story of : <ul style="list-style-type: none"> <li>• Taewapirau, (Settlement, cultivation site, burial ground)</li> <li>• Te Maumaupurapura cultivation ground</li> <li>• Upokotekaia Pa</li> <li>• Waimeha Stream</li> <li>• Totara Lagoon</li> </ul>		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Interpretive signage to tell the story of the Waimeha Stream, its significance to Te Atiawa for: <ul style="list-style-type: none"> <li>• Mahinga Kai</li> <li>• Planting for medicinal use rongoā māori</li> <li>• Maori customary practice, kaupapa Māori</li> </ul>		See previous comments
57 e) i	SSMPs to be prepared in consultation with Te Atiawa ki Whakarongatai  SSMP 8 specific comment 23/10/2014	Hemi Sundgren, Ann-Maree Bukholt, Mahina a rangi Baker	Interpretive signage to tell the story of the ecology of the lagoon system.  Link to Iwi Values: Reason for settlement in the area <ul style="list-style-type: none"> <li>• Mahinga Kai</li> <li>• Planting for medicinal use rongoā māori</li> <li>• Maori customary practice, kaupapa Māori</li> </ul>		See previous comments

