
SH1 Ōtaki to north of Levin Project: Shortlisted Corridor Options Engagement Summary Report

JANUARY – MARCH 2018



Manakau Community Information session and 10 February 2018

December 2018

APPROVAL

PREPARED BY	REVIEWED BY	ENDORSED BY	FINAL REVIEW BY
Jo Wilkins	Sarah Cronwright Jo Poole Lonnie Dalzell	Sarah Cronwright Lonnie Dalzell	Chris Robertson
Stantec	NZTA	NZTA	NZTA
Date: April 2018	Date: May 2018	Date: May 2018	Date: December 2018

Proactively Released under the Official Information Act 1982

Contents

Engagement Highlights	1
1. Purpose of this report	2
2. Background.....	2
3. Engagement overview	5
4. Who we engaged with	6
5. Engagement activities	8
6. Feedback Sought.....	19
7. Analysis of the feedback	23
8. Conclusion.....	61
9. Next Steps	61
Appendix A – Project update on shortlist options for public consultation Feb 2018.....	62
Appendix B – Engagement Material	66

Proactively Released under the Official Information Act 1982

ENGAGEMENT HIGHLIGHTS

Ōtaki to north of Levin project

February – March 2018 engagement

ENGAGEMENT HIGHLIGHTS

ADDITIONAL INVESTIGATION BASED ON FEEDBACK...

Social / Community

"...a thorough and quantitative social impact assessment [is needed] to determine the relative impacts on the lives and livelihoods of local residents of the corridor options."

WE HAVE: Conducted a more detailed social impact assessment before the selection of a preferred corridor option.

Impacts on Dwellings / Property

"Please consult with [nearby] affected neighbours rather than just the ones being acquired."

WE WILL: Consult widely with both directly affected properties and those nearby at the next stage of the process.

District Development

"It would seriously affect the future development of Levin as it would cut off a large portion. This is the main area left for Levin to grow. That would change if it was divided by an expressway."

WE WILL: Continue to work with HDC; to make sure our project supports the predicted population growth in the District. We'll also make sure that any changes to the local road network still allow people who live and work in the area to get around easily.

Cultural sites

"Ururū and waahi tapu are situated within the proposed corridor. We have and are currently seeking Maori reservation status for our papa kainga."

WE HAVE: Work with iwi and landowners to examine further sites of cultural importance.

Multi Criteria Analysis (MCA) process

"The MCA process is subjective and the outcome can vary depending on the criteria used and the weighting given to them."

WE HAVE: Commissioned a peer-review of our MCA process.

Noise

"Noise is a key issue for Manakau residents, particularly as the closest part of the village to S6 is elevated and sound rises. The noise problems for residents near the Kapiti Expressway is well documented."

WE HAVE: Organised noise specialists to provide further detail to the project team.



FEEDBACK SUMMARY

S6

Some people supported this option, because of safety benefits, resilience, journey time savings (with this route being shortest and most direct) and they agreed that it best meets the project objectives. Some people opposed S6, as they were concerned about the negative social effects on the Manakau community and severance, and the impact this option would have on dwellings.

S7

Some people favoured this option due to it having fewer negative effects on the community and existing dwellings in the Manakau village. Supporters acknowledged the higher cost of S7 compared to S6, but would rather village character and existing homes be avoided. They also considered the longevity of the expressway justified the higher cost. When people disagreed with this option, they identified key physical features such as the fault line, the severance of large areas of productive land and possible future resilience issues. People also cited engineering difficulties and known areas of ecology and landscape value.

S7A

There was limited support for S7A, some people acknowledged it was a good compromise while others noted the negatives seemed to outweigh the positives for this option and that the cost was prohibitive.

N4

Some people felt that N4 best met the project objectives, as it was shorter, more direct and provided the best connection into Levin. Other reasons some people favoured this option were related to district development; this option is located near existing development. Those who opposed this option cited key features of ecological value, heritage, productive land and impact on existing dwellings.

N5

Some people noted that N5 connected well with the southern options, but there was not a huge amount of support or opposition for this option. Some people who did not like this option cited negative effects on the community and dwellings as reasons.

N9

Some people liked how N9 connected well with S7. Some people noted this option affected the least amount of dwellings, but felt it would impact negatively on the new dwellings that are being developed in this area and on future development and growth.



www.nzta.govt.nz/O2NL

New Zealand Government

1. PURPOSE OF THIS REPORT

This report describes the process used to engage with the community on the shortlisted corridor options for the Ōtaki to north of Levin (O2NL) project, and the feedback findings on the shortlisted options. It also provides background information about the project. The engagement period ran from 5 February to 23 March 2018.

The process for shortlisting the corridor options is described in the *Project update on shortlist options for public consultation February 2018* (see Appendix A).

2. BACKGROUND

2.1 Project overview

The O2NL project will improve the safety and resilience of State Highway 1 (SH1) and State Highway 57 (SH57) and support regional economic growth by delivering a state highway that meets current and future transport demands.

The proposed new state highway would tie in with the yet to be completed Kāpiti Expressway and extend to just north of Levin, including a bypass of Levin Town Centre.

The project objectives are to:

- reduce travel times on the state highway network
- reduce deaths and serious injuries on the state highway network
- enhance the resilience of the state highway network
- provide appropriate connections that integrate the state highway and local road networks to serve urban areas.



Figure 1: Map of the Wellington Northern Corridor

After our community engagement in June 2017, we developed a long list of corridor options which we then assessed to produce a shortlist of corridor options. This involved identifying known constraints such as landscape, ecological, cultural and heritage features, developing possible corridor options, testing these options and undertaking more detailed investigations. During this process we met regularly with the Project Reference Group – see section 4.1.

All of the shortlisted options pass to the east of the existing State Highway 1 (SH1) and begin at Taylors Road north of Ōtaki, linking to the Peka Peka to Ōtaki Expressway currently under construction. They all re-join the existing SH1 just north of Levin.

Each corridor between Ōtaki and north of Levin is made up of a southern option (S6, S7, S7A) and a northern option (N4, N5, N9). Each of the three southern options can be linked with each of the northern options to form nine possible corridors for the O2NL project.

All shortlisted options met the project’s objectives and are likely to have the least adverse effects of the 23 longlisted options while taking into consideration factors such as property impacts, cultural and social effects, project cost and construction difficulty.

During our second round of community engagement which took place from February to mid-March 2018, we sought feedback on the shortlist of corridor options to inform where the proposed corridor should be located.

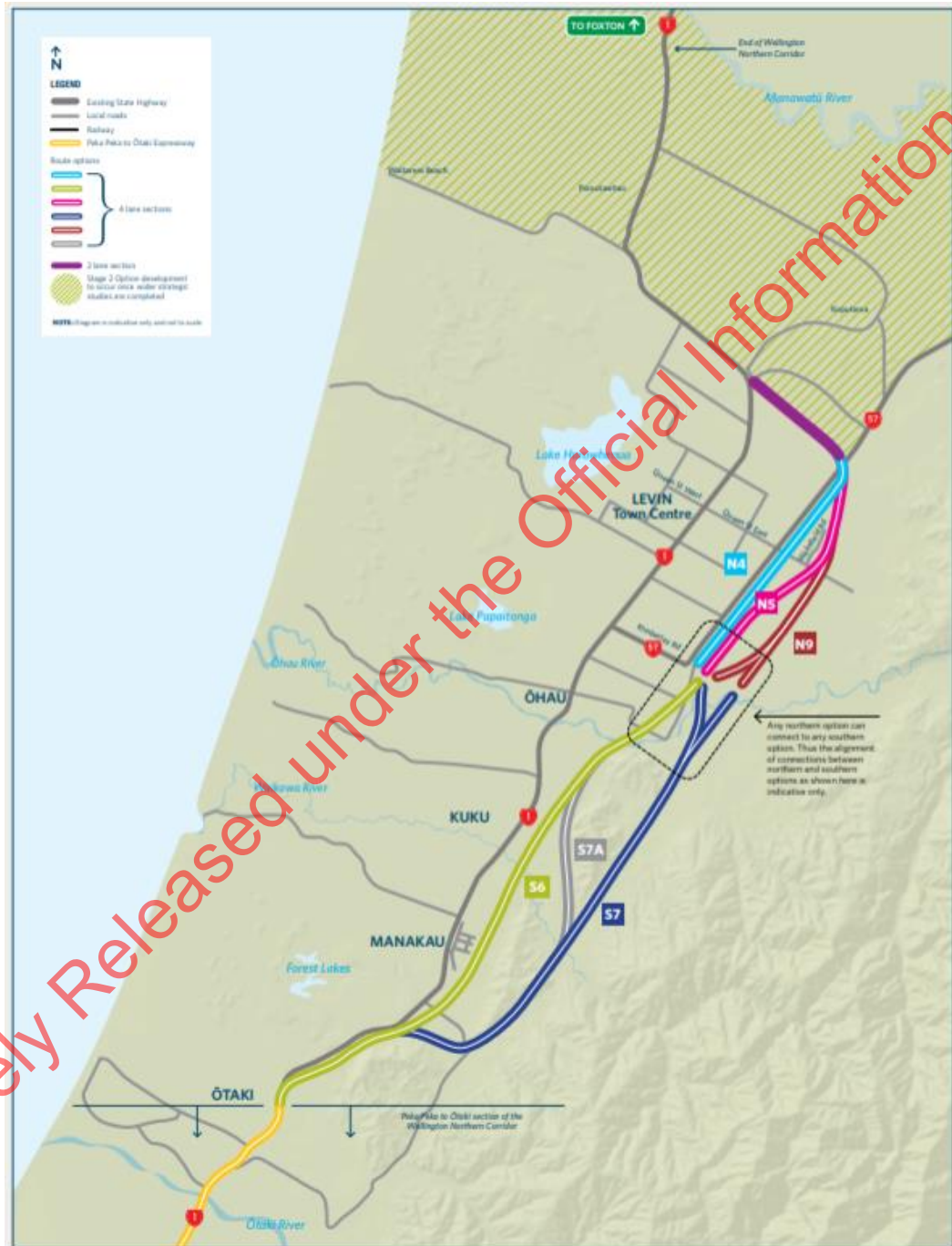


Figure 2: Shortlisted options for engagement

2.2 Previous consultations

Four previous community engagements have been undertaken by the O2NL project in 2011, 2012, 2014 and 2015.

In mid-2017, because the scope of the Ōtaki to north of Levin project had changed since starting in 2011, it was important to explain the changes around the extent of the project to the community. The Transport Agency also wanted to better understand community values and interests, including cultural, environmental, business and social issues, to help achieve the best outcome for the region and for road users who travel through the region. The Transport Agency sought the various perspectives of people who live, work and travel in the area and used this information to help develop a long list of options.

Key outcomes were:

- Route suggestions

Some people talked about routes to the east of Levin, many others indicated they would rather see a route to the west of Levin. People noted it is important to find a route that minimises the impact on residential and agricultural land, and suggestions were made about continuing the project further north.

- Bypass

There was strong support for the need to bypass Levin and other townships/villages. Some people were concerned about removing passing traffic and potential trade from Levin, but the majority recognised the need to reduce congestion and remove heavy vehicles from town.

- Safety

Positive comments were received about the recent safety improvements, but many more comments highlighted other concerns, like dangerous intersections, the narrow bridges and lack of safe passing opportunities.

- Values

People indicated there are a number of features within the project area that are highly valued by respondents, such as highly productive soils, village character, marae, rural lifestyle, spiritual connection between Lake Horowhenua and the Tararua Ranges and heritage buildings.

Engagement Reports have been prepared by the Ō2NL project for each engagement activity that has been undertaken and were published in August 2013, April 2014, February 2016, and August 2017. All four reports can be found on the project website www.nzta.govt.nz/otaki-to-north-of-levin.

3. ENGAGEMENT OVERVIEW

3.1 Engagement purpose

Community engagement has been a key component of the project since its inception. Engagement helps us to understand community values and expectations and to make well-founded decisions.

The purpose of the January to March 2018 round of engagement was to:

- update the community and stakeholders on what they told us during the June/July 2017 consultation round and how this information has been used by the project team to develop options
- present the options investigated as part of the Multi Criteria Analysis (MCA) process
- explain the MCA process and the outcomes
- to obtain feedback on the short-listed options to help make a recommendation on the preferred option
- to obtain initial feedback on the location of interchanges.

3.3 Engagement Approach

To ensure wide community participation, the Transport Agency:

- continued to meet with the Project Reference Group
- in mid-January, offered to meet with and met with landowners whose property was identified and affected or potentially affected by the project
- established a pop-up shop on the main street (Oxford Street) running through Levin which was open the duration of the community engagement period, from 7 February to 9 March 2018
- promoted the engagement using a district household mail drop, local media (Horowhenua News, Horowhenua Chronicle, Neighbourly), e-mail updates to 1,630 people who had subscribed via the project's webpage for information, and through the assistance of the Horowhenua District Council
- held community information sessions around the district
- attended community organised meetings and hui
- used a series of display boards at the pop-up shop and community information sessions to: explain the project to date and development of corridor options, assessment and further investigations of the options, provide a detailed overview of the shortlisted corridor options and where interchanges could be located, identify interim safety improvements to the sections of SH1 and SH57 that run through the O2NL project area
- provided a detailed aerial photo of the project area so that the shortlisted options could be identified in relation to property boundaries
- provided relevant information on the project webpages
- asked for feedback via a printed feedback form, an online feedback form, email, or hardcopy letter.

4. WHO WE ENGAGED WITH

We engaged with the following groups and key stakeholders:

1. affected and potentially affected landowners
2. iwi – see section 4.1 below
3. the Project Reference Group – see section 4.2 below
4. local communities including:
 - households in the Horowhenua District
 - road users
 - community interest groups
 - business owners

5. District and regional councils:
 - Horowhenua District Council *
 - Kāpiti Coast District Council *
 - Horizons Regional Council *
 - Whanganui District Council *
 - Palmerston North City Council *
 - Greater Wellington Regional Council
6. non-government organisations
 - Forest and Bird *

* submitted feedback

4.1 Iwi Engagement

As partners to the Treaty of Waitangi and mana whenua of the area, iwi have and will continue to be engaged with throughout the O2NL project. The project has had regular contact with local hapu and iwi through holding hui and having korero with:

- Te Rūnanga O Raukawa
- Māaupoko Tribal Authority
- Nga Hapū o Ōtaki
- Te Kotahitanga o Te Iwi o Ngāti Wehi Wehi
- Te Iwi o Ngāti Tukorehe
- Ngāti Pareraukawa
- Ngāti Kikopiri
- Kereru Marae
- Ngāti Huia ki Huia
- Ngāti Huia ki Matau

4.2 Project Reference Group

In early 2017, the Transport Agency asked members of the local community, iwi and relevant stakeholders to join the O2NL Project Reference Group (PRG). The purpose of the PRG is to provide information and a community voice as part of the O2NL project investigation process, helping the project team understand local issues and opinions and provide feedback directly to their whanau and community. Some members of the PRG were involved in the MCA process, including criteria setting and the scoring workshops. The project team and the PRG meet on a regular basis and this is planned to continue throughout the life of the project.

The Project Reference Group comprises representatives from:

- Kāpiti Coast District Council
- Horowhenua District Council
- Greater Wellington Regional Council
- Local iwi groups
- Road Transport Forum NZ

- Road Transport Association
- NZ Heavy Haulage Association
- Automobile Association *
- Federated Farmers
- NZ Police
- NZ Fire Service
- St John Ambulance
- Cycle Aware Manawatū
- Manakau District Community Association *
- Waitāreere Beach Road Progressive and Ratepayers Association
- Waikawa Beach Ratepayers Association
- Levin Business Networking Group
- Poroutawhao Residents Group
- Ōtaki Community Board
- Department of Conservation *
- Heritage New Zealand Pouhere Taonga *
- KiwiRail
- Housing New Zealand *

* submitted feedback

PRG members have attended one or more of the meetings held over the past year. In addition, the project has held one-on-one meetings with some of the organisations represented on the PRG.

5. ENGAGEMENT ACTIVITIES

5.1 Overview

The engagement activities discussed in this section relate to both engagement with affected and potentially affected landowners, and activities associated with the community in the project area.

The engagement period ran from 19 January to 16 March 2018. The O2NL project focused on contacting and meeting with affected and potentially affected landowners during the first two weeks. Engagement with the community, which commenced on 7 February, was initially planned to run until 16 March 2018, but was extended by a week to 23 March 2018 due to a high level of public interest.

The O2NL project pop-up shop, something the project hadn't used during previous rounds of engagement, was a valuable addition to the February–March 2018 engagement activities.

Community engagement was conducted with iwi, key stakeholders and community groups through meetings, hui, information sessions, the pop-up shop, email and phone conversations. Throughout February and March, project team members were available to talk to people and hear their thoughts. People were encouraged to fill out the paper feedback

forms available or go online to complete the form. Details of engagement events were promoted widely.

5.2 Letter to affected and potentially affected landowners

On 19 January 2018, letters (Appendix B.3) were sent to 490 landowners that were identified as owning a property affected or potentially affected by one or more of the options. The letter provided these landowners with advance notice their properties may be affected by the O2NL project; to update them on the project, 2017 community engagement, and the upcoming engagement in early 2018; to offer to meet with them to discuss how the options may affect their property and to answer any questions they may have; and to offer support through access to an independent counselling service.

The landowners' meetings with the project team comprised a planning/technical representative and a property specialist and the majority were scheduled to take place before the project shared the shortlisted corridor options with the wider community in February. Meetings took place throughout the engagement period starting 24 January 2018. The majority of landowners took up the opportunity to meet with the O2NL project.

5.3 Meetings with landowners

The project team held over 300 meetings with landowners.

These meetings were to inform landowners about the shortlisted options and how their property might be affected, provide landowners with an opportunity to ensure the project team understands potential impacts and areas of importance, and to help clarify the process with owners.

5.4 Newsletters

A February *Project Update* newsletter was delivered to over 19,000 households and businesses across the Horowhenua in the seven days beginning 5 February 2018. The version was also translated into Te Reo Māori, which was made available at hui, the community information sessions, community-held meetings and via the website, pop-up shop and Horowhenua District Council offices and public libraries

Seven *Project Update* newsletters, including the February issue, were emailed to O2NL Project subscriber email list during the engagement period between 5 February 2018 and 16 March 2018. Starting with 750 subscribers at the start of the engagement period, newsletter sign-up grew over the engagement period to over 1,630 subscribers. Copies of the newsletters are attached in Appendix B.2.

5.5 Media releases and newspaper advertising

A media release issued on 5 February 2018 announced the shortlisted corridor options, provided details about the upcoming engagement and invited people to give feedback.

Starting 31 January 2018 and continuing on a weekly basis through to mid-March 2018, quarter-page display advertisements to promote the engagement and community information sessions were placed in the Horowhenua Chronicle (circulation area from Opiki/Tokomaru to

Ōtaki, distribution 15,500) and the Horowhenua Mail (circulation area includes Levin, Foxton and Shannon, distribution 26,000).

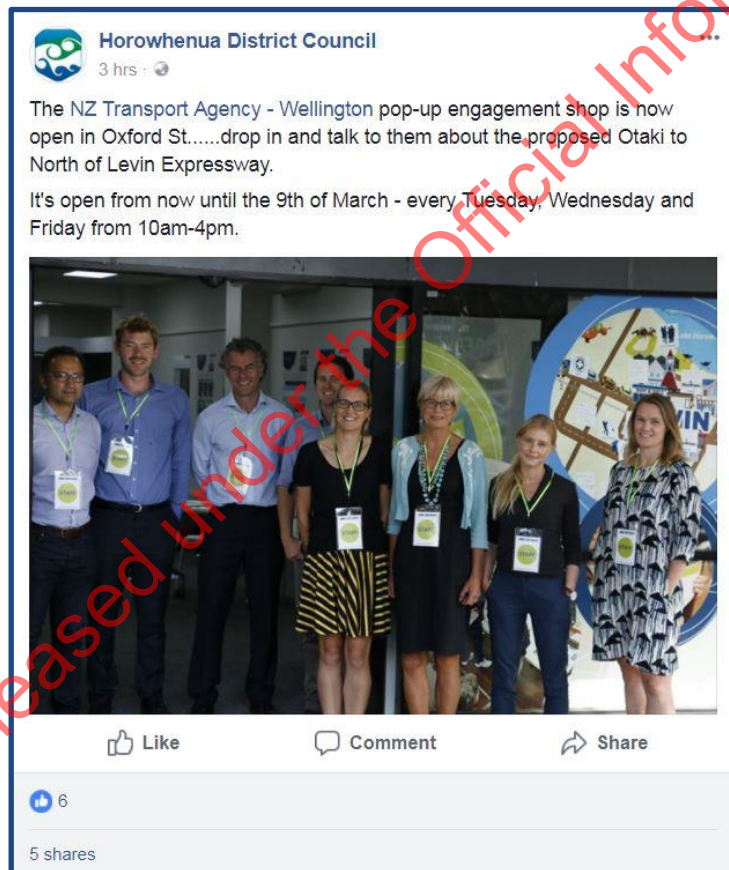
This advertising was supported by a display advertisement in the Dominion Post (distribution 98,000) at the start of the engagement on 3 February 2018.

Appendix B.4 contains a copy of the media release and Appendix B.5 shows copies of the advertisements.

5.6 Social media


Advertising on the social media platform Neighbourly was used to promote the engagement, community information sessions and pop-up shop, and to encourage feedback on the shortlisted corridor options. The advertisements included direct links to the project webpages and online engagement platform.

While feedback was not officially captured via Facebook and other social media sites the project team monitored some channels and conversations. The Horowhenua District Council also helped to promote the pop-up shop on their Facebook page.



HDC Facebook post - Wednesday 7 February

Sponsored Post


 **Have your say on the Ōtaki to north of Levin project** © Public
NZ Transport Agency

Scheduled for February 3rd, 1:00am


Starting 7 February, the NZ Transport Agency is inviting people to have their say on a shortlist of corridor options for the Ōtaki to north of Levin project. We would like to meet you and hear your views on the shortlisted options. Please come along to one of our [community information sessions](#) or stop by our Levin Pop-up Shop.

We encourage all residents and interested groups to participate. We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

[Find out more!](#)



Sponsored Post

 **Have your say on the Ōtaki to north of Levin project** © Public
NZ Transport Agency


Scheduled for February 8th, 1:00am

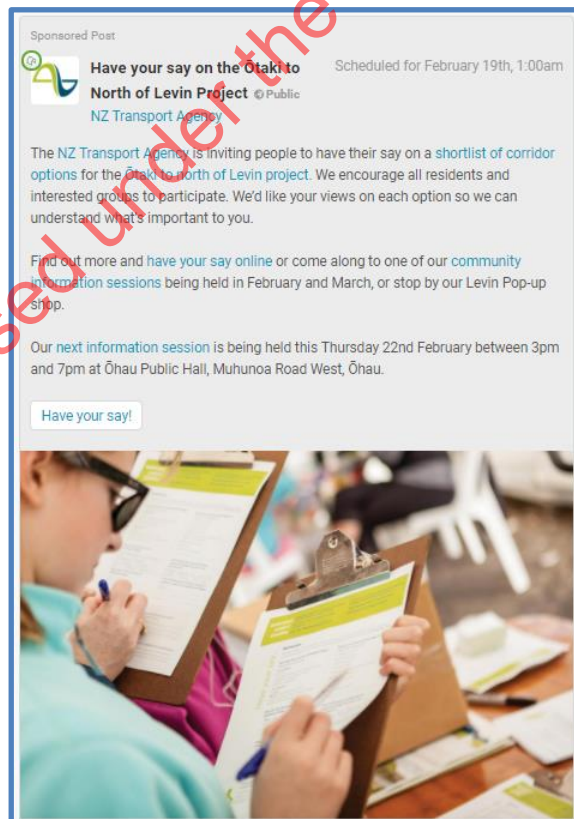
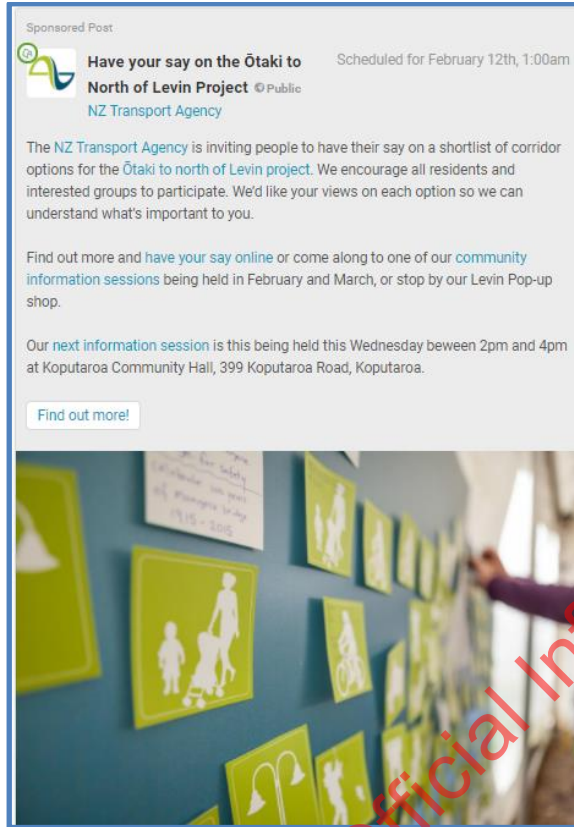
The NZ Transport Agency is inviting people to have their say on a shortlist of corridor options for the Ōtaki to north of Levin project. We encourage all residents and interested groups to participate. We'd like your views on each option so we can understand what's important to you.

Find out more and [have your say online](#) or come along to one of our [community information sessions](#) being held in February and March, or stop by our Levin Pop-up shop.

Our first information session is being held this Saturday between 10am and 2pm at Manakau Community Hall, 12 Mokena Kohere Street, Manakau.

[Find out more!](#)





Examples of Neighbourly posts

5.7 Project webpages

Project webpages on the Transport Agency's website provided a hub for the online engagement and were updated throughout February and March 2018 with the following information:

- copies of the information display boards (Appendix B.1)
- project update newsletters (Appendix B.2)
- media release (Appendix B.4)
- project FAQs
- maps – the shortlisted options (Appendix B.6), a detailed aerial showing the options and a Google Earth file
- a property information sheet (Appendix B.8)
- details of the community information sessions
- previous consultation/engagement and technical reports, including the O2NL Community Multi-Criteria Analysis (MCA) Report dated September 2017
- a link to the online engagement website: <http://o2nl.nzta.govt.nz>

During the consultation period, 7,344 visitors visited the O2NL web pages, viewing the pages 21,843 times.

5.8 Online engagement platform

The O2NL project used the engagementHQ platform to host the online version of the feedback form. This went live on 5 February and closed on 26 March 2018. The website was accessed from the O2NL project webpages and direct links were provided in newsletters and on social media. During the engagement period, more than 1800 people visited the engagement platform (see Figure 3) and 284 people completed online forms.

Visitors Summary

Ōtaki to north of Levin from 04 Feb'18 to 26 Mar'18

DAILY MONTHLY

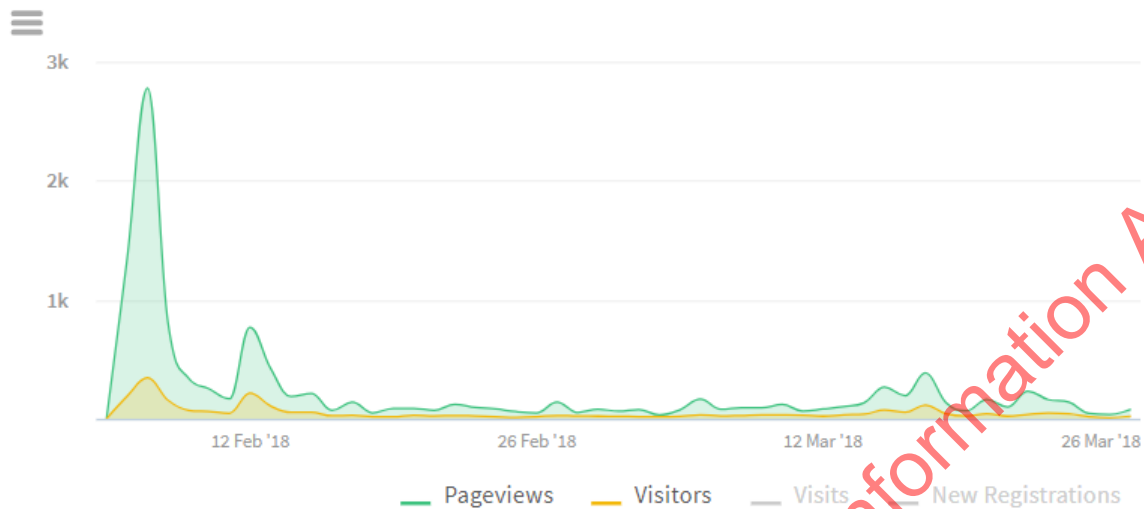


Figure 3: Visitor numbers and page views for the project engagement website

5.9 O2NL inbox and phone line

All O2NL project communication throughout the engagement provided a dedicated email address (o2nl@nzta.govt.nz) and free phone number (0508 625 4636) for people wishing to contact the project. Both channels were well utilised by members of the public; asking questions, requesting meetings and providing feedback on the shortlisted corridor options.

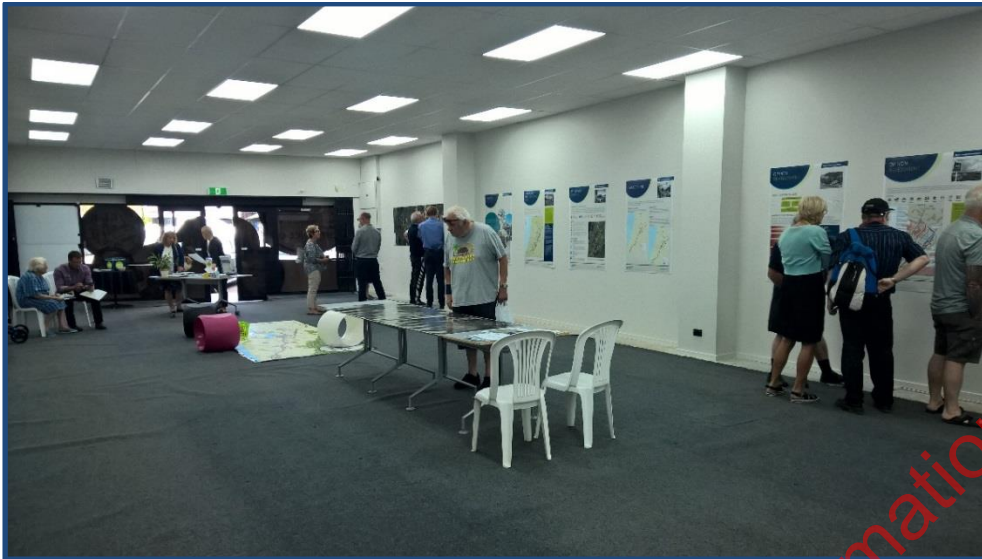
5.10 Levin pop-up shop

The O2NL project pop-up shop located in the centre of Levin at 183 Oxford Street, provided an important Transport Agency presence for the duration of the February to March 2018 engagement period and experienced high visitor numbers with over 1,300 people visiting the shop.

During opening hours, members of the public could view the information boards displayed on the walls, talk to and ask questions of the project team, and submit completed hard-copy feedback forms. The shop was also used for community information sessions, and Project Reference Group and landowner meetings. 1370 people visited the pop-up shop during the 4 week period it was open from 7 February 2018 until 9 March 2018.

The shop's opening hours were:

Tuesday:	10am – 4pm
Wednesday:	10am – 4pm
Thursday:	12pm – 6pm
Friday:	10am – 4pm



Shop opening – Wednesday 7 February 2018

5.11 Community information sessions

In addition to the pop-up shop providing a venue and opportunity for engagement with the community during February and March 2018, the project team held community information sessions throughout the Horowhenua District. These were held at local community halls, Waiopēhu College and the Levin Adventure Park.

Copies of the display boards used at the pop-up shop were also on display at the information sessions. As with the pop-up shop, attendees had the opportunity to talk to members of the project team, ask questions, note any comments for future response by the project team and provide feedback.

Over 880 people attended eight community information sessions. Table 1 provides more detail about these information sessions.



Ohau Community information session, Thursday 22 February



Family Fun Day, Saturday 24 February

Table 1: O2NL community information sessions

Event	Date	Location	Attendees
Manakau information session	Saturday 10 February, 10am–2pm	Manakau Community Hall, 12 Mokena Kohere Street, Manakau	280
Koputaroa information session	Wednesday 14 February, 2pm–4pm	Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa	100
Levin information session	Saturday 17 February, 10am–2pm	Pop-up Shop, 183 Oxford Street, Levin	110
Ōhau information session	Thursday 22 February, 3pm–7pm	Ōhau Public Hall, Muhunoa West Road, Ōhau	79
Family Fun Day	Saturday 24 February, 10am–4pm	Levin Adventure Park	200
Levin information session	Thursday 1 March, 4pm–6pm	Waiopehu College, 74 Bartholomew Road, Levin	55

Event	Date	Location	Attendees
Poroutawhao information session	Wednesday 7 March, 2pm–4pm	Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao	30
Levin information session	Friday 9 March, 4pm–8pm	Pop-up Shop, 183 Oxford Street, Levin	30

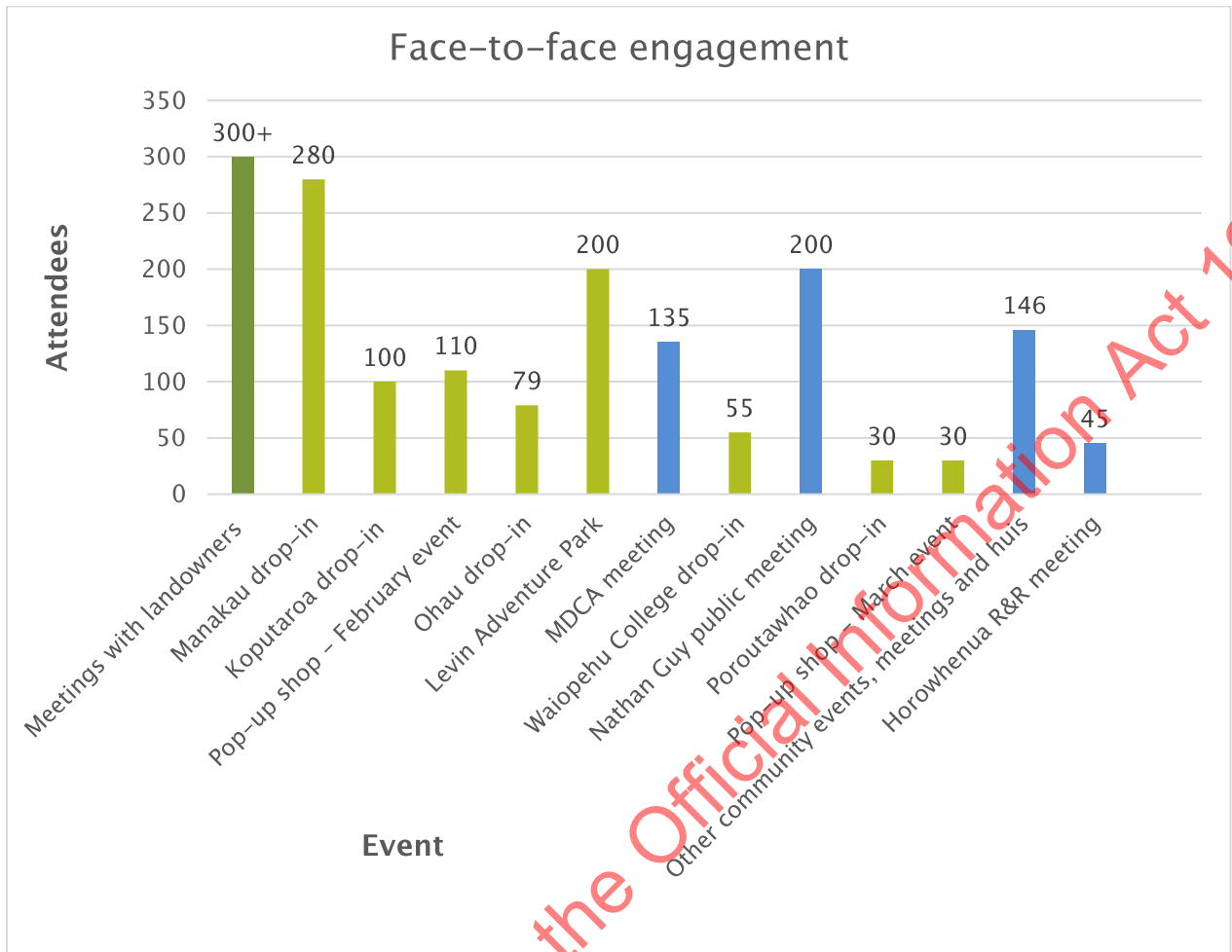
5.12 Community-led meetings & hui

Over the course of the engagement period, representatives of the team attended eight community organised meetings and hui:

- Manakau District Community Association (MDCA)
- Nathan Guy public meeting
- Horowhenua Residents and Ratepayers
- Hui at Tukorehe marae
- Hui at Wehi Wehi marae
- Rebus
- Levin 60's Up Club
- Levin Rotary Club.

These meetings were attended by approximately 525 people.

All meetings followed a similar format: presentation by the project team, followed by a Q&A session. Information was left with the groups and feedback on the shortlisted corridor options encouraged.



Face-to-face engagement (not including pop-up shop visitors)

5.13 Internal information sessions

The project also held information sessions for Transport Agency staff. These were held on:

- Wednesday 21 February in the Palmerston North office (36 attendees)
- Monday 26 February in the Wellington office (30 attendees)

Information used for the O2NL community engagement was presented and staff were available to answer questions.

6. FEEDBACK SOUGHT

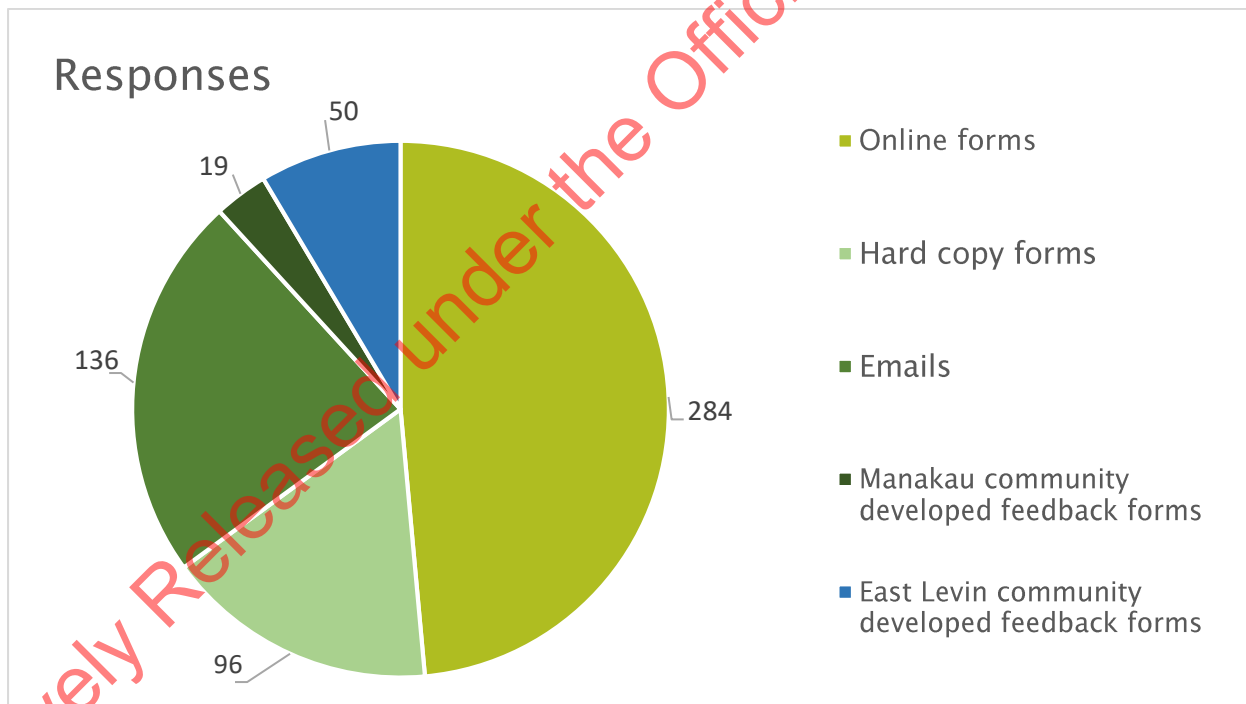
This section outlines how the project sought feedback on the shortlisted corridor options.

The engagement was focused on encouraging people to provide feedback on six shortlisted corridor options; three in the south and three in the north. Each of the three southern options can be linked with each of the northern options to form nine potential corridors within the O2NL project area.

Feedback was also sought on where interchanges could be located. The O2NL project presented information about the form and location of potential interchanges and showed five broad locations where interchanges could be located. The project acknowledged that a decision on exactly where interchanges will be provided would not be made until later.

Feedback was received in the following ways:

- the feedback form filled out either in hardcopy (Appendix B.7) or online through the engagement website
- written submissions via email and hardcopy letters
- community developed feedback forms
- anecdotal comments received via the Levin pop-up shop, community information sessions, meetings and hui.



Feedback numbers

The project received a total of 585 formal responses during the engagement period.

- 380 feedback forms (284 online and 96 hardcopy)
- 136 email submissions
- community feedback forms from Manakau (19 forms) and East Levin (50 forms).

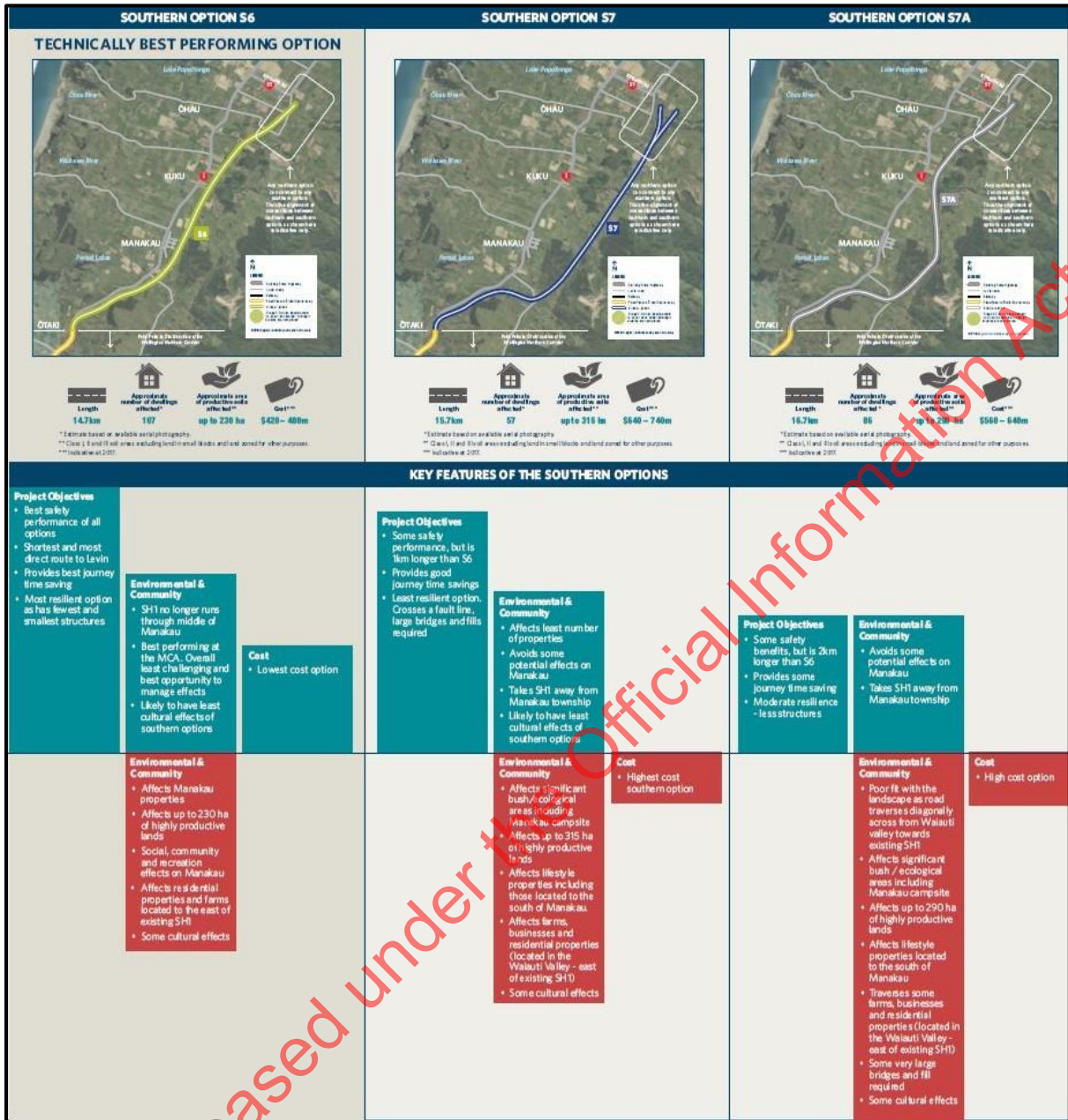


Feedback forms were available in the shop and at events

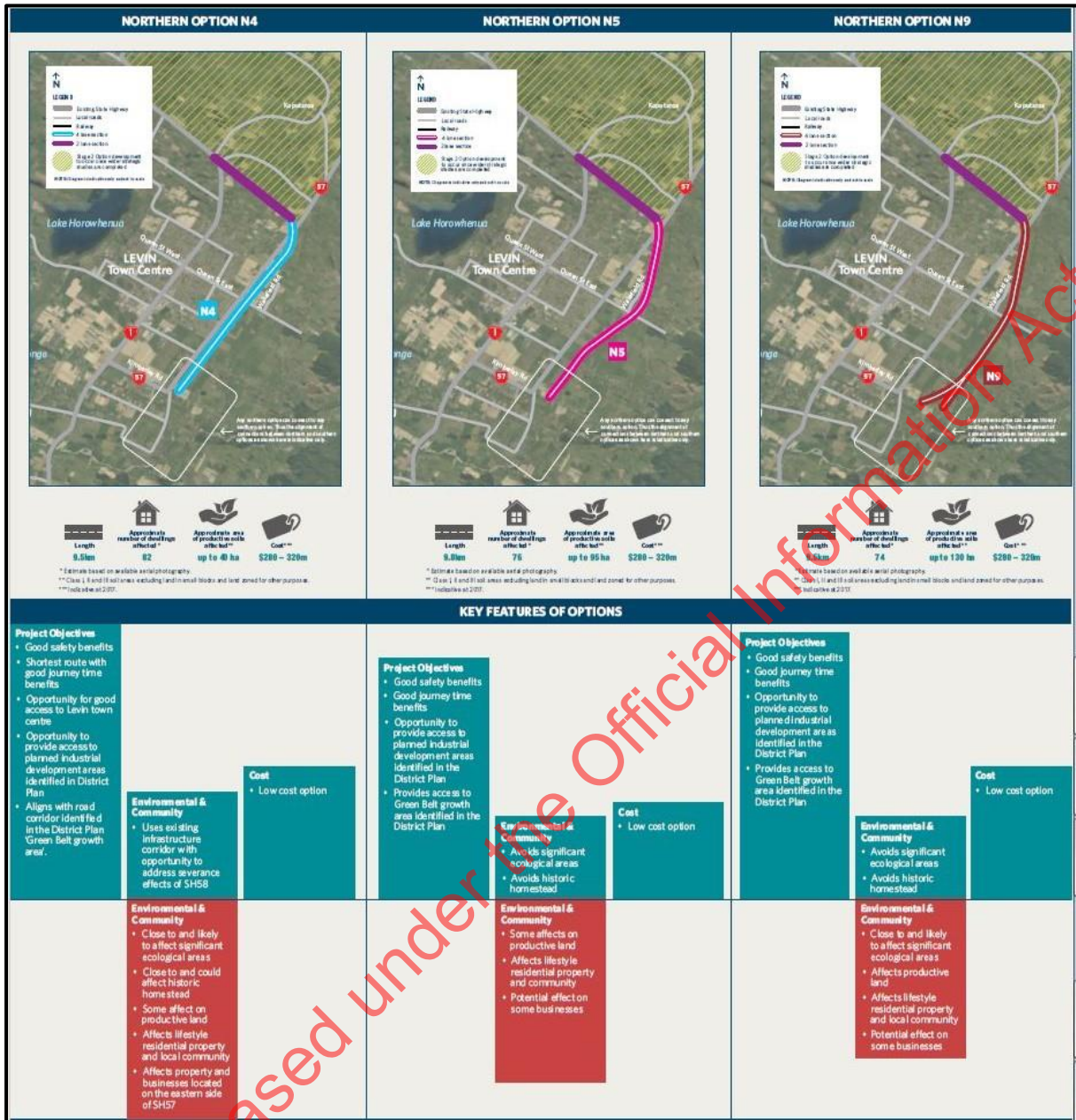
6.1 Feedback Forms

The six shortlisted options were shown on the hardcopy and online feedback forms alongside an overview, key statistics and some of the advantages and disadvantages identified by the O2NL project for each option to date. This information was also shown on the information boards (displayed at information sessions and in the pop-up shop).

People were invited to respond to three open ended questions for each option, provide their thoughts about where interchanges should be located, and to draw attention to anything else they thought the project should know or consider.



Overview of Southern Options



Overview of Northern Options

6.2 Emails

Feedback received by email tended to be more detailed in general, often focusing on the engagement process, specific geographic areas or providing alternative options.

6.3 Community Feedback Forms

Two groups within the community, Manakau and East Levin, set up and circulated their own feedback forms. Relevant information and feedback within these forms was capture.

7. ANALYSIS OF THE FEEDBACK

In analysing the feedback, the following characteristics were taken into account:

- the community engagement was self-selecting and did not involve a statistically representative survey. People provided feedback if they were motivated to do so.
- people could respond in multiple ways, e.g. using one or more of the feedback channels.
- while some feedback received was from individual submitters, some feedback represented multiple people or the views of an entire organisation.

7.1 Landowner meetings

Landowners sought clarity about the process and timings. Further insight was gathered about specific sites of ecological, heritage and archaeological interest. These often had a very specific geographical location, so the project team have been able to note these features. In addition, 77 landowners also gave feedback in other ways (online, forms, email).

7.2 Key stakeholders

On-going relationships with key stakeholders are important to the project. The project team have held meetings with and received feedback from:

- Palmerston North City Council
- Automotive Association
- Regional Transport Committee, Horizons Regional Council
- Forest and Bird
- Housing New Zealand Corporation
- Whanganui District Council
- Kāpiti Coast District Council
- Department of Conservation
- Manakau District Community Association
- Horowhenua District Council
- Heritage NZ Pouhere Taonga

The nature of feedback was largely in support of the project and aligned to the project objectives. Specific advice from these stakeholders will be taken into consideration as the project moves forward.

7.3 General comments

To help the project assess why people liked or disliked a particular option, feedback was sought about the key features of each option: *‘What key features are most important to you?’* and *‘Are there any other key features we should be aware of that would potentially impact this option?’*.

The majority of submitters support the project. There is some appetite for widening the existing highways (SH1 and SH57), but very few stated that the project is not needed. When opposition was expressed, it tended to be directed at a particular option.

Peoples comments during the engagement process tended to relate to the criteria identified through the MCA process and feedback was categorised by these themes:



There was considerable feedback on and discussion about social and community impacts including impact on dwellings, productive land and district development. The community also used the project objectives to explain why an option was important to them (e.g. improvements to safety, resilience and congestion).

Discussion about social, community and the impacts on dwellings were often cited together and used interchangeably because people felt they were highly linked. Several submissions considered that a social impact assessment should have been done before options were shortlisted¹.

People often talked about health issues and concerns stating that the engagement process, along with the potential effects of the future expressway (noise, dust and vibration), is impacting on people's health. Residents cited the elderly Horowhenua population and that these sensitivities are felt by this part of the community more. Comments about engineering considerations were also focused on concerns about vibration, dust, the construction process and planting. These aspects are common to all options and need to be considered further at the detailed design phase².

There was considerable value placed on the potential loss of lifestyle, people often spoke from a personal point of view of how this expressway could potentially affect them.

During the mid-2017 engagement, the project team learnt about important areas of ecological, heritage, tangata whenua and cultural values that are important to the community. People once again took this opportunity to tell the project team about areas of importance under these categories.

Other views about property included the concern that there's not enough properties in the district for all the potentially displaced people; people who are 'nearby affected' (those living close to the proposed corridors, but not directly underneath it) want to be involved more in the process; and people want to be treated fairly and with respect under the property and planning process with compensation and mitigation occurring appropriately. People said the uncertainty is having an immediate effect on property sales, property values and finding potential buyers.

There was a mixture of views regarding productive land. People talked about the importance of protecting productive land along all of the corridor options.

¹ Following this round of engagement and feedback, a social impact assessment has been undertaken.

² Noise was a common concern among submitters and subsequently a more detailed noise assessment has been conducted.

Quotes

"Please consult with directly affected neighbours rather than just the ones being acquired. We are left with the resultant effects on our quiet lifestyle."

"The World Health Organisation website states that The WHO guidelines for night noise recommend less than 40 dB(A) ... outside of bedrooms to prevent adverse health effects from night noise. (www.euro.who.int/en/health-topics/environment-and-health/noise/data-and-statistics accessed 08/03/18). To me this is probably the most important factor when considering the siting and construction of a road."

"Long term we must protect the better productive land."

"Within reason try to locate [the new expressway] where the least number of people are affected. Put people before \$\$\$"

7.4 Feedback on southern options

Option S6

Option S6 is the option closest to State Highway 1 in the south and was identified and presented to the community as being the 'technically best performing option' in relation to this option best meeting the project objectives. This option affects the community of Manakau.

Community feedback in support of option S6 is consistent with the project objectives. When people talked in favour of this option, they mentioned the safety benefits, journey time savings (with this route being the shortest and most direct) and resilience provided by this option. People also noted S6 was a cost effective choice.

Those who opposed S6 talked about its negative social effects on the Manakau community, severance and impact on dwellings.

Overall there was slightly more support for S6 than the other southern options.

Option S7

Option 7 follows a route in a valley further east of the Manakau settlement.

Some people favoured this option due to the reduced effects it would have on the community and existing dwellings in the Manakau village. They acknowledged the cost, but would rather village character and existing homes be avoided and considered the longevity of this expressway justified the cost.

People who disagreed with this option, identified key features such as the fault line it would cross, possible future resilience issues, and known areas of ecology and landscape value that would be affected. Submitters also acknowledged the negative impact this option would have on newly developed areas such as Manakau Heights. People also cited engineering difficulties. S7 was also questioned about its viability under the Resource Management Act (RMA), because it would significantly adversely affect landscape value; encroach on areas of regional ecological significance; have a cultural impact in relation to wāhi tapu and Māori land; and would be located on the Northern Ohariu fault line.

Option S7A

Option S7A was an option generated through the MCA workshop discussions – from the south it follows S7 behind the foothills and then returns to the S6 corridor in the vicinity of Kuku East. The main positive identified by the project is a reduced effect on Manakau village and the avoidance of some of the costly elements of S7, however, it is a longer more indirect option.

There was limited support for S7A; although some people acknowledged it was a good compromise between S6 and S7. Submitters noted that for this option the negatives seemed to outweigh the positives. Engineering considerations, not meeting the project objectives in the same way as the other southern options, its cost and length were all reasons for people finding this option unsuitable. Several people referred to S7A as a ‘non-option’.

7.5 Feedback on the northern options

A technically preferred option was not identified by the project for the northern options. The three northern corridors are similar in length, cost, meeting the project objectives and impact on dwellings.

People’s feedback debated about district development in the north; each of the northern options were said to enhance or negatively impact on district growth depending on the view of the submitter.

Option N4

Option N4 follows a route close to the existing SH57.

This option was widely supported. People felt that it best met the project objectives because it is shorter, more direct and provided the best connection into Levin. Other reasons people favoured this option were related to district development. It was felt that because this option was located near an existing main road, it would encourage growth further east. Another positive identified through the feedback was that option N4 would have the least impact on the Tararua Ranges.

Those who opposed this option cited key features of ecological value, productive land and impact on existing dwellings. While some people opposed this option due to heritage values others noted that the specific historic house that has been identified along this route is not available to the public and needs to be restored. Several people thought option N4 could use SH57, rather than needing to be a new offline expressway.

N4 was the northern option with the most support.

Option N5

Option N5 takes an alignment that is further to the east of the existing SH57 than option N4.

Feedback noted that option N5 connected well with the southern options. Generally, however, there was not a significant amount of support or opposition for this option, people seemed indifferent to it. People who did not like this option indicated social impacts and negative effects on dwellings as reasons.

Option N9

Option N9 follows an alignment similar to the existing high voltage transmission lines towards the Tararua Ranges and is the most eastward of the northern options.

Feedback noted how this option would connect well with option S7. People indicated that while this option affected the least amount of dwellings, it would have a social impact on the

new dwellings that are being developed in this area and would impact on future district development and growth.

7.6 Feedback on interchanges

People were generally comfortable with the broad locations where the project indicated interchanges would be needed. While the proposed Levin and Manakau interchange locations were both supported, feedback varied about the particular location; some favoured Queen Street, some Kimberley Road and others Tararua Road.

People supported the rationale for providing interchanges: connections, and access on to and off the new state highway and to and from SH57. They also strongly emphasised the importance of maintaining local connections and access from existing local roads.

There was a split amongst comments with some people wanting to see more detail on interchanges and stressed the importance of knowing where these could be located and what form they could take, so that people could give informed views in their feedback. Others indicated they would rather see a corridor identified and then have a conversation about where interchanges should be located. Comments received about the design included concerns about scale, light and visual aspects of interchanges.

7.7 Other comments

People were asked to comment on anything else they'd like the O2NL project to know or consider.

Some submitters made comments relating to the existing safety problems of sections of the existing state highways between Ōtaki and north of Levin, stating that something needs to be done now to improve the current state highway and problem bridges.

Submitters who opposed certain options used this as an opportunity to propose alternative routes to those presented by the project, including western routes. They also suggested widening the existing state highways.

Numerous comments were received on the need to include western options. People stated they support a western route because in comparison to the shortlisted eastern options:

- it would traverse agricultural land that was perceived to be of a much lower value
- it would be a shorter, cheaper, more direct route
- it would have less impact on homes, the community and businesses
- there will be a lesser impact on the environment and native birds
- it would allow development to better service the population growth predicted for Horowhenua
- it would meet the project objectives – better safety, travel times, connections to northern routes and infrastructure resilience
- the sand dunes and general contour of the land in the west gives a great deal of natural sound mitigation
- the west has a better topography for the highway
- it would not cross any railway lines and only impact local roads
- the land to the west of Levin is not known for flooding.

When submitters discussed western options, there were often comments criticising the MCA and engagement process used by the O2NL project, demanding an explanation why there were no shortlisted western options. In addition to comments received via the feedback forms and emails, the need for western options was also mentioned during conversations at information sessions and meetings/hui, and at the pop-up shop.

7.8 Feedback themes

The following table sets out specific points raised by landowners and the community during the community engagement in February and March 2018.

It also describes how the project team has taken these points into account.

Proactively Released under the Official Information Act 1982

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Landscape and Visual		
Important to follow the same hinterland landscaping and planting plan as that of the Kāpiti expressway including cycle tracks	This is supported in principle, but is a detailed design matter and would not influence the choice of option.	All options
In winter months this area is covered in fog and low cloud.	Noted.	S7
The expressway taking route S7 would have a devastating effect on all aspects of the valley. Additionally the whole beauty of the valley would be spoilt beyond any advantage that the new road could bring.	The landscape and visual effects on the valley are acknowledged and have been taken into account in evaluating options. It is acknowledged that construction of any highway will inevitably have adverse landscape and visual effects.	S7
<p>Puketawai Hill is inside your S7/N9 corridor and is shown by the blue marker. I have shaded in red the piece of Kimberley reserve that your corridor crosses.</p> <p>When you look in an accurate map you would wonder why this high piece of terrace overlooking the reserve has been included as part of Kimberley Reserve (most of it is grazed by the neighbouring farmer).</p> <p>The reason it was protected is because it is a historic hill. Used for among other purposes, as a lookout to hunt for wild horses. It was named after the beech trees which grew on it, as local Māori recognised that the beech trees didn't grow anywhere else on the Horowhenua plain, making it special. Some of the beech trees remain today and are protected as they are part of Kimberley Reserve. See "Horowhenua" by Leslie Adkin p319.</p>	<p>The historic significance of this hill was identified at an early stage and was one of the sites that was used to model archaeological risk in the project area.</p> <p>The landscape and visual assessment assumed that best efforts will be made to find the best practicable alignment within the 300m wide corridors (paragraph 1.9 of the Background Report to Community and Stakeholder Workshop: Landscape + Visual + Urban Design, 17 December 2017).</p> <p>It assumes that attention will be paid to avoid discrete features such as Puketawai Hill and Kimberley Reserve. The centreline of the 300m corridor in this area is sufficiently west to provide separation between the road and Puketawai Hill/Kimberley Reserve. For example, the report discusses road alignments that would generally follow the existing transmission lines to the west of Kimberley Reserve.</p>	Puke-tawai hill. This hill is just at the bottom end and part of Kimberley reserve.
Some families have multigenerational associations in this area, their ancestors are buried in the urupa/Manakau Cemetery on South Manakau Road. "The Manakau Cemetery where the first interment took place in 1892 is still used by descendants of the original colonial families and by tangata whenua as an urupa." (Treadwell & Associates. August 2009). This land, termed Manakau Downlands by the Horowhenua District Council, is rated a high amenity landscape in a report by Treadwell & Associates. August 2009 and had some cultural significance to the local iwi as a source of food and timber.	<p>The amenity of the Manakau Heights area (Manakau Downlands) was acknowledged in the baseline landscape report and taken into account in the ranking scores. The S6 and S7 options are well to the east of the urupa and cemetery which is located between the railway line and existing State highway.</p> <p>See comments re heritage values below.</p>	Manakau
Ecology		
Waikawa Reserve and Waikawa Stream	<p>The vegetation of Waikawa Reserve has been classed as regionally significant and thus avoidance has been recommended. However, complete avoidance of the reserve may not be possible with this option.</p> <p>The Waikawa Stream has been classed as nationally significant and thus is a notable feature and ecological constraint.</p>	S7
We have native snails all over our property	We have classed all known land snail sites as ecological constraints and have also identified and classed native vegetation areas as constraints. This approach has aimed to avoid known and potential habitats of land snails.	Southern options
QEII Bush	In this vicinity we identified Rushbrooke Bush (approx. 1ha) as a regionally significant ecological constraint. Following a meeting with the owners (SA - 080418) it was confirmed by them that the bush is not covenanted. We have also identified the QEII protected lands located on the eastern faces of the hills north-east of South Manakau Road as ecological constraints.	South Manuka Road

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Ground conditions in valley – watercourse and v poor drainage – typical across the immediate Manakau village area.	Noted, this is a detailed design issue and our investigations to date suggest this can be adequately managed.	S6
Native bush (with family ashes scattered). This crosses a fault line. Lots of slips around the hills and several natural springs. Lots of flooding in this area and cuts through farm land and market gardens including Māori land.	The various matters raised have all been identified, and would be addressed in detailed design if this route option is chosen.	S7
This route appears to encompass a large stretch of the Koputaroa stream in behind Waihou road.	The intention would be to locate the alignment to avoid impacts to the Koputaroa Stream.	N5
There are also a number of "private" lakes which are dependent on the water flow. The ecology of these would be severely impacted by disruption to the waterways.	Noted. This would be further investigated during detailed design if this route is chosen.	S6
There are Morepork, Kereru, Tui, Pheasant, California Quail, Spur-winged Plover, White faced Heron, Eastern Rosella, Bellbird, Pukeko, Paradise Shelduck, Mallard, Australian Harrier, Shining Cuckoo, Long-tailed Cuckoo, Kingfisher, Welcome Swallow, Yellowhead, Fantail, Silvereye, Sparrow, Blackbird, Thrush, Starling, Magpie, Chaffinch, Yellowhammer, and possible others. The reason birds are so numerous is due to our seclusion and closeness to the foothills of the Tararuas.	We have taken into account known locations of animals/birds (or their habitats) of recognised conservation concern. A number of native forest sites occur in the North Manakau Road area and these have been recognised as ecological constraints.	Nth Manakau Rd
Protection of Waihopai Reserve only 500m away.	The Waiopahu Scenic Reserve has been classed as an ecological constraint of national significance and a high priority for avoidance.	N9
The northern part of this section crosses the headwaters of the Koputaroa stream and would have an effect on the native eel (Tuna). These are an endangered species which migrate from Tahiti.	The intention would be to locate the alignment to avoid impacts to the Koputaroa Stream.	N9
The Manakau area has been historically identified by National Geographic Magazine as the most ideal temperate climate for growing the largest range of plants in the Southern Hemisphere.	We have recognised native vegetation areas in the vicinity of Manakau as ecological constraints and aim to avoid these areas where possible. The alignment of S6 along the toe of the foothills at the edge of the plains was a favourable factor taken into account in assessing the landscape and visual effects of the option relative to those that bisected the plains. Effect on productive land has also been a major factor in the assessment process.	Southern options
Native vegetation on the slopes leading down to the stream, worked to control invasive weeds and pests, to make a natural habitat for native flora and fauna.	We have identified native vegetation areas in this location which are likely to be of significance and are not aware of significant vegetation in this immediate area. Further investigation will be undertaken during design of any option in this area.	Southern options
S7 Native bush, Kereru, Tui, Moreporks, Pheasants and Native Parrots and Quail.	We have taken into account known locations of animals (or their habitats) of recognised conservation concern. A number of native forest areas occur around the S7 option and these sites have been recognised as ecological constraints. The landscape and visual assessment of S7 took the native bush within the valley, in particular the Waikawa River Reserve into account. Nevertheless, the assessment assumed that best efforts would be made to find the best practicable alignment within the 300m wide corridors. For instance, the report noted the opportunities to align the road within the corridor to the west of Waikawa River Reserve.	S7

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>Unstable River Terrace endangering special trees in Kimberley Reserve. The river terrace around Puke-tawai is high and unstable (indicated by the arrows) and in the last 6 months the river's natural erosion has claimed another beech tree. These trees seem to be seeding and there are young trees showing that this process has been going on for hundreds of years. Going by Adkin's map and our own experience over 20 years, the erosion by the river is actually very gradual. However, the farmer's fence and animal grazing limit the area of beech trees to a narrow strip. The area of Beech trees is indicated by the green strip drawn on the terrace edge.</p> <p>While local residents in Kimberley Rd would like any expressway cut as low into the ground as possible and given bunds, (and this will also help protect Kimberley Reserve from noise) I am very concerned that if S7 was linked to N5 or N9 the excavation work and shaking of Puke-tawai hill could well change the natural rate of erosion by weakening the gravel layers. This could collapse the high shingle cliff into the river, destroying the beech trees on Puke-tawai hill, damaging a piece of Kimberley reserve, and upsetting the ecology downstream as it would temporarily dam and then wash out down the Ōhau river. If this has not been investigated already could it please be looked into. Could S6N9 also create this problem just from vibrations?</p>	<p>In the event that this option is selected, the effect on the beech trees at Puke-tawai can be investigated with consideration of options to avoid or minimise any adverse effects. Beech could also be specifically incorporated into ecological mitigation in this area if required.</p> <p>Geotechnical investigations will be needed, including bank stability in proximity to any major structures, to ensure their stability.</p>	Kimberley reserve.
<p>A reminder that your corridors are cutting through two of the Ōhau River Reserves The below map shows these reserves free drawn in red, so they are a guide only. While Kirkcaldies reserve is not been used by the public much yet there are plans to create river walks there. The amenity of the swimming hole at clay banks (unshaded area just below the bridge) and the reserve off Muhunoa East Road should be considered too.</p>	Attention will be paid to the location of reserves in this area when any detailed alignments are developed.	Ōhau River
<p>The trees you see scattered about and in a large stand in the middle of this photo are all good sized mature totaras and well worth protecting. Totara are also the predominant species in the riparian strip along the terrace edge and bank from where the Beech trees stop to where the terrace becomes a lot smaller at the left of this picture. There could well be endangered powellaphanta subspecies there as they are in Kimberley reserve. So I am hoping a search for snails will be carried out soon if these corridors are being considered.</p>	The totara forest/treeland referred to has been identified as an ecological constraint and for the purposes of the constraints exercise, it has been assumed that <i>Powellaphanta</i> would be present in that habitat.	North/south connections
<p>Both S7/N5 and S7/N9 run parallel to the Ōhau river. While the river is usually small. In the 22 years I have known it I have seen it cut through parts of the areas shown in blue below. It tends to rip through and try and cut a channel. And another time rip into a different area and cut channels. I am not saying it completely floods the whole lot at once. But that, like our back paddock you have to move stock etc in a big flood as the river can be surprisingly fierce and it depends on changes to the upstream snaking as to how it cuts downstream.</p> <p>I have also seen it take out the Kirkcaldies bridge by simply taking out the whole area of the true right bank and getting behind the end. So there was no road left between the bridge and the new bank. I think they ended up having to replace the whole thing. I have not shown all the other areas in Kimberley reserve that flood as there is too much, I have only shown the bits in your corridors.</p>	Preliminary investigations into the river's hydrology and flooding patterns have been undertaken. This will be further investigated once the preferred option has been identified.	Ōhau River
<p>There is an area of QEII Trust bush covenant (Miles Bush) within the land affected by Option S6, which was not identified in the constraint mapping. As well as its ecological values, this bush has particular significance to the Miles family being used as a memorial area - with continued access to it being important to some family members.</p>	The existing constraint mapping identified a 0.35 ha QEII protected native forest remnant located 500 m east of the eastern end of Mokena Kohere Street, Manakau. Due to the scale of the project-wide constraint map, this site appears very small, but it is visible on the map and it is definitely part of the ecological constraint mapping. The forest continues to be recommended for avoidance and the comments here regarding access to the forest are noted and will be considered in the future if Option S6 is selected.	S6
<p>Manga-huia stream, which has high native fish biodiversity values - being home to several species of protected native fish, including Giant kokopu, banded kokopu, Inanga and longfin eels, has been given any consideration in the ecological assessment. Within my land the stream has been fenced off and extensively planted to protect these species. Information from the</p>	Thank you for this information regarding the freshwater fish values of the Manga-huia Stream. We have taken the information you have provided into consideration and the Manga-	S6

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>Department of Conservation and Horizons on the native fish values within the Manga-huia Stream.</p> <p>The Hanawera Ridge is the catchment for a large network of tributaries that feed into the Manga-huia and Waiute (known as Manakau) Streams. The Manga-huia Stream feeds directly into the Waiute Stream which in turn merges into the Waikawa River. Please refer to the Native fish spotlighting report which outlines the high native fish biodiversity values of the Manga-huia Stream. I understand from Horizons Regional Council that the Manga-huia Stream is one of only three sites in their entire region where the presence of Giant Kokopu has been confirmed. Furthermore, the survival of this native fish habitat in the Manga-huia Stream is reliant upon flows from the historic Waikawa Water Race, (engineered in the 1890's) during the dry summer and autumn months.</p> <p>This water race diverts water from the Waikawa River near North Manakau Road and passes in behind the Pikiwahine Knob to the north, and then south underneath North Manakau Road and adjacent to the Hanawera Ridge, until reaching the Manga-huia Stream (see attached Waikawa Water Race Map).</p>	<p>huia Stream is now considered as a specific ecological constraint on the basis of the fish fauna values present.</p> <p>The interdependence between the Manga-huia Stream fish community and the Waikawa Water Race is noted and will be considered further if Option S6 is selected.</p> <p>While the Waikawa water race was not included in the database of sites used to define archaeological risk the land alongside both the Waikawa River and Mangahuia Stream was included in the assessment.</p>	
<p>Waikawa water race (constructed around 1890's by early settlers) through which Option S6 would traverse in a number of places feeds water into the Manga-huia stream. This water race was initially built to provide water for farming, horticulture and flax mills in the area. However, today the water race is vital to support fish life in the Manga-huia Stream, particularly during the summer months. I note that the definition of an archaeological site is a place associated with pre-1900 human activity where there may be evidence relating to the history of New Zealand.</p>	<p>This water-race was noted in NZTA's early consultation with Iwi, and a report provided. A number of submitters have provided further useful details on this water-race. Impacts on the water-race as part of the existing environment would need to be addressed if option S6 is chosen.</p>	S6
<p>We have a direct responsibility for the swamp, wetland and stream on our property and the native bird and aquatic life. We believe further assessment needs to be undertaken to determine the ecological impact of this proposal on this area. We are aware that native fish have been found nearby in a similar swampy area.</p>	<p>Although there are no identified ecological constraints in this area, to inform resource consent applications, the ecosystems in this locality would require a thorough ecological assessment to determine the ecological values and effects, and to determine any required avoidance and mitigation.</p>	Southern options
<p>The ecological bush area in the middle of the property is an indigenous remnant with some indigenous native trees(including titoki, red matipo, mahoe, black maire, matai, karaka and other native species) that pre date the house. These are largely on the western side of this bush area closest to N4 and will be impacted by your N4 option. This ecological site has been recorded as having Powelliphanta traversii snails. Geckos, as well as native bird life including fantails, tuis, kereru and ruru – native moreporks are present. The bush area contributes to the mountains to the sea corridor for native birds. It also contributes to the historic setting of the homestead and its surrounding curtilage and connects to the history of the property. It is an "At risk habitat".</p>	<p>Based on available information, the Project Ecologist agrees that the bush is likely to hold At Risk status under the One Plan and this has been reflected in the constraints mapping and assessment.</p>	N4
<p>Corridors N5 and N9 in the north east sector to the east of Waihou Rd. Both these corridors cover the Koputaroa stream for several hundred meters. The stream extends approx. 100m into both corridors. This is also the habitat of other indigenous species but the short finned tuna (eel) especially is at risk and currently classified as a threatened species, 'critical' due to rapidly declining numbers. They are 'Taonga' and protected under the Treaty of Waitangi. Muaupoko used to fish and gather the native tuna here – I saw 2 Tuna only 3 weeks ago at Waiopahu Reserve. You are probably well aware that the mature adults make their way through the Koputaroa stream to the Manawatu river then journey the Pacific Ocean to the Tongan trench to lay their eggsthe young larvae (elvers) then return home and travel up the Koputaroa stream again, but only if their fragile habitat is not damaged.</p>	<p>Any road alignment within corridors N5 or N9 would attempt to avoid or otherwise minimise adverse effects to the Koputaroa Stream.</p>	N5 and N9
<p>North Manakau Rd and there is a beautiful reserve where there are NZ Rata trees...and they are at risk. The trees have an uncertain future in NZ and so we need to protect them. There was even a story about this on TV3. I can't believe that you would even consider putting a road near them let</p>	<p>It is assumed the reference is to the Waikawa River Reserve on North Manakau Road.</p> <p>We have recognised the ecological values of the Waikawa Stream Recreation Reserve to be regionally significant and this site has been a high priority for avoidance. Avoiding impacts to values in that area have been a focus of the constraints exercise. Any alignment within this</p>	North Manakau Rd

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>alone over them. Have you even checked with DOC about the importance of the Reserve and the trees on it to NZ?</p>	<p>area of S7 would require careful ecological assessment and the avoidance of ecological values would need to remain an option.</p> <p>The landscape and visual assessment for S7 took the proximity to that reserve into account as discussed in the earlier report.</p> <p>The assessment assumes that best efforts will be made to find the best practicable alignment within the 300m wide corridors, and that attention will be paid to avoid discrete features such as reserves and stands of bush. The most sensible alignment in this area from a landscape perspective would be to the west of Waikawa River Reserve. Opportunities to align the road to avoid direct impacts on Waikawa River Reserve were noted in the Landscape + Visual + Urban Design report.</p>	
<p>The pathway between Lake Horowhenua and the hills is also an important part of our community. The mature long fin eel uses this to access the sea from the freshwater homes situated between the lake and the hills.</p>	<p>We recognise the need to minimise the extent of habitat affected by the preferred route and to also provide continued passage for migratory fish species such as the longfin eel.</p>	Northern options
<p>Our garden has been planted to attract native birds. We are not the only gardeners on small lifestyle blocks to do this. We have tui, fantail, wax eyes nesting in our garden. Kereru, the native Falcon and bellbirds also visit our garden from time to time. The native morepork inhabits our general area. An expressway will disturb the habitat of these species. This will especially apply to the Manakau area. There have been indications that NZTA are concerned about the habitat of the Powelliphanta snail.</p>	<p>We have sought to avoid areas of naturally occurring native vegetation and habitats of species of conservation concern. <i>Powelliphanta</i> are one example of fauna that we have recognised and aimed to avoid impacts to.</p>	All options
<p>Waikawa River Reserve has a significant population of Northern Rata growing on it. The Northern Rata has largely disappeared, and is now a threatened native species in New Zealand. The proposed alignment of S7 is through a stand of Northern Rata. It should also be noted that the Waikawa River Reserve has populations of indigenous birdlife including Morepork, Fantail, Bellbird, Wood Pigeon and New Zealand Falcon.</p> <p>e) The Department of Conservation has recently approved funding for major capital upgrades of the Waikawa River Reserve.</p>	<p>We have recognised the Waikawa River Recreation Reserve as an important ecological site and a high priority for avoidance. Avoiding impacts to values in that area have been a focus of the constraints exercise. Any alignment within this area of S7 would require careful ecological assessment and the avoidance of significant ecological values would need to remain an option.</p> <p>Further, the landscape and visual assessment for S7 took the proximity to that reserve into account as discussed in the earlier report.</p> <p>The assessment assumes that best efforts will be made to find the best practicable alignment within the 300m wide corridors, and that attention will be paid to avoid discrete features such as reserves and stands of bush. The most sensible alignment in this area from a landscape perspective would be to the west of Waikawa River Reserve. Opportunities to align the road to avoid direct impacts on Waikawa River Reserve were noted in the Landscape + Visual + Urban Design report.</p>	S7
<p>The Department's main biodiversity priorities in this area are the Powelliphanta snails. One important area for the snails is the Kimberley Reserve, which all the road corridor options bypass, but it is important that any work undertaken nearby does not affect water tables at this site.</p> <p><u>Road Corridor Option N4: Arapaepae Bush and Prouse's Homestead bush</u></p> <p>The Department's Powelliphanta snail expert has advised us that a road between the two bush blocks would have significant impacts, through alteration to the water table and permanent separation of the two blocks. Powelliphanta traversi, ranked as 'nationally endangered', are present in this area and have little remaining habitat.</p> <p>If option N4 were to be selected as the preferred corridor option, then an overpass (with a planting plan to join the two bush blocks) could help to mitigate these effects. However, the structure could be problematic in limiting rainfall to the land underneath, and installations of the foundations could be damaging to the water table.</p>	<p>We recognised Kimberley Reserve as being of national ecological significance and the site has been a high priority for avoidance.</p> <p>We have noted the constraints presented by the reported presence of <i>Powelliphanta</i> in Arapaepae Bush and Prouse's Bush. The forest areas have been recommended for avoidance. Effects to the water table would need to be investigated through the engineering design so that this matter could be mitigated in the drainage design.</p>	Kimberley Reserve / N4

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p><u>Road Corridor Options S7 & S7A: Waikawa Campsite</u></p> <p>The Department is not supportive of relocation of this campsite, as its current location was chosen for the character of the site beside the Waikawa Stream. Waikawa Campsite has received, and is scheduled to receive, significant investment from the Department.</p> <p>Waikawa campsite is part of the Tararua Forest Park, a Conservation Park under the Conservation Act 1987. We are seeking legal advice with regards to land transfer or Public Works Act acquisition of Waikawa campsite under the Conservation Act.</p> <p>Other Considerations</p> <p>There are three Reserves (under the Reserves Act 1977) within the road corridor options:</p> <ul style="list-style-type: none"> - Lot 1 DP 70514: Crown Forestry licence administered by Land Information NZ (LINZ) - Part Section 10A Block VII Waitohu SD: Administered by Department of Conservation - Pt Muhunua 2: Administered by LINZ <p>The Department has not identified any significant conservation values associated with these sites.</p>	<p>The landscape and visual assessment for S7 took the Waikawa River Reserve into account as discussed in the earlier report. The assessment assumed that best efforts will be made to find the best practicable alignment within the 300m wide corridors. The best alignment within the corridor in this area from a landscape perspective would be immediately to the west of Waikawa River Reserve.</p> <p>It is acknowledged that the proximity of S7 would detract from the amenity of the camp ground and reserve, even if the actual alignment did not directly impact the reserve.</p>	S7 & S7A
Heritage		
<p>The historic homestead could be dismantled and relocated, the property is not accessible to the public.</p>	<p>While not advertised as open to the public, the Prouse family receives a number of guests (local and international) to the property who are interested in its heritage values. They have also hosted public events for the local vintage car club and held demonstrations/open days for their vintage traction engine.</p> <p>Dismantling and relocation would not fully mitigate for the loss of the other important heritage values associated with this property.</p>	N4
<p>To note is a line of trees (mainly English oak) planted in a line that runs from our property on Arapaepae Road South through to and beyond SH1. Trees planted in 1908 as part of the original Kimberly military base, may have significant value or heritage to some people.</p>	<p>These trees haven't been inspected on site. They are not listed in the District Plan. There is however a clear line of trees of mixed exotic species along the property's southern boundary which continues along south of the former Kimberly Hospital site (now being redeveloped) as far as SH1. If this feature is proposed to be crossed by an eventual alignment, we would need to investigate this further.</p>	North/South connection
<p>Built by Leslie Adkin, who had a huge influence on the entire Horowhenua region. Check any map of the region published prior to 1950, and it's likely to have been his handiwork. https://teara.govt.nz/en/biographies/4a3/adkin-george-leslie</p>	<p>This property has been identified and briefly discussed in previous reports, but was not part of the site data set used for the analysis prior to options evaluation. The house has never been identified for, or sought to be listed in the district plan or with Heritage NZ, as far as we are aware. However, we are aware of it and recognise the importance of (George) Leslie Adkin in recording Horowhenua history, natural history and geography, and Adkin's information has provided context to the cultural, archaeological and heritage evaluations undertaken to date.</p> <p>The impacts of options on houses (and property) have been considered during the options assessment process from a landscape point of view, from amenity and community point of view and in respect of property effects. If the eventual alignment was to come close to this building, a detailed analysis of its merits may be undertaken.</p> <p>As a pre-1900 dwelling, the site has a level of protection as an archaeological site under the Heritage NZ Act and an archaeological authority would be required to disturb the area or remove the house.</p>	1127 Queen St East (http://horowhenua.kete.net.nz/en/site/to-pics/2814-cheslyn-rise-homestead)

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
	The submitter comment includes some incorrect information/confusion. The house at 1127 Queen Street East was built by Leslie Adkin's parents, not Leslie himself. Rather, it was his childhood home. Secondly, Adkin's only mapping contribution was to the recording and placement of cultural/heritage place names. The vast majority of his base maps are tracings of existing government plans (of which there are several hundred predating 1900).	
Too close to Cheslyn Rise	We are aware of the Adkin homestead and its connection to a historically important local family. If an eventual alignment was to come close to this building a detailed analysis of its merits may be undertaken. The house itself is outside the corridors and while the drive and farm structures are within the bounds they are very peripheral and there is likely to be sufficient space to avoid any unnecessary effects to the heritage buildings on this property.	N5 and N9
There are a couple of very old properties on North Manakau Road that should be avoided however this would require the 300m corridor to be adjusted west but would reduce the number of dwellings to be removed/purchased.	There are a small number of heritage issues that have been identified along North Manakau Road that will require further investigation and evaluation if an eventual alignment was to pass through this area. Establishing the architectural value of any built structures would require the input of a heritage architect.	S6 – North Manakau Road
Property is very iconic and would be a crime and a shame to lose this piece of history	If the eventual alignment was to pass through this area there are archaeological and architectural heritage values associated with this property that would require further investigation. Establishing the architectural value of the built structures would require the input of a heritage architect.	North Manakau Road
Lake catchment – all options will affect water going into the lakes	There is the potential for archaeological sites to be encountered adjacent to, or in the vicinity of, all water sources. The probability of encountering an archaeological site is likely to be greatest closer to historic intensively occupied landscapes such as those adjacent to lakes Horowhenua and Papaitonga. Water quality issues will be addressed through detailed design.	All options
First Manakau School and we have records to prove this. Historical trees planted by early settlers, our Norfolk Pine came from a settle from Norfolk Island who was a descendant of the Bounty.	If the eventual alignment was to pass through this area there are archaeological and architectural heritage values associated with this property that require further investigation. Establishing the architectural value of the building would require the input of a heritage architect. There are a number of Significant Trees in this area which are listed in the District Plan for protection.	S6
The homestead is pre 1900's He still runs the farm and has cattle trucks delivering and collecting animals.	There are archaeological and potential architectural heritage values associated with this property that require further investigation. Establishing the architectural value of the built structures would require the input of a heritage architect. Note – it has not been confirmed that it is pre-1900 – stylistically it could be up to about 1910.	Southern options
The Resource Management Act – RMA clearly identifies as a matter of national importance Part 2 Purpose and Principles 6f the protection of historic heritage from inappropriate subdivision, use, and development. RMA Amendment 2003 Part 1: Interpretation and application 3 (7) (a) defines “historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: archaeological, architectural, cultural, historic, technological and includes historic sites, structures, places, areas; and archaeological sites and surroundings associated with the natural and physical resources. Our historic house, curtilage, setting, bush area and land is strongly represented in the application of this definition. We also have technological remains of early farming history and technology that possibly exist in few places in New Zealand as they remain in their original context and setting.	The Prouse homestead was identified as a site of significant value at an early stage in the project.	N4

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Heritage New Zealand Pouhere Taonga Act 2014 also identifies the importance of archaeological sites that have an association with human activity predating 1900.		
We would note that NZTA has a strong track record of relocating heritage buildings (including Vic Park Tunnel and Karo Drive), so the homestead (which is identified as a risk in the N4 option) should be considered an impediment and as such not dictate the preferred option.	While relocation is a potential mitigation option this would not fully compensate for the detrimental effects to the other values associated with this property, including other buildings, the curtilage and vegetation.	N4
Some families have multigenerational associations in this area, their ancestors are buried in the urupa/Manakau Cemetery on South Manakau Road. "The Manakau Cemetery where the first interment took place in 1892 is still used by descendants of the original colonial families and by tangata whenua as an urupa." (Treadwell & Associates. August 2009). This land, termed Manakau Downlands by the Horowhenua District Council, is rated a high amenity landscape in a report by Treadwell & Associates. August 2009 and had some cultural significance to the local iwi as a source of food and timber.	The cemetery is an old one. Its heritage values are acknowledged, and go beyond those of an archaeological site.	South Manakau Road
Tangata Whenua Values		
The land to the east sits Pukehou (Hill of Dedication) which the proposed route will cut alongside of, does not appear on the Heritage Areas Map or the Tangata Whenua Areas of Significance. This Hill and land is steeped in cultural history. There is a historical plaque outside the front gate.	Pukehou, and a number of other sites in the surrounding landscape, were identified and included in the archaeological risk assessment. Some of the archaeological risks specific to this area were detailed in a 2015 report. Pukehou Hill is acknowledged as a landmark in the baseline landscape and visual assessment. The routes skirt the toe of the hill. The item listed in the Kapiti District Plan is included on the constraints map of heritage items.	Southern options
The marae and urupa along Kuku	Effects on the Tukorehe Marae at Kuku were considered in assessing the landscape and visual ranking scores for different options. The S6 corridor is more than 600m east of the marae. Similar comments apply in relation to Wehi Wehi Marae.	S6
Cemetery/Urupa south of Manakau	This location is noted and has been mapped as a constraint.	S6
Tangata Whenua Areas of Significance map has no marking for Pukehou 'The Hill of Dedication', a heritage site. There is a beautiful lake with a floating island and a stream/wetland area running right through the proposed corridor. Even with this exceptionally dry summer the lake has continued to overflow and have bird life on it and living in the bush surrounding it. We have also been told there is an urupa on this side of the highway which corresponds with the one on the opposite side, males were buried in one and females in the other.	Pukehou, and a number of other sites in the surrounding landscape, were identified and included in the archaeological risk assessment. Some of the archaeological risks specific to this area were detailed in a 2015 report. The heritage site is noted on the heritage map. There is a man-made island on Lake Waitawa, but this is located well to the north west. The 2015 report identified a claim of human remains being found in the vicinity of Pukehou – falling from a tree. Further investigation will be needed into this new claim to an <i>urupā</i> to the east of the highway. Two <i>urupā</i> were identified in the vicinity (< 2 km) of Pukehou but both of these are to the west of the existing highway. This may need following up, but there could also be confusion about the two identified <i>urupā</i> which are split by the NIMTR. Pukehou was identified as a landmark in the landscape and visual assessments, and as a listed heritage item on the constraints map. The route options skirt the toe of the hill itself.	Southern options
During pre and post construction of the Expressway, Kāpiti Coast District Council requests that NZTA work closely with Ngā Hapū o Ōtaki as iwi partners, to ensure iwi concerns are addressed appropriately.	Agreed.	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Te Ture Maori Act 1993... "Acquisition of Maori Land" which covers 'Land in multiple Maori ownership' where land is required for a Public Work. Looking at all the requirements – (A – J) I find it difficult to understand that if all these considerations were taken into account that there is any that could hold it up – particularly (E) any sites of significance (wahi tapu) have been identified and proposals to protect them have been made (if possible).	Comment noted.	All options
Urupa and waahi tapu are situated within the proposed corridor. We have and are currently seeking Maori reservation status for our papa kainga. Archaeological risk is a concern throughout the area but given the resources i.e. water, fish, eels and birds on our property it is likely at minimum camps for birding and fishing were established pre European. Therefore we believe an archaeological risk assessment needs to be undertaken of our specific area. We believe our papa kainga is Maori land with which we have a deep spiritual connection and is emblematic of our whanau history, tikanga and values. Pepeha. Whenua (placenta) are buried on our papa kainga.	Almost one thousand archaeological or potential archaeological sites were identified in the project study area as part of an archaeological risk assessment. Further research and consultation will be required as the project progresses.	Southern options
Tangata Whenua – We understand that owners of the Maori land near Forest lakes on the west side option are open to selling. Due to the short time frame we have been unable to discuss with local Iwi and hapu directly involved with this specific area. We believe hapu and Iwi will support the western option for this specific, small but significant area at the very beginning of 02NL.	An option to the west of SH1 in this area has been ruled out on multiple grounds.	Southern options
"Cultural issues" "Non tangible Spiritual issues" were some of the main reasons given for the Western link to "not progress". Simply saying "cultural issues" or Non Tangible Spiritual issues" is not a reason. More in depth information on this to help us fully understand the reasoning is required. However, it is appalling to note that the "Cultural issues, Heritage, Non Tangible Spiritual Issues" cannot have been a problem to Iwi when they offered Transit a "Lease on the Land" to enable the Western Route to proceed. (Transit confirmed at a meeting held in Manakau that such an offer was received.) How then can Transit (or indeed Iwi) now use those issues as a major reason for the Western Route to NOT proceed? Or are we (the affected Public) not meant to notice such anomalies. It raises the question on how "real" are those Cultural issues Non tangible issues are little comfort for those residents who have built their lives around a lifestyle area and have tangible assets to lose. While we absolutely appreciate NZ's cultural heritage, dare I say it (and as a person of Part Maori descent from the Ngati Ranginui Iwi, I feel I can), sometimes Spiritual Issues are used as a "tool" to get around difficult situations.	Comment noted. The RMA accords national significance to the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga as a matter which must be recognised and provided for. There were a number of other reasons (based on other considerations, including the effectiveness of the roading system and ecological and archaeological risks) which led to western options not being taken further.	S6
Upper Waikawa Valley Community – Cultural and Historical significance a) This valley is rich in both Maori and European history. There was Maori occupation of the Waikawa – Kaitawa River corridors and this is the location of the Native Trans–Tararua walking track. Extensive native bush extraction was undertaken in this valley by European settlers, as evidenced by the many mill sites still visible today. b) European settlers formed this valley and of note the breeding of the first Perendale sheep occurred in this valley (undertaken by my clients' family (Masters nee Bryant). This breed of sheep has subsequently become a dominant hill country sheep breed in New Zealand. c) The upper Waikawa Valley reflects a traditional rural landscape of which there is little left in the Horowhenua, and this character needs to be protected as much as possible. The built form of a Motorway/Expressway would naturally integrate much better into a landscape that has already been partly modified by structures and changes to the landscape.	Archaeological sites were identified along the upper reaches of the Waikawa River as a part of the initial risk assessment. Further research would be undertaken if this alignment was chosen. The submission provides additional detail on the human history of the upper Waikawa Valley. The natural qualities of the area are already taken into account in the landscape and visual assessment of S7, and similarly the more modified nature of the plains landscape were taken into account in the landscape and visual assessment of S6.	S7
Productive Land		
Takes some horticultural land but most is pastoral land.	Noted. Information on land productivity has been taken into account.	N4

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
The land is shingle based and has limited uses for horticulture.	Noted. Information on land productivity has been taken into account.	N9
<p>I am a soil scientist at Massey University and mapped the soils in the PekaPeka to Manakau area. I then supervised a student that mapped the soils from Manakau to the Ōhau River. The soils from Ōhau north through Levin have never been mapped in detail but an old less detailed map exists and I have a pretty good idea of the soil and land resource.</p> <p>We own a 3ha property on Levin silt loam and Waitohu soils at the northern end of Fairfield Road near the end of the cul-de-sac. Our neighbour to the north received a letter from you, but so far we have not.</p> <p>All the routes east of Levin involve the loss of some of the finest horticultural soils in the country. With Pukekohe now being substantially urbanised, soil resources such as exist near Levin become even more valuable. There has still been no detailed soil mapping to minimise this potential loss. From a soil point of view (and direct road distance) it would be far more preferable to build the expressway west of Lake Horowhenua and Levin. The road construction company now has experience in building an expressway through sand hills and peat country from McKays crossing to Waikanae. The land west of Lake Horowhenua is similar, and is not valuable from a horticultural point of view. I do understand the cultural concerns that might be encountered.</p> <p>Before Christmas, I met with staff from Horowhenua District Council because I had become aware of plans to allow subdivision on some of these valuable and very limited soils. In hindsight, I can see that these plans were a response to NZTA thinking. That is, they were going to allow subdivision east towards the new expressway. In areas around the Garden of York, this would cover the rarest and best Levin silt loam soils. I have no issue with the stony Kawhatau and Ashhurst soils being used for the expressway and subdivision (e.g. Gladstone Road) because dairying is now difficult on these soils because of nitrate leaching.</p> <p>I am happy to talk to NZTA about the proposed routes and the soils/landscape at any time.</p>	<p>The submitter's concerns are acknowledged, and the points have been discussed between the submitter and the project's specialist in productive land.</p> <p>Residential development anticipated east of Levin would compromise use of the affected soils for productive uses irrespective of the highway. The operative District Plan for the area east of Levin provides for subdivision for rural-residential development (5000m² lots), or for large-lot residential (2000m²) over some of this land. Urban expansion is also anticipated on part of the area.</p> <p>This however was taken into account in the MCA as part of the productive land criterion and was reflected in the scoring. Generally, the preferred options from the productive land perspective were to the west. Actual and potential land productivity however was only one of a dozen criteria assessed.</p>	All options
<p>This area of Manakau is of class 1 soil with a distinct frost free climate because of its position and elevation, and it would be a shame to have a highway destroy it, as it's highly fertile and would produce some of the best quality produce in NZ for both the Wellington and Auckland market.</p> <p>This land produces in value of production \$80,000 per hectare in annual revenue (compare against dairying at maximum payout of \$8kg milksolids \$8000 per hectare). The North Road area comprises 30% of all the stone free cropable land in the Horowhenua so its value for intensive horticulture cannot be understated.</p> <p>The proposed route S6 of the expressway should be moved as close as practical to the base of the foothills to preserve these soils for future generations.</p>	<p>Route S6 generally follows the toe of the foothills, a positive factor taken into account in the visual and landscape assessment for that option. In general terms it is agreed that an alignment as close as practical to the base of the foothills is preferable from a landscape perspective, although there are other detailed features that should also be taken into account in designing the detailed alignment.</p> <p>Option S6 was not the eastern option with the greatest impact on classes 1 and 2 land, or even classes 1-3, land. No analysis was undertaken to determine the extent of classes 1-3 land that exists vs that what will be consumed by any option. The areas reported in the 2017 report on impacts on productive land were for a 300m corridor, and, in reality, the alignment will be much narrower. This may present an opportunity to minimise this width of the corridor where it crosses classes 1-3 land.</p>	S6
<p>Approximately 50% of the property is being developed as a truffiere (a truffle farm). The property was specifically bought (after a comprehensive search, including soil testing) for the purposes of this development and a like for like replacement will entail a significant out of pocket and opportunity cost for the owners. The 31 Riveredge Terrace property provides an underlying value as a truffiere for the following reasons:</p> <ul style="list-style-type: none"> o The soil pH is in a very narrow zone that is ideal for growing black and white truffles - 	<p>The property is over 10 ha (about 12 ha, of which 6 ha is being planted in Truffles). The area does have a microclimate for certain land use options. Soil pH can be manipulated with fertilisers.</p> <p>Impacts on properties will be further investigated during the development of a detailed alignment, once a preferred corridor option has been chosen.</p>	Northern and southern connections

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>generally the highest returning truffle types</p> <ul style="list-style-type: none"> o The property with its warm climate, lack of wind, water rights and irrigation/water rights, as well as soil type and particular locations of the property that are free training river soil, create ideal growing conditions prior to maturity. o Once a truffle tree reaches maturity, the virus requires the tree to be stressed to maximise production of truffle. The long dry summers for the area make this particular location ideal for production at maturity. 		
Social and Community		
<p>Tararua Road is the gateway to the Tararua Ranges and Te Araroa trail. At present there are a lot of people who use it for exercising their horses, cycling and walking. For a number of cyclists and walkers their destination is Gladstone Road and on to popular swimming spots and the Poads Road entrance to the Tararua Ranges. A proposed expressway close by is likely to compromise their safety.</p>	<p>Potential severance of connections to the Tararua Ranges and their foothills, was taken into account in assessing the relative landscape and visual effects of the different options.</p>	<p>Northern options</p>
<p>If N9 was to go ahead it would seriously affect the future development of Levin as it would cut off a large portion. This is the main area left for Levin to grow. That would change if it was divided by an expressway. People have already set up lifestyle living in this area with walking tracks, a reserve and farming.</p>	<p>The relative effects of the route options on the existing pattern of development and proposed growth in the area was taken into account in the landscape and visual assessment as well as the Effect on District Development criterion. The implications of the options on alternative growth plans for the area east of Levin were then assessed in more detail in the report 'Implications of Route Options on Levin Urban Growth Area, Isthmus, Updated 1 March 2018'. This report concluded that N9 lends itself to both the pattern of development anticipated by the operative district plan and also to urban expansion proposed in the draft 'Horowhenua Growth Strategy 2040' (the 'draft Strategy'). There are no current or future plans to extend Levin beyond the area approximately bounded by N9, so the feedback can only be referring to very long term effects.</p>	<p>N9</p>
<p>NZS 6806:2010 requires all protected premises and facilities (PPF) to be assessed within 200m from the closest traffic lane. With a carriage way width of 27m and an assessment area of 200m either side of the carriage way a minimum corridor of 427m with the centreline in the centre of the corridor is required to perform a Tier1 assessment. The 300m corridor with the road to be placed somewhere within that corridor makes it simply impossible to assess the PPF's and certainly compare the different road options.</p>	<p>A Tier 1 noise assessment has been undertaken on the shortlisted options. This has investigated all PPFs out to 250m of the centreline of each route option. This provides some measure of conservatism as the 200m wide assessment corridor (from the edge of the carriageway) recommended within NZS6806:2010 can be adopted should the actual centreline of the route need to be shifted up to 30 metres to either side. The approach of the Tier 1 assessment also ensures more distant PPFs are included within the noise assessment.</p>	<p>All options</p>
<p>A lot of motor homes camping in Waikawa reserve, Nth Manakau Rd.</p>	<p>The landscape and visual assessment for S7 took the Waikawa River Reserve (North Manakau Road) into account. It was assumed that best efforts will be made to find the best practicable alignment within the 300m wide corridors. The landscape and visual reports note the opportunity to align the road within the corridor immediately to the west of Waikawa River Reserve. It is acknowledged that this would nevertheless affect the amenity of the camping area within the reserve.</p>	<p>S6 – North Manakau Road</p>
<p>In 2 years the school roll has grown from less than 80 to 115, S6 will mean the role drops dramatically (will lose many pupils, a senior and well respected teacher plus other influential school board members). The school may not survive this loss of pupils, teacher and much respected and influential people who are heavily involved with the running of the school.</p>	<p>It is not clear what assumptions the submitter bases this comment on. While there is potential that a number of houses would be removed, the school is currently growing due to new subdivision, and further subdivision to the west of SH1 is planned by HDC. Details of access across a future expressway is not yet determined, but connectivity for pedestrians and vehicles will be necessary.</p>	<p>S6</p>
<p>There are many tracks used by walkers, cyclists and horse riders</p>	<p>This is recognised and would be reviewed if S7 was the preferred option.</p>	<p>S7</p>
<p>DOC campsite at the end of North Manukau Rd</p>	<p>The landscape and visual assessment for S7 took the Waikawa River Reserve (North Manakau Road) into account. It was assumed that best efforts will be made to find the best practicable alignment within the 300m wide corridors. The landscape and visual report notes the opportunity to align the road within the corridor immediately to the west of Waikawa River</p>	<p>S7 – end of North Manakau Road</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
	Reserve. It is acknowledged that this would nevertheless affect the amenity of the camping area within the reserve.	
Not suitable for a cycleway – too hilly and swampy.	This would be addressed at detailed design stage if this option was chosen.	S7
Cuts through Mount Thompson Tramping track	Potential reduction of access to the start of the track is acknowledged. Retention of access is a matter that could be addressed by way of detail design.	S7a
Registered water scheme involving six or more residents on North Manakau Rd.	The Transport Agency has been made aware of a number of similar schemes through the proposed corridor options. The Transport Agency will have to provide a replacement water supply where possible. If this were to prove not possible, then the Transport Agency would be required to compensate owners accordingly.	S6 – North Manakau Road
N9 option will impact on the very popular swimming hole and reserve on Muhunoa East Road	It is acknowledged that there will be adverse amenity effects wherever the road crosses the Ōhau River. The landscape and visual assessment assumed that best efforts will be made to find the best practicable alignment within the 300m wide corridors so as to avoid, for example, reserves and natural features.	N9 – Muhunoa East Road
Concerned about the effect on people's mental health of the long time scale of the consultation and decision process – already seen people put their lives and plans on hold for four years and still no end-date is in sight.	This is acknowledged, and is an inevitable outcome of uncertainty. NZTA is intending to make a decision by the middle of the year. Counselling services have been made available for those who need assistance. Once the preferred option is chosen, there is ability for NZTA to address specific situations.	All options
[As a family], we are dealing with enough in our lives already, and to have this put onto us too is not fair. We do not have a choice regarding what route is best as they all will join up and go around our home. Our quality of life will be greatly affected (noise; visual; lighting; vibration). Human rights is obviously not a factor in this process. It has forced us to start seeking legal advice.	Once the preferred option is chosen, there is ability for NZTA to address specific situations in discussion with people. Where property purchase is not likely to be involved, mitigation of adverse effects is still needed and this will involve the input of the nearby residents and the wider community.	All options
Social impact is being looked at AFTER route chosen? Shouldn't this be done BEFORE?	Social impacts have been included at this stage by considering the impacts on communities (amenity, severance, recreation and construction effects), and identifying and assessing the number of dwellings potentially affected across the broad 300m corridors. Social impact investigations would not normally be undertaken in any depth until an actual alignment is identified (but recognising that in the process of identifying an alignment it is necessary to seek to avoid, mitigate and remedy all adverse effects, including adverse community and social effects). Only at that stage can actual social impacts be comprehensively evaluated. Nevertheless, NZTA has undertaken an independent preliminary review of the social impacts of the route options.	All options
Older people within the community and people suffering from ill health.	This is acknowledged, and is an inevitable outcome of uncertainty. NZTA is intending to make a decision by the middle of the year. Counselling services have been made available for those who need assistance. Once the preferred option is chosen, there is ability for NZTA to address specific situations.	All options
Your affected dwellings data is out of date as it does not include new builds that have been erected in the last 12 – 18 months. Your MCA document also stated that dwellings within 50 metres of the corridor should be included when considering Dwelling & Property impacts yet the data in Appendix J of the MCA report only includes properties within the corridor therefore additional dwellings to those stated would be affected.	Efforts were made to obtain as up-to-date information as possible including some field checks in most likely areas. However it is acknowledged that not all new builds will have been included. Further details have subsequently been obtained from HDC. Properties within 50 m of the corridor were broadly considered, but were not likely to be a differentiator, so details were not included.	S7

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Your affected dwellings assessment lacks information on several commercial operations along the various routes since it was only based on a desktop assessment. Based on the information in the MCA report it would appear this was a cursory assessment only and has missed several businesses. This, along with out of date dwelling information, places the whole MCA assessed rating as invalid.	It is acknowledged that some businesses, particularly home businesses, were not identified. However, it is not possible to go on to private properties at this stage of investigation. See notes in previous record. The information available was adequate for the MCA process. More detail will be able to be taken into account as the chosen corridor is refined into an alignment.	All options
Pedestrian and cycle access should be provided under the new road from Muhunoa Road East so people in Ōhau can access the river in summer.	Comment noted. This will be considered during the detailed design process, depending on the option chosen.	S6 and S7a
Effects on businesses: There are sheds to store wood, machinery etc. and room to dump logs ready to be ringed and split. Honey business with a 25 hive apiary on site and all our beekeeping equipment is located here. Totalspan shed for storing bulk flour and machinery for our bakery and coffee shops situated in Ōtaki town. Family heritage on the property.	This information is noted (the property is in a part of the project where there is only a single corridor, albeit 300m wide) and will be taken into account at the stage that a detailed alignment is being identified. There is a minimum period of approximately 5 years before construction would begin, and NZTA would seek to enable a transition over this period if the alignment were to affect the buildings and business operations at this property.	All options
Comparisons in degree of severance. This comparison is more complex, as severance is caused by each corridor, however this is on different population groups and so is not considered to be the same in terms of district planning. For example, in Mr Lister's report in section 2.4, he points out that N9 would bisect the developing Gladstone greenbelt residential area and the future commercial node and central reserve would have to be relocated. As these central features have not yet been developed it is argued that they can easily be moved west out of the path of the expressway. However, the areas that have already been developed will still be to the east of N9 or N5, and so they will be cut off from this community hub. This severance will already effect about 160 existing dwellings (22 have been built in the last 2 years). This option is justified in the Mr Lister's report by council's effectively rezoning them as future rural instead of future greenbelt residential (Point 3.1). However, rezoning doesn't help the community which will be cut off.	It is acknowledged that any of the options will create a degree of severance. The significance of such severance varies depending on the manner in which the land is developed, and whether local road connections are maintained. For instance, severance is typically greater if the road separates an area from community facilities, or if it bisects areas of higher urban density. It is typically less if the road is at the boundary between different types of land use. Connectivity between areas of settlement, and access to facilities is an important consideration which is to be addressed once a preferred option is chosen and a detailed alignment is being developed.	All options
SH57 has already created a natural severance with very few properties fronting this road, and all the town properties having high fences and attempted noise barriers, with SH57 at their back.	The existing severance and boundary created by SH57 is taken into account in the landscape and visual assessment for option N4 with respect to the existing environment. However, the area east of Levin is also earmarked for urban expansion, in which case N4 would have greater severance effects. This was discussed in the report 'Implications of Route Options on Levin Urban Growth Area, Isthmus, updated 1 March 2018'.	Northern options
Kimberley Reserve used by hundreds for summer camping. The amenity value of Kimberley Reserve needs protection from corridor noise. This summer over Christmas there were literally hundreds of people freedom camping at Kimberley Reserve. I wish I had taken some photos to prove it. I'm sure at the peak there would have been near 100 people at once. Tents everywhere. They would not see the future expressway. But a camping experience would be spoilt by road noise. Due to the arrangement of the river terraces there is an amphitheatre effect nearby and a noise engineer would need to look into this if any of the nearby corridors were being chosen. Kimberley reserve is classified as a scenic reserve. I have sent information about the amphitheatre previously. Please contact me for more information if necessary.	The amenity values of reserves and community recreation are matters which were taken into account in the MCA (community effects criterion). If an eventual alignment was close to the reserve, mitigation of noise effects would be a consideration in the design and options to address road noise would be evaluated.	Kimberley Reserve
Kāpiti Coast District Council requests the continuation of the Cycleway, Walkway and Bridleway (CWB) from PP20 through to the northern end of the 62NL.	This is noted. NZTA will investigate including cycleways and walkways, and the practicability of a bridleway will also be considered.	All options
Whilst it's easy for the communities and families to just be statistics that are cited; "numbers of affected properties" is how it is referred to, the reality is that we are people, and the expressway is potentially going to have devastating effects for us. I think it's easy to hide behind bureaucracy and red tape and blatantly ignore the very real human cost that we are going to experience.	These concerns are acknowledged. Once a preferred option is identified, the project will move into identifying an alignment, involving consultation with potentially affected people. This will be an iterative process, so that the best alignment can be designed which minimises effects on people and the environment.	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
The submitters are directly affected by the proposed routes and are deeply concerned about the ill health effects caused by the noise of the proposed expressway, as well as the impact the noise will have to the enjoyment of inside and outside amenities and the associated loss of capital on properties.	<p>These concerns are acknowledged. Once a preferred option is identified, the project will move into identifying an alignment, involving consultation with potentially affected people. This will be an iterative process, so that the best alignment can be designed which mitigates and minimises effects on people and the environment.</p> <p>A review of this comment has been undertaken by a noise specialist, who advises that the project is being developed within a policy framework which places priority on protecting public health. NZ Standard NZS6806:2010 sets performance targets generally considered reasonable taking into account adverse health effects associated with noise on people and communities, the effects of relative changes in highway noise levels due to projects, and the potential benefits of new and altered roads.</p>	All options
Severance: All options cut off Greenbelt Residential areas East of Levin	The options have varying effects on the Greenbelt Residential Area. This has been discussed in the report 'Implications of Route Options on Levin Urban Growth Area, Isthmus, updated 1 March 2018'	North options
Interrupts Te Araroa walkway, Queen Street East Walkway, Trig walk and river recreation.	Severance effects were taken into account in the landscape and visual assessment and as part of the community effects criterion in the MCA. Significant local connections will be maintained such as the Queen Street East Walkway. This will be addressed at the stage of detailed design.	North options
One that gives the best chance of a multi-use (walk, cycle and horses) track to follow along next to it. The Kāpiti Expressway track is well used.	This is noted. NZTA will investigate including cycleways and walkways, and the practicability of a bridleway will also be considered.	All options
The village of Manakau is highly valued by people that live there for its village character. Manakau Village was in recent years described in a Boffa Miskell report as a village having 'unique character' and a leading example of its type in New Zealand. They referred to the tree lined single lane streets, and the idyllic and peaceful setting.	The particular character of Manakau was acknowledged in the baseline landscape assessment and the effects of options on the village were taken into account in ranking the options.	Manakau Village
<p>Given the extent of the social impacts it is unclear why a social impact specialist has not been engaged to assist in the option assessment process (and to provide input in the Multi Criteria Analysis (MCA)). For example, in terms of the scale of direct property impacts, Option S6 potentially could result in the displacement of nearly 290 people (on the basis of up to 107 houses required to be acquired with an average household of 2.7 people, rising to around 500 people with the addition of the northern section options). Specialists have been commissioned to assess property effects, heritage effects, ecology, landscape effects, areas of productive land, cultural effects (iwi input); but not social/community impacts?</p> <p>Also concerning is the advice received at the Manakau community meeting that a social impact assessment will be completed once a preferred route has been selected, and it will focus on mitigation. In my view, the social impact assessment should be used to inform the route selection, not an afterthought once the route has already been determined. Further, when asked at the Manakau community meeting who would be preparing the social impact assessment, the advice was that it would be "an experienced planner" but none of the NZTA representatives appeared to know who this would be and if the work has been commissioned. The Manakau community meeting was all about social impacts yet the person who will write the social impact assessment did not attend.</p>	<p>The team included a person with social impact expertise, however a comprehensive social impact assessment cannot be appropriately undertaken at this stage of a project, when broad options are being considered and effects are not being addressed in detail (because of the broad route and lack of detail in alignment). Two key criteria – number of dwellings affected and community impacts – relate to social impacts and provided "proxy" indications of likely social impacts. This is not an "afterthought" but has embedded in the evaluation the social considerations that would be developed further when a full social impact of the alignment would be undertaken. It is noted that the weighting systems applied in the MCA evaluation include a community-based weighting (developed at the MCA workshop) and a "social" weighting (based on one of the quadruple bottom-line considerations). Further, following the subsequent PRG meeting, two further weightings were applied at the request of the meeting. These are all included in the full MCA report.</p> <p>NZTA has subsequently commissioned an additional SIA expert to undertake a preliminary investigation into potential social impacts.</p>	All options
As for the wider community those families with young children directly in the firing line face the prospect of re-location; thus, the end effect will be felt directly upon the school. In the event of so many personnel moving away the Ministry of Education will / may seriously look at the sustainability of retaining a school in Manakau due to low numbers as it would have no viability.	It is not clear what assumptions the submitter bases this comment on. While there is potential that a number of houses would be removed, the school is currently growing due to new subdivision, and further subdivision to the west of SH1 is planned by HDC. Details of access across a future expressway is not yet determined, but connectivity for pedestrians and vehicles will be necessary.	S6

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
	Manakau School is understood to serve the coastal settlement of Waikawa Beach, which is also a growing settlement, and the lifestyle subdivisions on Waikawa Beach Road.	
The S6 option will disrupt our developing and increasingly diverse immediate community and isolate us from Manakau Village and it's amenities, namely the School (built 1898), Kindergarten, Plunket Room, Civil Defence Welfare Centre, Community Hall, Defibrillator, historic and still consecrated Church, Bowling Club and an alternate exit onto the highway as well as an access to the western section of the community and Waikawa Beach.	The landscape and visual assessment took into account the effects on the amenity of properties at Manakau Heights and that the road would bisect the valley in that area. The potential for severance was also included in the evaluation under "community effects". Such effects include severance between Manakau Heights and the township. Severance can be mitigated by maintaining connection on Manakau Heights Drive, or an alternative. This will be addressed during identification of an alignment and detailed design.	S6
<p>The N4 corridor will pass through many established businesses and will have a greater negative impact on employment in the region. These businesses included:</p> <ul style="list-style-type: none"> • Chicken and egg factories • Established market gardens • Orchards • B&B • Wedding venue <p>All of these businesses have significant infrastructure and mature trees in the case of orchards that cannot viably operate if the corridor is to impact or segregate them. In addition a sizeable number of staff will be impacted for an extended period if these businesses need to re-establish elsewhere taking many years to grow fruit trees and establish crops and infrastructure. All the businesses will be claiming from NZTA for forward going revenue lost in addition to relocation and re-establishment costs. Orchards and olive groves take ten or more years to re-establish and become profitable. Orchards and market gardens cannot operate if a motorway separates their crops and plant/infrastructure.</p>	The comments in this submission are noted. N4 was located to the east of SH57, leaving a strip of land fronting onto SH57 where established activities could continue to access the road and to do business. Other businesses on the route may be displaced. If N4 is chosen, the issues identified in the submission would need to be addressed on a one-by-one basis with individual properties. The severance issue is one that NZTA has encountered in the area already and will require individual resolution.	N4
Impact on Dwellings and Property Degree of Difficulty		
There is a unique natural water source with many springs and bores that supply residential properties water.	Further investigation into water bores is proposed. NZTA will have to provide replacement water supply if the bore supply is affected	S6
You have not identified any subservice hydrology constraints in your constraints maps or during the MCA process. There are several individual and community water bores located in the area that may be directly or indirectly impacted by the proposed route. Since all bore locations are available from the Regional Council why were these not a consideration during the assessment of constraints given you considered 19 other types of constraints (as per constraints maps published online).	The Transport Agency has been made aware of a number of water supply schemes through the proposed corridor options. The Transport Agency will have to provide a replacement water supply where possible. If this were to prove not possible, then the Transport Agency would be required to compensate owners accordingly.	All options
S6 will run through a highly productive and attractive area of Manakau drastically lower property values	Noted.	S6
S6 affects easement to the foothills (no letter or communication). Shekinah Retreat House and the easement is the prayer walk.	Easements are currently being identified and impacts on them will be discussed with the individual landowners.	S6
Please consult with directly affected neighbours rather than just the ones being acquired.	This will be done in the next stage, once the preferred option is chosen.	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>Your affected dwellings data is out of date as it does not include new builds that have been erected in the last 12 – 18 months. Your MCA document also stated that dwellings within 50 metres of the corridor should be included when considering Dwelling & Property impacts yet the data in Appendix J of the MCA report only includes properties within the corridor therefore additional dwellings to those stated would be affected.</p>	<p>Efforts were made to obtain as up-to-date information as possible using online tools available and some field checks. It is, however acknowledged that new builds constructed following the date of the aerial imagery as well as new builds which have been consented but not yet constructed are not included. This information has subsequently been updated to include recent data from the Horowhenua District Council consents team.</p> <p>A 400 metre corridor (around the original centreline) has subsequently been considered as part of the noise investigation, as these properties are likely to fall outside of the designation, which will be narrower the 300 metre corridor investigated. Noise and other environmental effects will however need to be considered as part of the mitigation required for these properties. At the stage of the MCA, such properties were not considered to be a differentiator.</p>	All options
<p>Your affected dwellings assessment lacks information on several commercial operations along the various routes since it was only based on a desktop assessment. Based on the information in the MCA report it would appear this was a cursory assessment only and has missed several businesses. This, along with out of date dwelling information, places the whole MCA assessed rating as invalid.</p>	<p>It is acknowledged that some businesses, particularly home businesses, were not identified. However, it is not possible to go on to private properties at this stage of investigation. See notes in previous record. The information available was adequate for the MCA process. More detail will be able to be taken into account as the chosen corridor is refined into an alignment.</p>	All options
<p>Registered water scheme involving six or more residents on North Manakau Rd.</p>	<p>The Transport Agency has been made aware of a number of similar schemes through the proposed corridor options. The Transport Agency will have to provide a replacement water supply where possible. If this were to prove not possible, then the Transport Agency would be required to compensate owners accordingly.</p>	S6 – North Manakau Road
<p>Comments about being nearby affected and the impact this is having on the prospect of selling property.</p>	<p>Noted.</p>	All options
<p>Further to our discussion at Waiopahu College on 1.3.18 Re: Water supply Pohutukawa Drive and expected affect by N9. At Pohutukawa Drive we are on our own independent rainwater supply. I believe that the town water supply ceases just to the north of us. Our neighbours to the south are also on rainwater collection. With the prospect of upwards of 20,000 vehicle emissions per day in the future, with the N9 close to us, a West/North West prevailing wind, there will no doubt be an adverse effect to our current water supply systems.</p> <p>You mentioned that NZTA would fund an extension of the town water supply to the end of the road for those who would wish to connect to town water. This being the case would you be able to provide confirmation in writing to me so that I can take this to my affected neighbours.</p>	<p>This comment will be followed up if N9 is chosen as the preferred route option.</p>	N9 Pohutukawa Drive
<p>The submitter had been through property acquisition on the Waitare Curves project, and has a clear understanding of the processes and procedures. Criticisms of the property purchase procedures include (summarised):</p> <ul style="list-style-type: none"> – Health and safety of the affected parties: stress is a huge impact, as is uncertainty. People’s lives are put on hold, sometimes for many years. The elderly and the sick are the worst affected. Safety becomes an issue when targeted properties require maintenance and upkeep. – Enjoyment of life: People have plans for their future, their homes, their hobbies. Most of these things get put on hold. – Property values: The process appears unfair and should be about what it would cost to replace what you already have. 	<p>The matters raised in this submission are acknowledged. Property purchase is addressed on a case-by-case basis, and potentially affected land-owners have been provided with preliminary information.</p>	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location																														
<p>– Business values: Because the submitter’s business had not got to the stage of making a profit on what had been spent on setting it up, it was considered to ‘have no value’.</p> <p>–Lifestyle aspects and assets in the property were not valued and no account taken of supplementary income from fruit and nut trees, etc.</p>																																
<p>We have legal easement to a water bore situated within the 300 metre corridor.</p>	<p>The Transport Agency has been made aware of a number of similar schemes through the proposed corridors. The Transport Agency will have to provide a replacement water supply where possible. If this were to prove not possible, then the Transport Agency would be required to compensate owners accordingly.</p>	<p>South Manakau Road</p>																														
<table border="1" data-bbox="210 615 1249 1031"> <thead> <tr> <th>Section</th> <th>S6</th> <th>S7</th> </tr> </thead> <tbody> <tr> <td>Otaki to Manakau South Road</td> <td colspan="2">Same Alignment</td> </tr> <tr> <td>Manakau South Road</td> <td>6</td> <td>4</td> </tr> <tr> <td>Manakau Heights and Village</td> <td>7</td> <td>-</td> </tr> <tr> <td>Corbetts Road</td> <td>0</td> <td>5</td> </tr> <tr> <td>Manakau North Road</td> <td>5</td> <td>3</td> </tr> <tr> <td>Kuku East Road</td> <td>11</td> <td>10</td> </tr> <tr> <td>Muhunoa East Road</td> <td>2</td> <td>4</td> </tr> <tr> <td>Arapaepae Area</td> <td>4</td> <td>3</td> </tr> <tr> <td>Affected Dwellings</td> <td>35</td> <td>29</td> </tr> </tbody> </table> <p><i>Note: in the area of the Southern and Northern route option merging it was difficult to assess what route the affected houses fell into.</i></p> <p>d) These numbers provide a meaningful comparison of affected dwellings, and highlight that the effects of S6 and S7 on private dwellings are not that dissimilar.</p> <p>Comparison of property affects</p>	Section	S6	S7	Otaki to Manakau South Road	Same Alignment		Manakau South Road	6	4	Manakau Heights and Village	7	-	Corbetts Road	0	5	Manakau North Road	5	3	Kuku East Road	11	10	Muhunoa East Road	2	4	Arapaepae Area	4	3	Affected Dwellings	35	29	<p>Information noted.</p>	<p>All options</p>
Section	S6	S7																														
Otaki to Manakau South Road	Same Alignment																															
Manakau South Road	6	4																														
Manakau Heights and Village	7	-																														
Corbetts Road	0	5																														
Manakau North Road	5	3																														
Kuku East Road	11	10																														
Muhunoa East Road	2	4																														
Arapaepae Area	4	3																														
Affected Dwellings	35	29																														
<p>District Development</p>																																
<p>The best option as it will work in well to create a straight through bypass and allow growth in the area.</p>	<p>The relative effects of the route options on existing patterns of development and proposed growth in the area was taken into account in the assessment of landscape and visual matters. The implications of the options on alternative growth plans for the area east of Levin were assessed in more detail in the report ‘Implications of Route Options on Levin Urban Growth Area, Isthmus, Updated 1 March 2018’. This report concluded that N9 lends itself to both the pattern of development anticipated by the operative district plan and also to urban expansion proposed in the draft ‘Horowhenua Growth Strategy 2040’.</p>	<p>N9</p>																														
<p>N5 and N9 will affect the planned subdivision</p>	<p>The relative effects of the route options on existing patterns of development and proposed growth in the area were taken into account in the assessment of landscape and visual matters. The implications of the options on alternative growth plans for the area east of Levin were assessed in more detail in the report ‘Implications of Route Options on Levin Urban Growth Area, Isthmus, Updated 1 March 2018’. This report concluded that N9 lends itself to both the pattern of development anticipated by the operative district plan and also to urban expansion proposed in the draft ‘Horowhenua Growth Strategy 2040’. N5 was somewhat similar to N9 in this regard.</p>	<p>N5 and N9</p>																														

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Does S6 provide sufficient leeway for future development of the existing townships?	Manakau is the only township potentially affected. While both S6 and S7 will directly affect some existing rural residential properties south and east of Manakau (including Manakau Heights), the options pass 'behind' the village. They will not affect potential development of the area on land west of the township.	S6
Old Transpower lines are needed by Electra who now owns them to ensure resilience in its network for the benefit of the whole community.	We are aware of these lines. Consultation will be undertaken with all service providers in regard to effects on their networks once an alignment has been chosen.	N5 & N9
Levin council had a Wellington to Foxton motorway corridor that ran close to the lake on the district plan that did not affect Cultural, environmental, etc., in fact it went through the sewer works. The corridor was taken off after NZTA several years ago said they are upgrading and putting a new road around the back of Ōhau to join with SH57. The Wellington to Foxton motorway is still in place and is on the 2000 and something district plan	The commentary provided here appears to be hearsay and substantially incorrect. There was a small area of designated land (owned by NZTA) between Lake Horowhenua and SH1, but this was not part of a continuous designation. The designation was removed by letter to the Council as the RMA provides. The submitter is correct that the timing coincided with consultation on options to link SH1 and SH57.	All options
This option goes against the main drivers of Horizon's Accelerate 25 plan whose main aim is to make the region attractive for local businesses, tourists, elderly and protecting the environment.	This project is the top (equal) ranked project in the Horizon region (as prioritised by the Horizons Regional Land Transport Committee) as it encourages growth.	S6
Gladstone Green Belt area	Effects on the Gladstone area, including the pattern of development provided for by the District Plan, are taken into account in assessing the landscape and visual effects of the options, as well as in the District Development criterion.	N5 & N9
The HDC Long-term plan 2015–2025 refers to 1350 additional dwellings over the ten-year period and states that 'The majority of this growth is anticipated to occur in the rural (or rural lifestyle) sector.' However, in the narrow strip between SH57 and the foothills, the width required for an expressway would take out a huge area of land; in the future, a loss of the land suitable for the rural housing development which the HDC is referring to! With an expressway cutting across it, the area bounded by Queen Street East and Tararua Road (north–south), and by the foothills and either of routes N9 or N5 (east–west), would be rendered virtually useless for designated future rural residential development.	The relative effects of the route options on existing patterns of development and proposed growth in the area was taken into account in the ranking scores with respect of landscape and visual matters. The implications of the options on alternative growth plans for the area east of Levin were separately assessed in more detail in the report 'Implications of Route Options on Levin Urban Growth Area, Isthmus, Updated 1 March 2018'. This report concluded that N9 lends itself to both the pattern of development anticipated by the operative district plan and also to urban expansion proposed in the draft 'Horowhenua Growth Strategy 2040'. N5 was somewhat similar to N9 in this regard. While N4 has a good fit with the pattern of development anticipated by the operative District Plan, it would not have as good fit as N9 or N5 with urban expansion proposed in the draft Strategy.	N5 and N9
The Horowhenua District Council has begun the process of rezoning the area west of Arapaepae Road from rural to residential. The population of the Horowhenua is growing rapidly and it is probable that sub-division of that area will begin within a few years. Both corridor options intrude into the area to be designated residential but the northern (N5/N9) intrudes less. By keeping the alignment as far north as possible it will reduce the effects of noise and fumes on the greatest number of new houses and on existing properties in that zone.	See commentary above.	N5 and N9
The land east of Levin, particularly the block east of Arapaepae Road, between Tararua Road and Queen Street East, has been long been identified by Horowhenua District Council (Council) as an area of future growth. In the mid-2000s, this land was identified by Council as a Green Belt Residential Zone, facilitating a greater intensity of rural residential development. Subsequently, changes to the District Plan identified this land as a Deferred Residential Zone to provide for the future residential growth of Levin. Most recently, Horowhenua District Council have released their Draft Growth Strategy, which identifies the western section of this block (termed LS6) as an area of possible re-zoning to provide for residential development. Along with the current consultation on the Growth Strategy, Council are actively working with landowners to ascertain the levels of support for this future re-zoning.	See commentary above.	N5, primarily and N4
Impact on the rates pool – removal of a large number of properties from the pool of rates required in Manakau will likely result in rate increases for remaining properties, plus there will be	Comment noted. However, the expressway is expected to contribute to further growth in the Horowhenua and Central North Island areas, and it is anticipated that this will be reflected in	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
an inevitable increase in rates to be collected as a result of maintenance of the existing State Highway becoming a responsibility of HDC.	greater rates income over time. Divestment of the existing state highway sections which would be no longer needed involves processes of negotiation and agreement between NZTA and HDC as to responsibilities and land allocation.	
Project Objectives – Safety, Efficiency, Resilience, Connectivity		
The new government has priority goals which may affect immediate funding, should a delay occur it will allow for deeper investigation of the features that impact this option for Taylors Road to Forest Lakes. This investigation also needs to occur if funding is approved.	The project will be assessed against the new Government Policy Statement on Land Transport Funding before a decision on how to proceed is made.	All options
Irrespective of preferred option, NZTA must recognise the significant uncertainty and costs imposed on all potentially affected properties. Therefore it must define a preferred route as a matter of urgency. It must not slip past its "mid 2018" deadline. Should the Agency not be able to determine a preferred option by mid-2018, either through government policy not to build the road, or through public feedback, then it should formally abandon all shortlisted options immediately.	Noted.	All options
An NZTA decision to prefer S7 as the expressway route would be irrational and contrary to common sense. It is not legally viable in terms of NZTA's own functions and it is not legally viable as an ultimate decision under the RMA.	Comment noted.	S7
Engineering Considerations and Design		
Can building over the fault line be mitigated?	To some extent it can, depending on where structures are needed.	S7
Constraints map needs updated – fault line: https://www.eqc.govt.nz/sites/public_files/3619-Northern-Ohariu-Fault.pdf	We will update our constraint maps. It appears as though S7 could be along the fault line around Kuku east as well.	S7
What research has been undertaken into the potential drainage around this option – given that the Arapaepae Road / Queen Street area has a history of flooding issues and how does the NZTA propose ensuring that this option will avoid this problem both during construction and in the longer term?	The constraints maps were developed to record areas of historic flooding and were further verified in consultation with Horizons RC flooding team. Management of stormwater quality and quantity during construction and operation is a requirement of major roading projects. When the preferred corridor has been selected, this detailed stormwater assessment and design will take place.	N4
S6 behind Manakau likely follows a splinter off the Northern Ohariu Fault. I, along with colleagues, mapped the soils and geology of this region, including a report to EOC on the northern Ohariu fault. The ground immediately south and east of Manakau is likely to be soft and wet.	From the report it still appears that it is S7 that follows the fault line, not S6. However, we will continue to investigate this stated splinter fault.	S6
The section from N9 to Koputaroa Road should be four lane not two. Then returning to two lanes.	Traffic volumes of less than 5,000 vehicles per day do not warrant four laning, however we will consider future proofing for this.	N9
The 300m corridor should be 500m as homes within the 300m corridor that only require some land to be taken but not all will be badly affected by noise, vibration, dust etc. during construction, & ongoing road noise once the expressway is built. If extend to 500m these affects would be reduced.	A Tier 1 noise assessment has been undertaken on the shortlisted options. This has investigated all protected premises and facilities (including dwellings) out to 250m of the centreline of each route option.	All options
Careful thought needs to be given to the southern connection to the Pekapeka to Otaki expressway. I understand that there is to be a roundabout near Taylors Rd. The express way must not have a roundabout on it!!!! Otaki North and Levin expressway need to connect uninterrupted	There will not be a roundabout at Taylors Road as part of the Peka Peka to Otaki or O2NL work – SH1 will continue uninterrupted.	All options
To accrue all the necessary benefits needs to connect to an Otaki bypass.	The proposed expressway will connect to the Peka Peka to Otaki project, which includes an Otaki bypass.	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
NOTE YOUR JOURNEY TIMES CAN be manipulated by having 110kph on NEW Expressway and 50kph through Manakau, Ōhau and 80kph or 90kmp for the remainder of the highway, THIS WOULD ALWAYS induce motorists to take a slight longer but faster route than and shorter but slower route.	The comment is correct. The current assumptions are 100km/h speed limit on the expressway and retaining the existing speed limits on SH1, but other alternatives are possible. The model uses a cost approach to assign vehicle trips, i.e. it takes account of both time and distance. All options have been assessed on a similar basis for consistency.	All options
Please don't stop at the current point shown on these maps. SH1 from Koputaroa Road to Foxton is dreadfully congested as it is. There are no passing lanes and significant areas where passing is double yellowed. It seems unproductive to have good flowing traffic suddenly hit an already constricted road. If the new expressway finished at the new bridge, as the title to the aerial map suggests, at least after Foxton there is a 30km stretch of fairly good road to help ease any bottle necks.	North of the project area, the agency has adopted the North of Levin PBC (Preliminary Business Case) which includes two new northbound passing lanes north of Koputaroa Road and south of Whirokino bridge, safety improvements near Poroutawhao School and realignment of the curves at Waitarere Beach Road. This will address the highest risk areas.	All options
Ensure we can still use the Koputaroa exit onto the SH1 road into town.	Yes, movements between Levin and SH1 north of the expressway will be retained.	Northern options
Noise and vibration may reverberate more within a confined valley.	<p>Advice has been sought on this as part of the Tier 1 noise assessment. This is not normally the case.</p> <p>The acoustic effects arising when traffic noise is generated and received in the vicinity of steep, undulating landforms such valleys do not usually include any known reverberation effect. Although some impulsive sounds (such as a rifle shot) in such environments will usually result in reflected sound that is audible (an echo), this is not a phenomenon affecting traffic noise. The effects of traffic noise in valleys can be summarised as follows:</p> <p>a) Valleys enable elevated receiver sites to receive sound that has travelled from the source at a considerable distance above the ground surface (which avoids or largely reduces the sound absorbing effect the land surface has on the propagation of sound over significant distances). This effect can be accurately modelled within the detailed assessment stages of the project.</p> <p>b) Under calm air conditions, valleys can form complex temperature profiles that arise temporary under certain conditions. Studies have shown that such effects can account for level changes between -3 dBA and +10 dBA relative to a homogeneous atmosphere, however this is for receiver sites over 1 kilometre from the road (where received noise from a distant highway would not normally be considered a significant noise effect). The guidance on sound modelling set out within NZS6801:2008 Acoustics – Measurement of Environmental Sound ensures an adequate range of meteorological effects, including temperature gradients) are accounted for within the modelling results.</p> <p>Vibration caused by vehicles travelling along the highway is to be investigated in detail at subsequent stages of a project when the detailed alignment is being developed.</p>	S6
If you use S6 and N4 then the link should be straighter. I do not understand why there is a "hump" in the light yellow line as shown on the map. I would think that the straighter the better, and this would also (hopefully) not slice McLeavey road into 2 parts.	The corridors were selected in order to try and limit effects / impacts on identified constraints, but this connection between the north and south routes needs to be considered further once the routes are chosen. Comments noting a desire for an efficient direct route will be reviewed when the preferred options are known.	S6/N4 corridor
What is the rationale behind the kink in the roadway?	Generally this is to avoid constraints but the specific location referred to is unknown.	N5

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>Key feature for me is where S6 links to the Northern options as our property is in the "transition zone". The logical path seems to be along just west of Arapaepae Rd, with an overpass (Like Ngarara Rd near Waikanae?) for Kimberley Rd residents east of Arapaepae. S6 links to N4 with the big interchange at Tararua Rd. Access for industrial traffic to Tararua Rd industrial zone and to Levin town would be along current local roads. For this, while it would probably wipe out my house (!) keeps access to Levin for others along Arapaepae Rd which becomes a local road till the northern interchange</p>	<p>The detail of the transition between the northern and southern corridors will be developed further when the preferred corridors have been selected. This will also include local access arrangements and where interchanges will be located to provide access onto and off the expressway.</p>	S6
<p>1947 plans for this part of the highway designed by Bob Semple the then Minister of works. To my knowledge these plans are still in someone's hands in Levin. My memory of the plan was that immediately over the Ōhau river there would be a large inter change roundabout. There would be no disruption to local traffic or traffic to Kimberley & SH57. The road would then veer to the left and up the plateau; jump Muhunua West Road then Jump Buller Road. Then run parallel to and between Bruce Rd & CD Farm Road. It would then jump Hokio Beach Road and run through the HDC yard; Jump Makomako Road; go through Donnelly Park to a large roundabout at Queens street then continue between Lakewood Grove Road and lake Horowhenua. It would then veer around Kawia Road, Jump Lyndsay Road and veer left to merge with SH1 to the new bridge at the Manawatu River. If you study this plan closely you will find there would be little disruption to most traffic and little disruption to people's lives, especially in the McKleavy & Kimberley Road areas.</p>	<p>Options to the west of the existing SH1 route were considered during the MCA processes but have not been shortlisted due to a variety of issues.</p>	All options
<p>Suggest the NZTA adopt the W.H.O. "NIGHT NOISE GUIDELINES" for Europe. These are 40dB in our situation. The NZTA proposes 57–64 dB which is unacceptable. This level is dangerous for public health and the ongoing costs will be high.</p>	<p>This suggestion has been reviewed and investigated by a noise expert as part of the Tier 1 noise investigation. He has reported as follows:</p> <p><i>In October 2009, the World Health Organization (WHO) Regional Office for Europe published Night Noise Guidelines For Europe³ (NNGL) to provide evidence-based policy advice to EU Member States in the development of future legislation and policy. The NNGL expanded on the earlier 1999 WHO Community guidelines on the issue of sleep disturbance, and concluded recommending an 'interim target' of 55 Lnight for protection of sleep and well-being.</i></p> <p><i>The NNGL for Europe provide aspirational goals for policy makers to consider when aiming to minimise the impact of environmental noise on the population during night time. As defined in EU-directive 2002/49, these guidelines adopt the "Lnight" noise unit as the night-time noise indicator. The guidelines adopt a definition of night as being by default 23.00 - 07.00 - however Member States may adapt this to the sleep pattern of the population.</i></p> <p><i>The NNGL indicate Lnight levels of 40 dB, being the lowest observed adverse effect level for night noise as the recommended target. However, most Member States adopt higher Lnight values for traffic noise. The Lnight noise limits for traffic noise quoted in Table 1.1 of the guidelines indicate Lnight limits applying in different EU countries which range from 40 dB (Latvia and Netherlands) to 62 dB (France).</i></p> <p><i>For a number of reasons, the WHO approach is not strictly comparable with the applicable NZ Standard. The NZS6806:2010 recommended threshold for investigating noise mitigation at a level of LAeq (24 hr) 57 dB is a threshold which lies;</i></p> <p>✓ 3 dB below the EU 'interim target' of 55 Lnight for protection of sleep and well-being.</p>	All options

³ WHO Regional Office for Europe, Night noise guidelines for Europe, Copenhagen.
<http://www.euro.who.int/document/e92845.pdf>.

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
	<ul style="list-style-type: none"> ✓ 2 dB above the NOAEL for night time traffic noise of 50 dB Lnight, and ✓ 1 dB above the median Lnight traffic noise performance standard adopted within 12 EU countries (Table 1.1 of NNGL). <p>In summary, the recommended NNGL noise guidelines are not considered applicable to the O2NL project which is based on the assessment of noise effects and application of suitable mitigation under NZS6806:2010.</p>	
<p>Should route 6 be chosen, I submit that you change the alignment of the proposed corridor through the western/bottom end of North Manakau Road. You avoid the nine houses and/or properties on North Manakau Road, which currently lie within the proposed corridor, and therefore much of the associated purchase costs. I understand that two of these houses have some historical significance also. 88 North Manakau Road was the old school house and Arranwood, which was built in the late nineteenth century and has some architectural and environmental significance (see Mr G Gilpins submission). Whilst my proposed may affect some other properties (but just one if any houses) the effects are far less than those of the present proposed corridor.</p>	<p>Best efforts will be made to find the best practicable alignment within the 300m wide corridors so as to avoid, for example, houses and other features as far as possible.</p>	S6
<p>S6 is quite naked has less trees protecting from the high winds. I believe a wind barrier would be great limiting strong winds. I'm a motorcyclist not to sound selfish but in open spaces in windy days it's horrible. Trees and shrubs are a great natural way of limiting this.</p>	<p>This is a matter for detail design and mitigation.</p>	S6
<p>There seems to be a tendency in road reconstruction to cut down on safe service lanes and drivers can find themselves in a no man's land while trying to merge into or out of traffic, as a builder, we are taught to identify hazards and there are still some on SH1 through Manakau even though they have rectified a lot of the newly marked roads and traffic islands.</p>	<p>The expressway will be designed in accordance with current national design standards which for an expressway route includes very high standard merge and diverge lanes.</p>	All options
<p>Local access onto SH1 from 257 & 255 SH1 and the neighbouring properties: need to have a safe, convenient access on and off of SH1 in both directions. Concern a proposed medium barrier being erected on SH1 preventing local traffic from turning from their driveway.</p>	<p>Access to individual properties has not yet been determined and will be undertaken as part of the next phase of the design process once the preferred corridor has been selected.</p>	All options
<p>As we are at the end of PP20 and beginning of O2NL we understood the roads would be continuing on the same lines. Transit already owns the land to the west of our properties and we understood there would be minimal social, cultural, environmental or physical ramifications if the road ran close by the current SH1, and then could continue onto S6 or S7 or whatever is decided.</p>	<p>A number of different alignment have been investigated through this area, but the shortlisted alignments run to the east in this area to avoid environmental and cultural constraints.</p>	Southern options
<p>If the people who may be affected by the interchanges have not had notification they should be alerted ASAP. Will the interchanges sit within the corridors already identified?</p>	<p>The locations of the interchanges are not yet known and they have not been designed. When the preferred corridor is known and more detail of possible interchange locations has been developed, any additional landowners that may be affected will be contacted.</p>	All options
<p>An alternative route, which could minimize those effects, is that which could head north off the current route of SH1, from the passing lanes, north of the Forest Lakes Rd intersection. This route would then travel to the west of Manakau, Tatum Park and the Railway line, until crossing the Ōhau river and travelling eastwards, south of the Ōhau vineyards to head northeast to re-join the expressway near the Kimberly Rd Arapaepae Rd corner.</p>	<p>Options similar to this were considered in earlier assessments of options.</p>	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>The placement, of the two lane link road from SH 1 and SH 57. (Arapaepae road.) It is clear to see that a straight line has been drawn from SH 1, to SH 57, No regard at all has been given to the route the road takes. i.e. Ground topography, etc.</p> <p>Let alone the numerous homes, Life style blocks, Totally wiped out, or access cut off. Approx. 20 plus properties gone or affected. There is no need for it to be this Bad. Redesigning the Route is a no Brainer when you look at the ground Topography, Ease of construction etc, etc. There is a Clear alternative that needs to be seriously looked into. You only need to view the option to see it's the logical place to put a road. All I ask is for the head Engineers / Design Team to come and have a personal look at the option. (Not from a Google Map) Access can be gained from my properties to view the route. (161 Fairfield road, & 114 Heatherlea east road.) Which has clear benefits. This is by far the least obtrusive, on everyone. There will still be homes lost, minimising this should be part of the process. Not the other way around. I went to a Meeting at Barry Richards on Tuesday 6th. 64 Sorensens Road. Attended by Lonnie Dalzell and Team. I was Surprised to hear that the route of the 2 lane link road from SH 1 to SH 57 was fixed. What happened to consultation? On this section, as the rest of the Route from Otaki to Levin. There has been a lot of discussion, Conjecture, that the Consultation process is a Crock. I hope you prove me wrong. !!. As said previously all I ask is for the option to be looked at Seriously, Looked at personally, Pro's and Con's Discussed, over both options. Then a better informed decision made. Horo D Council had a District Plan done around 2007. On a map I have it shows a similar bypass option. Although not 100% correct, it's basically in the best position. It's all flat Farmland, (dry stock) so easy enough to shift around. Even the two people from NZTA that visited us viewed my proposed route, (you can see most of it from my house.)</p>	<p>Best efforts will be made to find the best practicable alignment within the 300m wide corridors so as to avoid, for example, houses and other features as far as possible. The offer to come and view the land from the submitter's property is appreciated.</p>	Northern options
<p>The developer that invested, developed and produced the Manakau Heights and Glenmorgen Rise subdivisions that now house up to 50 lifestyle property holders of which a large percentage will be affected by this new proposed Expressway way S6 and S7, either directly or indirectly. Back in 2000 when this subdivision was being considered NZTA was approached to find out their plans for the future for this area of the Horowhenua. [We were] advised by letter from NZTA that there was no chance of an expressway ever going via the Eastern route but if planned would be routed via the West.</p>	<p>Best efforts will be made to find the best practicable alignment within the 300m wide corridors so as to avoid, for example, houses and other features as far as possible.</p> <p>Any details of previous confirmed proposals for an alignment to go west rather than east of the current SH1 are not known to the NZTA project team and no records of this nature have been found.</p>	Southern options
<p>Manakau Heights and Glenmorgen Rise subdivisions have an underground bore with water pipes that feed all 50 sections in the subdivision and the S6 corridor is located directly over this bore and pump also keeping in mind that there a number of easements surrounding the pump shed and water pipes and accessways to the bore to be taken into consideration.</p>	<p>NZTA will have to provide replacement water supply if this corridor is selected and the bore supply is affected.</p>	S6
<p>Alternative route suggestion: suggest the effects of this proposed S6 route could be minimised by heading North from current SH1 route at the passing lanes North of the Forest Lakes Intersection, passing to the West of Manakau, Tatum Park and the railway line, until crossing the river and at that point travel Eastwards, South of the Ōhau vineyards to head North East to re-join the expressway near the Kimberly Road/Arapaepae Road Corner.</p>	<p>Options similar to this were considered in earlier assessments of options.</p>	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>When I called into the pop shop I brought up the question of electric vehicles and self-driven vehicles and how this has been factored in to traffic modelling. I provided my email address. But to date no one from NZTA has replied answering this question. I believe your modelling for traffic flow 2041 is short-sighted because I can't see where you have taken this crucial element into account. In fact www.nzta.govt.nz/resources/transport-model-development-guidelines/docs/tmd.pdf doesn't seem to take it in to account either. The nature of travel in 2041 will be quite different from what it is today 2018. Therefore I do not believe the proposed expressway will not be as resilient as we need it to be. The traffic modelling seems to follow the earlier report of July 2012.</p>	<p>Automated and connected vehicles and infrastructure are becoming more prevalent and the nature of transportation will change. However, exactly how it will affect numbers of vehicles and the space that they will need is still a subject that has wildly different forecasts. We are keeping a close eye on this, however, key project objectives are to reduce the incidence of fatal and serious crashes and to provide a resilient alternative route. An offline solution achieves these objectives while new transportation technologies emerge and can then be used by automated and connected vehicles in future.</p>	<p>All options</p>
<p>The hill (on right when facing South) on Manakau Heights Drive is shown in the options graphics at least 100 metres inside the corridor yet in other documentation that hill is marked as an ancestry land mark. Therefore should the corridor be 100m further East through Manakau Heights Drive and subsequently impacting a number of properties not currently in the 300m corridor?</p>	<p>The small distinctive bush-clad hill south of Manakau is acknowledged. Best efforts will be made to find the best practicable alignment within the 300m wide corridors so as to avoid this hill which falls on the edge of the corridor.</p>	<p>S6</p>
<p>Concerns regarding how NZTA will mitigate lighting at night at these interchanges. These are very bright and will have impact on those who are near this.</p>	<p>This is a matter for detail design and mitigation.</p>	<p>All options</p>
<p>The curves at Waitarere and the intersection with Waitarere Beach Road are already dangerous. The expressway will encourage more development at, and traffic from, Waitarere. The traffic coming off the expressway is going to quickly have to adapt to very different driving conditions. The intersection is going to be particularly dangerous as traffic volumes will have already significantly increased by the time the expressway is opened. Therefore the intersection needs to be improved well before the expressway is in use.</p>	<p>North of the project area, the agency has adopted the North of Levin PBC (Preliminary Business Case) which includes two new northbound passing lanes north of Koputaroa Road and south of Whirokino bridge, safety improvements near Poroutawhao School and realignment of the curves and safety improvements in the vicinity of Waitarere Beach Road. This will address the highest risk areas.</p>	<p>Waitarere and northern options</p>
<p>S7 it doesn't just cross a fault line it runs parallel to one for 2.5kms approx.</p>	<p>This is the Northern Ohariu Fault. If the S7 corridor is selected the precise location of the fault would be ascertained (through fault trenching) to determine the exact location. The likelihood is the corridor would be marginally offset from the fault line. Structures would ordinarily be avoided from being directly on the fault due to the displacement risk.</p>	<p>S7</p>
<p>The best time to plan safe cycle ways is when a new road is being planned because they are a lot more expensive to plan and implement later, and they are usually small, patchy, and unsafe. The cycle way needs to be set back from the road with a barrier between it and the road which is not a great problem at the road planning stage, but will future-proof the road and bring huge benefits for tourism, sport and recreation, and the health care and exercise of our population.</p>	<p>A cycleway will be investigated as part of the expressway project, however further consideration needs to be given to exactly where to locate this. This will be done as the preferred option is progressed.</p>	<p>All options</p>
<p>This valley has the reputation as a Micro Climate and has climatic conditions which differ to that compared with Levin and other surrounding areas. The area is renowned for its wind eddies formed from the wind current and the canyon effect from the steep river banks starting at the DOC reserve. Another feature is its ability to have localised gales which are felt only in portions of the whole valley. The valley is unique.</p>	<p>Information noted.</p>	<p>S7</p>
<p>Below ground springs which appeared in our vicinity on Queen St East</p>	<p>Noted.</p>	<p>N9</p>
<p>There needs to be cycling and walking access across and along roads and interchange.</p>	<p>This is a matter for detail design and mitigation. Walking and cycling provision will be investigated as part of the full works.</p>	<p>All options</p>
<p>Kimberley Rd is quite narrow and for some reason there are more sunstrike accidents there near summer.</p>	<p>Various 'online' safety measures are currently being considered on SH1 and SH57 in the project area, to be provided in advance of the expressway which is a number of years away</p>	<p>Kimberley Rd</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
	from opening. These comments will be considered alongside the online safety improvements being developed.	
<p>We do not believe that NZTA has put the correct weight on the impact to protected premises and facilities (PPF) and associated ill health for the community as should be required under the international standards. Noise should be included as an important SEPARATE criteria in the MCA.</p> <p>NZS 6806:2010 and the NZTA guide for State Highway Asset Improvement Projects both require that all PPF be assessed within 200m from the closest traffic lane. Simply put, a Tier 1 assessment can be based solely on the volume of traffic at the design year and the number of PPFs within 200m of the proposed alignment providing an initial indication of potential noise exposure. This submission believes that this investigation must be ongoing given the requirement in the RMA that actual and potential noise effects must be assessed and this is done from the NZTA's Environmental and Social Responsibility Screen using the NZS 6806 5 Assessment-Matrix-0.5</p> <p>Generally investigate the failings of the NZS 6806:2010 standard and, with Standards New Zealand, update NZS 6806:2010 to take into account the Night Noise Guidelines.</p>	<p>As multi-criteria analysis is considered a reliable and well recognised method for systematic identification of a preferred option, often involving a diverse range of aspects (or criteria) are to be included within the evaluation – including intangible values which cannot readily be translated into monetary terms. However, the choice of criteria, and how matters are grouped within criteria depends on a wide range of circumstances, including the nature of the project area and the other matters which also need to be taken into account.</p> <p>The Tier 1 noise assessment has considered PPFs within 250m of the centreline of each route option which ensures distant PPFs are included within the noise assessment.</p> <p>As the Tier 1 stage does not involve detailed use of the NZS6806:2010 methodology, no failings have been identified to date in applying the concepts of this Standard to the O2NL Project. As the project progresses it is recommended the Transport Agency, via investigation, confirm the detailed methodology and criteria of NZS6806:2010 are entirely suitable for application within a Tier 2 or 3 "preferred option" noise study. This "Pre-Tier 2/3" investigation should identify what aspects of NZS6806:2010 might appear inappropriate and require amendment, if any, to best address the project's social and environmental impacts.</p> <p>Comments on the "Night Noise Guidelines have been provided in response to other comments.</p>	All options
<p>Proposal for an adjustment to be made to the route for the link corridor between SH57 and SH1 from where it is currently, to slightly further south of Sorenson Road (see map accompanying this email to show proposed alternative route).</p> <p>The purpose and focus of this submission is to mitigate the negative impact on Sorenson Road, which is under the purple line linking the SH57 area back to SH1 on the NZTA route map. We have identified a similar yet easier route for NZTA's link road and have attached map to show this. Our reasoning is as follows:</p> <p>The majority of houses in Sorenson Road are at the southern end of Sorenson Road. Sorenson Road is a small rural road off Heatherlea East Road. It accommodates businesses, lifestyle blocks and single dwellings. All sit on land that cannot be subdivided, because the land is classified as type A1 soil.</p> <p>These properties have been identified as affected by the proposed Eastern Route link road for the Ōtaki to North of Levin project by NZTA.</p> <p>The proposed pathway for that part of the corridor links the proposed Eastern Route with Highway 1 just North of Levin. It will cut across Sorenson Road removing some houses and result in complications for others to access the end of Sorenson Road and the Private Road off Sorenson Road.</p> <p>In addition most of the houses at the southern end of Sorenson Road are likely to be demolished if the Eastern Corridor goes ahead according to meetings held with NZTA staff to date.</p> <p>We propose that NZTA change the pathway of their existing purple line linking the Eastern Corridor to SH1 through Sorenson Road slightly, and instead take that link road through the empty farmland to the south of these properties.</p> <p>(The open farmland is further south of the current proposed route linking the Eastern Corridor with SH1 and well behind the properties at the southern end of Sorenson Road. It is owned by Max Haigh. Hugh Bentall has spoken with Max and Max is open to the idea that part of his land be used in this way).</p> <p>The advantages of this proposed alternative link road are that it would:</p> <ul style="list-style-type: none"> • Avoid all the gullies, waterways and pond systems in Sorenson Road • Continue to be a short and direct route 	<p>Further consideration of a moderate relocation of this corridor (between existing SH1 and SH57) will be assessed to determine whether a corridor is possible from both a geometric and impact perspective.</p>	All northern options – Sorensens Road

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<ul style="list-style-type: none"> • Have fewer obstacles and geotechnical issues to address. • Be simpler, easier and likely less costly to construct. • Save the properties/houses at the southern end of Sorenson Road and off the associated Private Road from being in the affected path of the current proposed link from the Eastern Corridor to SH1. • Allow Sorenson Road to remain intact and preserve the local community. • Ensure everyone at the southern end of Sorenson Road would be able to maintain access to their properties via Sorenson Road. • Obviate the need to demolish houses at the southern end of Sorenson Road and affect less properties and businesses over all. <p>Please see map of suggested modified link route attached.</p>		
<p>Recess the expressway into the ground and build Queen Street over it to reduce light and noise pollution and visual effects.</p>	<p>This is identified as a potential mitigation measure in the landscape and visual report. Other design considerations would need to be taken into account.</p>	<p>All options</p>
<p>Regarding the issue of noise and bearing in mind that there have been a few complaints about excessive noise on M2PP I would ask that everything learned from M2PP and being currently applied there (e.g. Removal of rumble strips and use of low road noise asphalt) be applied to the more densely populated area between Tararua Road and Roslyn Road.</p>	<p>Noise from highways can be reduced by barriers and by including designing the highway to operate within a man-made depression in the normal land surface. The assessment of the viability of such noise mitigation measures is a key aspect of the detailed traffic noise assessment undertaken with Tier 2 and 3 noise investigations yet to be carried out for the O2NL Project, and also need to be considered reasonable in terms of practical and cost-effective to implement given local ground conditions.</p> <p>The use of low noise road surfaces and the placement of ATPs (rumble strips) will form part of future detailed traffic noise mitigation investigations to take place at the subsequent stages of the project. Learnings from earlier projects will be incorporated into the O2NL project.</p>	<p>All options</p>
<p>According to Google there is a fall of elevation downhill travelling north the length of Arapaepae of 28 meters over the 7 km from Kimberley to Heatherlea East Rd. A viable proposal would be to drop the corridor 6 meters below ground level to conceal the largest trucks, mitigate noise and absorb toxic fumes by planting the slopes.</p> <p>Clever Engineers could achieve this by diverting expressway surface water runoff and ground seepage into a drainage network which consistently falls to the north. (Currently the storm water for Queen St East travels alongside a deep ditch on the LHS along Arapaepae Rd. A corridor below the level of local roads would eliminate surface flooding issues.</p> <p>They have achieved this through the gully section south of Cambridge, my home town on the way to my brother's farm I asked where the expressway was and he said 'you passed over it.' I went back the next day and was amazed how well it had been integrated into the landscape.</p> <p>Queen St East remains at ground level and crosses a bridge also at ground level. The topsoil reinstated prior to planting the sloped sides but the surplus excavate Alluvial gravel subsoil (B and C Horizons) used for embankments elsewhere in the flood prone areas.</p>	<p>Vertical and horizontal alignment of the preferred route when selected is a matter for detail design and mitigation.</p>	<p>Northern options</p>
<p>Our rural property runs right up to SH1 just north of where the 4 lane highway transitions to 2 lanes – right at the point where this work may be undertaken – and we have a number of issues that we wish to register at is time.</p> <p>There are already heavy traffic flows through this part of SH1 & we are wondering how a widening & levelling of the road is even possible with the limited space available & without a boundary change & the forfeiture of land? A widening of SH1 to include overtaking lanes will also potentially mean that the highway be moved closer to the actual dwellings along this route? To date there has been no approach to us or any of those who will be affected.</p>	<p>The agency has adopted the North of Levin PBC which includes a new northbound passing lane north of Koputaroa Road. Consultation and discussion with landowners would be part of future work on this project.</p>	<p>Northern part of the corridors</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>The current stretch of SH1 along this part of the road where the ‘bumps’ are, is subject to serious flooding on the eastern adjoining properties in any kind of heavy or sustained rainfall.</p> <p>Currently the land east of SH1 is already significantly higher than that to the west & any run-off from the properties to the eastern side of SH1 run across/under SH1 and into ours & neighbours properties. We are already approximately 1 – 2 metres below the current road level – If the bumps are to be levelled out & presumably raised, the drainage issue on this part of the road will be seriously affected & we see a need for some thorough investigation, because we see this being worsened by this current proposal. Once again, to date there has been no approach to any of those who will be affected.</p>	<p>Any works associated with SH1 beyond the expressway tie-in near to Avenue North Road/Koputaroa Road are not subject to this investigation and engagement exercise. While some investigations have been undertaken on SH1 between Waitarere Beach Road and the expressway tie-in, nothing has yet been confirmed and will be subject to full consultation and further design development.</p>	<p>Northern part of the corridors</p>
<p>Volumes of traffic which are currently high will be largely impacted by traffic coming north because transitioning from 4 lanes to 2 lanes. We fully understand the ‘concept’ of traffic being ‘split’ between those going north on SH1 & those who turn eastward from Levin towards Palmerston, reducing some impact. However northern bound traffic already does this and it has no effect whatsoever on the volumes of traffic travelling north on SH1 – We know this because of the difficulty we personally experience trying to get onto SH1 from Te Whanga Road. This is particularly difficult & dangerous on most weekends & especially over a holiday weekend when traffic flowing north & south experience a substantial increase in volume.</p> <p>Whilst we can see that traffic flowing south may be eased because the road will transition from 2 lanes to 4 lanes, this will not solve the matter of 4 lanes reducing to 2 for traffic travelling north & because of the multitude of heavy trucks & trailers & any other slower moving vehicles coming of the 4 lane highway, we can foresee a significant slowing down effect, which surely defeats the whole point of this costly project. Also we see a number of accidents on this stretch of road from time to time which instantly closes SH1. At least with a 4 lane road option the traffic has a better chance of moving around & continuing forward rather than SH1 being completely blocked.</p>	<p>Traffic modelling has indicated the proposed ‘split’ northeast of Levin, with 4 lane transitioning to 2 lanes for SH57 and 2 lanes for SH1, is most suitable.</p> <p>Additional improvements are also being considered beyond the expressway tie-in near to Avenue North Road/Koputaroa Road. They are not subject to this investigation and engagement exercise. While some investigations have been undertaken on SH1 between Waitarere Beach Road and the expressway tie-in, nothing has yet been confirmed and will be subject to full consultation and further design development.</p>	<p>Northern part of the corridors</p>
<p>There is no cell phone reception in this area...so if there is an accident or a breakdown, it is going to be extremely difficult to get in touch with emergency services.</p>	<p>Noted.</p>	<p>S7 and S7A</p>
<p>We are uncertain whether Option N4 utilises the existing road corridor of SH 57 past Levin. The existing road corridor appears to already have reasonably well controlled limited frontage access (at least on the Levin side of the highway). If N4 doesn’t use the existing corridor, then the new route should be sufficiently separated from this existing road that it can support land use on both sides of the existing road as a local road.</p>	<p>The N4 alignment does not use the existing SH57 corridor which would be retained as a local road alongside the expressway corridor.</p>	<p>N4</p>
<p>Major concern from all the options would be the extra stormwater/run off that may run down Waihou Road. I am aware that you plan for managing this however I am sure there are likely to be times where this is not/cannot be managed completely. The options N5 and N9 I feel could potentially add more water to what already flows down Waihou Road in extreme weather. This is what currently happens: The red arrows are the flow of water down Arapaepae and Waihou Roads. Most of that water meets at the drain on the corner of Arapaepae and Waihou on the southern side, my side of the corner. About 10 years ago the council put a ditch on the southern side of Waihou from the water race past what is now 151 Waihou Rd, and 153 Waihou. Since then the drain has, on the whole, coped with the excess water. However when there is extreme rainfall it does not, and the water builds up flooding the highway, and my front garden becomes a lake. The water flowing down Waihou Road then also goes through the Woolshed behind my place, round my garage and then round and, under my house, to join the water at the front. In 2017 there were two of these events within a couple of months of each other.</p>	<p>Stormwater design is a matter for detail design and mitigation.</p>	<p>Northern options</p>

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Option S6 runs across land that is designated as having a moderate risk of liquefaction as shown in a Figure 2.8: Faulting and Liquefaction in Manawatu Whanganui P.25. State of Ecological/Cultural Landscape, Decline of the Horowhenua Coastline Between Hokio and Waitohu Streams. Dr Huhana Smith, Aroha Spinks, Tipene Hoskins, Moira Poutama, 2011.	Liquefaction risk was considered as part of the MCA process. There is some liquefaction risk to all options at the southern project extent (near Otaki) as well as options S6 and S7A in the area around Kuku and the Ohau River (moderate risk).	S6
<p>Flooding between Wakefield and SH57</p> <p>The area between Wakefield Rd and Arapaepae Rd has significant issues with flooding due to the following:</p> <ul style="list-style-type: none"> • Natural springs surfacing from the hills • A history of irrigation lifting the water table • Several artesian water sources 	This information has been noted and will be investigated in detail once the preferred corridor option has been identified.	Northern options
Safety		
<p>The proposed expressway is several years away from being built, so in the meantime there needs to be urgent safety improvements done to the present highway South of Levin to cope with ever increasing traffic volumes. Here is a list of improvements I would like to see done.</p> <p>*Remove the right hand turn from SH 57 onto SH 1 at the Kimberly Road intersection and Railway crossing. It is very difficult to turn right here with large volumes of North bound traffic on SH 1 also turning right onto SH 57. Traffic on SH 57 can queue for up to a kilometre while waiting for a large vehicle to turn right across busy SH 1. Such long vehicles also block the railway line and have no way of clearing the railway as these trucks cannot get out onto SH 1. Traffic wanting to go to Levin from East of this intersection can take the more safer route along Arapaepae Road to either the Tararua Rd, Meadowvale Drive, or Queen Street Intersections.</p> <p>*Remove the South bound passing lane at Kuku and replace with a right turn bay for Kuku Beach Road. This rural road has a lot of heavy truck and school bus traffic. These vehicles approaching Kuku Bch Road from the North have to stay in the "fast lane" to be able to turn right here. The passing lane is also too short to be safe and has no run out area at its end.</p> <p>* Close the North bound passing lane at Tatum Park as this passing lane is also too short with no run out area at its end.</p> <p>* Extend the Manakau 80 Km/h speed limit to North of the railway overpass and Waikawa Stream bridge as these two bridges are poorly designed and have very poor approaches.</p> <p>* Close the Southbound passing lanes near Otaki as the traffic is having to slow down and there is no point in traffic racing to pass traffic which then is just behind them as Otaki is reached. Or perhaps leave the passing lane there and put in a medium barrier and incorporate these two lanes into the start of the new expressway.</p> <p>*Put in North and South right turning bays at the intersection of Arapaepae Road [SH 57] and Tararua Road. This intersection is used by heavy truck traffic to access the Levin industrial area and traffic turning onto Tararua Road East to access the growing lifestyle blocks and forestry plantations.</p> <p>* Build a roundabout at the Arapaepae Road and Queen Street intersection as this intersection is very dangerous for vehicles trying to cross over. This includes school buses and mobility vans. The speed limit on SH 57 between Meadowvale Drive and just North of Queen Street must be reduced from the current 100 km/h to 80 or even 70 km/h.</p> <p>I am a school bus driver and I see the problems on this section of road every day, so please consider the urgent need to address the safety issues on this very dangerous section of the highway network.</p>	<p>Various 'online' safety measures are currently being considered on SH1 and SH57 in the project area, to be provided in advance of the expressway which is a number of years away from opening. These comments will be considered alongside the online safety improvements being developed.</p>	Existing SH1 & SH57

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
Interim safety improvements are needed at the SH57/Tararua Road intersection. It's the only intersection on this stretch without turning bays and it's quite frankly terrifying some days. Increased development up Tararua Rd, forestry and more heavy trucks turning to go to the industrial area in lower Tararua Rd are making this intersection very dangerous. Also not helped by the large number of power poles in the driver's line of sight.	Various 'online' safety measures are currently being considered on SH1 and SH57 in the project area, to be provided in advance of the expressway being developed. These comments will be considered alongside the online safety improvements being developed.	Existing SH57
<p>Making highways safer is an on-going process and much has already been done between Levin and Otaki.</p> <p>There are a few very dangerous spots. The two bridges north of Manakau have been the scene of many accidents and deaths- they are curved on bends and are not safe for today's heavy trucks and fast traffic.</p> <p>The two intersections to Kimberley Road and Kimberley Road itself are in need of a major safety upgrade.</p> <p>A diversion starting before the Manakau bridge and extending south of Bishop's vineyard and linking up with Arapaepae Road would be a substantial improvement at much less cost than the eastern options.</p> <p>Even just replacing the two bridges to a safe and modern standard would help as well as some improvement to the Kimberley Road intersections.</p>	These options have been previously considered in terms of online upgrades and also the realignment as suggested is Option 5A consulted on previously. While online or less comprehensive improvements would provide safety benefits, any improvements of this nature do not achieve the full project objectives that the Transport Agency is seeking to achieve with this project in terms of economic benefit, safety, access and resilience.	Existing SH1
Road safety as a reason for the Horowhenua extension of the Kāpiti expressway. Road Safety should be top priority for everyone. In the short term at least, median barrier installers should arrive along with ambulances, fire truck and police, whenever there is another head-on collision, or an accident involving overtaking. Users of SH1 and SH57 much be encouraged to stay in their correct lanes; to not cross the centre line; and to only overtake in passing lanes or when it is definitely safe to do so.	Comments are noted and reducing the occurrence of death and serious injuries is one of the stated project objectives.	All options
Other / Process		
Western option: https://www.scribblemaps.com/maps/view/Western Powerline Option/00c69	Noted.	All options
If the Government pull the pin on funding the building of the road then people need to know if this work will be used when it comes back on the agenda, local legend is that it will go back to the drawing board completely and any option could be considered in the future. This would create huge uncertainty and stress for people who are potentially affected.	Noted.	All options
We are advised that early in 2017 members of the local community, iwi and relevant stakeholders were invited to join the O2NL Project Reference Group (PRG). There is no reference to who these stakeholders are or what the make-up of O2NL is.	Link to MCA report / technical reports on the website: https://www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports/	-
Being sent letters saying property is impacted, but without any map to indicate whether it is a line through the middle of the house or simply a corner of a distant paddock, cannot be a consultation practice which respects the need to manage stress for an ageing population.	The submitter's comment is acknowledged, however the letter included an invitation to meet on a one-to-one basis. This appeared to be appreciated by the many people who took up the offer. Prior to the options becoming public, it was necessary to manage the release of information and respect individual landowners' privacy. For this reason, paper copies were not mailed out.	-
Aerial maps on display at the pop-up shops are out of date and do not show the development within the road	This is correct. However, newer aerial photos of adequate quality over the length of the route were not available. These aerials were used for public consultation only, and did not form the basis for analysis of potential impacts.	-

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>The MCA evaluation of options is flawed, and the decision-making for the preferred option has not been properly explained;</p> <ul style="list-style-type: none"> • Not including a proposed corridor for each of the three main route options — excluding a western route option — prior to public consultation undermines the validity of that consultation; • A further evaluation of a corridor for all three route options using other methods, in particular CBA and social impact, should be undertaken. • Another round of public consultation based on this further evaluation of the project and its corridor options, should then be undertaken, before NZTA makes a final route choose. • If no further investigations on corridor options are undertaken, and NZTA proceeds to a resource consent hearing on the information presently provided, it is my contention that any decision would be appealable on legal grounds, or could be subject to judicial review. 	<p>The process has been comprehensive and the submission appears to misunderstand the process and the level of detail (broad corridor within which an alignment is still to be identified). Further, CBA is less appropriate at the stage of route choice because of the many aspects that need to be taken into account (including environmental and social) which do not lend themselves to conversion to economic indicators. MCA has been developed precisely to address these inadequacies and is widely used (eg, in UK by local government on Treasury advice, and by the NAMs Group in New Zealand).</p> <p>Social impacts have been included at this stage by considering the impacts on communities (amenity, severance, recreation and construction effects), and identifying and assessing the number of dwellings potentially affected across the broad 300m corridors. Social impact investigations would not normally be undertaken in any depth until an actual alignment is identified (but recognising that in the process of identifying an alignment it is necessary to seek to avoid, mitigate and remedy all adverse effects, including adverse community and social effects). Only at that stage can actual social impacts be comprehensively evaluated.</p> <p>Nevertheless, NZTA has undertaken an independent review of the social impacts of the route options.</p> <p>The process is still many steps away from a resource consent process, as resource consents (and a designation) can only be applied for once a detailed design has been developed. The steps in getting to the stage where applications/a notice of requirement can be lodged will include further rounds of community engagement.</p>	All options
<p>There must then be a wider consideration than the MCA results, with different methods of evaluation being used.</p> <p>Cost Benefit Analysis (CBA) has been widely used in New Zealand and overseas. However, there is much less use of it now than there was, and from my experience there has been a trend of using only the MCA approach as a formal structured evaluation — that can be made transparent to all parties and the public.</p> <p>CBA methods use monetary values or prices, and this is both its strength and weakness. It provides a quantitative evaluation and ranking that takes into account the degree of (monetary) differences (of both costs and benefits). This does not mean that it cannot incorporate non-priced values, and there are indirect ways of putting a monetary price on non-economic values.</p>	<p>See comments in relation to previous submission. MCA provides a much wider and more comprehensive basis for comparative evaluation, and a more reliable basis than CBA, at the stage of route option choice.</p>	All options
<p>This was apparently the first time a community group had been involved at the MCA stage. The community people were simply interested individuals, many with a vested interest, and with no formal mandate of representation for anyone.</p> <p>Workshop 2 was scheduled to run from 2pm–10pm with 17 corridors being scored against 12 criteria. An opportunity for 204 separate discussions. It ended up being very rushed and left community members frustrated and speculating about the quality and robustness of the consultation.</p> <p>At the conclusion of the scoring the group was then tasked with weighting the criteria. This really is an exercise in applying community values to the criteria and as such should have been made available to the whole community as part of the engagement. Many community members present were uncomfortable with this responsibility.</p> <p>NZTA suggested it be revisited at the next meeting and a small amount of time was devoted to it there. It was never put out to the whole community.</p> <p>Although community members were involved and put a lot of time in the reality was that we attended meetings to be told where NZTA was up to. Minimal notice was taken of opinions and comments from community members particularly around some of the MCA scores provided by “outside” experts”.</p>	<p>The comments in this submission are acknowledged as the submitter’s opinion.</p> <p>It is not correct to say that “minimal notice” was taken of the views of community members during the MCA. This is apparent in the fact that a number of the scores awarded were not in accordance with those proposed by the specialists who presented introductory material for discussion on each criterion.</p> <p>The weighting from the workshop appeared to be an agreed position in the workshop context. However, two further weighting systems were also applied (derived from the next PRG meeting). Five other weighting systems were also applied.</p> <p>It is not considered practical that the “whole community” including all those who had not been involved in the MCA process, could contribute to an agreed weighting.</p>	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
A positive for S6 is stated as being "SH1 no longer runs through the middle of Manakau". (NZTA O2NL Feedback Form). Horowhenua District Council's (HDC) proposed Growth strategy (Long Term Plan 2018 –2038), for Manakau shows future growth areas to the west, southwest and south of the existing settlement. Where is the middle of Manakau?	The document referred to includes new growth areas (potentially to be rezoned for residential) only to the west of SH1. Manakau at present has a number of facilities (shop, Domain, cafe and other commercial operations) on the other side of SH1 from the main settlement.	S6
Random people got letters. Our son didn't with the S6 option chunking through the west side of his block. Then people wasted time trying to find out who got letters to see where the road went in some sort of bizarre treasure hunt. We got 2 letters with 3 roads going through the farm. Soon a map showed up on Facebook with no western options and we suddenly see a crossover route going through our entire farm operation, we having lived for almost all our lives in Manakau expecting a western sandhill route (100 years between the two of us). Then the proper NZTA map came out. It was all done back-to-front.	<p>There were an acknowledged number of problems associated with the original mail-out (e.g. streets with changed names, properties with no letterboxes, etc), and NZTA has done its best to rectify them.</p> <p>Feedback didn't identify the basis for the expectation that a western option would have been identified.</p>	-
<p>A number of concerns have been expressed about NZTA decisions made up to this point, including:</p> <ul style="list-style-type: none"> •The sudden removal of previously viable routes on the Western side without robust justification or the opportunity to receive community feedback •The lack of a robust Social Impact Assessments •The lack of a Noise Mitigation Report •Traffic modelling which appears to be incomplete inaccurate, for example: <ul style="list-style-type: none"> - not accounting for North to South modelling, and - being based on assumptions about what motivates drivers to use particular routes, and their priorities •NZTA's intention to proceed to develop its recommendation paper to the NZTA Board prior to gathering detailed information on social impact and noise mitigation, as well as the extent and costs of other mitigations that may be necessary for each corridor 	<p>These are expressed as "concerns".</p> <p>The reasons why western options were not furthered are set out in the report which resulted from the MCA, and also summarised in the material presented as part of the public consultation. There was no "sudden removal of previously-viable routes".</p> <p>Social impacts have been included at this stage by considering the impacts on communities (amenity, severance, recreation and construction effects), and identifying and assessing the number of dwellings potentially affected across the broad 300m corridors. Social impact investigations would not normally be undertaken in any depth until an actual alignment is identified (but recognising that in the process of identifying an alignment it is necessary to seek to avoid, mitigate and remedy all adverse effects, including adverse community and social effects). Only at that stage can actual social impacts be comprehensively evaluated.</p> <p>Nevertheless, NZTA has undertaken an independent review of the social impacts of the route options.</p> <p>Noise mitigation is addressed once an alignment has been chosen. Noise effects as part of amenity effects were included in the MCA's community impacts criterion. An earlier expert report on noise (prepared in relation to option T017) investigated noise exposure in the Manakau area. Subsequently a Tier 1 noise assessment of all corridor options has been undertaken.</p> <p>Traffic modelling has been undertaken for the entire project network and accounts for traffic going north and south. This model has been peer reviewed as being suitable for use. Route choice in a transport model is on an economic basis. Whilst it is acknowledged that each individual driver may have different motivations, it is not possible to model human factors in a traffic model.</p> <p>NZTA has obtained a preliminary noise and social impact report as a result of comments and submissions received prior to preparing a report to the NZTA Board.</p>	All options
<p>Planning Blight</p> <p>A key issue is, and will continue to be, a lack of certainty as to whether the expressway will actually be built even if a route, as unacceptable to the community as it may ultimately be, is selected and approved in July 2018. The recently released Government Policy Statement adds to this uncertainty as to whether this project will proceed.</p> <p>Currently there is a very real prospect that the NZTA board will approve a corridor for a future expressway, but that government will not provide funding to build it, meaning the project will</p>	<p>This concern is recognised and will be brought to the notice of the NZTA Board as part of the reporting to be undertaken in June 2018.</p>	All options

Area of Interest: commentary provided by the submitter	Comment by Project Team	Option / Location
<p>again stall, leaving the community in a further state of flux after already 6 years of changing proposals and uncertainty.</p> <p>Our primary concern is that affected property owners and the wider community are already being subjected to a blunt and unfair process and that will leave them in a situation of planning blight, where a route is selected and announced but no funding is committed to property acquisition or construction. This is a situation that would be is cruel and unfair to property owners left unable sell their property and in many cases not being able to realise the true value of their largest investment. It will also place them in a dire position of uncertainty and inability to move on with their lives.</p>		

Proactively Released under the Official Information Act 1982

8. CONCLUSION

Community feedback has provided the O2NL project with more detailed information about key features of importance as well as identifying additional features that need to be taken into account.

In principle, the community supports the O2NL project and recognises something needs to be done to improve the safety, resilience and congestion associated with the stretch of State Highway 1 and State Highway 57 between Ōtaki and north of Levin.

There is some community support for S6, on the basis that it aligns with project objectives identified by the O2NL project. A number of people would rather see S7 progressed as it avoids impacting on Manakau village, but others recognise S7 has other challenges in terms of engineering considerations. There is strong support for N4 in the north as it is felt that this option meets the project objectives and has less impact on district development.

When people identified which full corridor they supported, S6 and N4 were preferred.

9. NEXT STEPS

A preferred corridor was selected following this engagement with the community and took into account, among a number of other factors, the views of people who live, work and travel in the area. We also carried out additional ecological, heritage, social, noise, and vibration assessments following questions raised by the community, and these helped shape our way forward.

The next steps are further investigation and design. We will work with property owners, and the wider community to progress design of the road within the preferred corridor.

APPENDIX A – PROJECT UPDATE ON SHORTLIST OPTIONS FOR PUBLIC CONSULTATION FEBRUARY 2018

1 Ōtaki to north of Levin

PROJECT UPDATE

February 2018



Have your say

We are asking people for their feedback on a shortlist of corridor options for the Ōtaki to north of Levin (O2NL) project.

The O2NL project will improve the safety and resilience of State Highway 1 (SH1) and State Highway 57 (SH57) and support regional economic growth by delivering a state highway that meets current and future transport demands.

After our community engagement last June, we developed a long list of options which we then assessed to produce a shortlist of options. During this process we met regularly with the Project Reference Group. We will provide more information on the option assessment process at the community information sessions being held in February, in March and also at our pop-up shop which will be open from 7 February 2018.

Project objectives

- to reduce deaths and serious injuries on the state highway network
- to reduce travel times on the state highway network
- to enhance the resilience of the state highway network
- to provide appropriate connections that integrate the state highway and local road networks to serve urban areas.

Community knowledge

- In June 2017, we sought the various perspectives of people who live, work and travel in the area. This has helped us understand community values and interests, including cultural, environmental, business and social issues, to help us to achieve the best outcome for the region and for road users who travel through the region.
- In early 2017 we asked members of the local community, iwi and relevant stakeholders to join the O2NL Project Reference Group (PRG). The purpose of the PRG is to provide information and a community voice as part of the O2NL project investigation process, helping us understand local issues and opinions and provide feedback directly to their whanau and community. The project team and the PRG meet on a regular basis and this is planned to continue throughout the life of the project.
- In late 2017, the Waiopēhu College Year 13 Geography class investigated the potential form of cycling infrastructure that could be provided as part of the project. The students collected data from the community by undertaking a survey. They provided the O2NL project team with their assessment and recommendations. Copies of the students' research can be found on the project website (www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports).

The shortlisted options



Proactively Released under the Official Information Act 1982

The options

We want to hear your views on the shortlisted options.

Community input is an important part of this project and we encourage everyone to give us their feedback.

When you give your feedback, please reference your comments to the specific option(s). We'd like to know more about why you like or dislike an option so we can understand what's important to you. Providing reasons with your feedback will help us to better understand the issues or benefits associated with a particular option.

Southern and northern options

Each corridor between Ōtaki and north of Levin is made up of a southern option (S6, S7, S7A) and a northern option (N4, N5, N9). Each of the three southern options can be linked with each of the northern options to form nine potential corridors for the O2NL project.

All of the corridor options:

- comprise a 300 metre wide corridor in which a road could be constructed. The final width of the road is likely to be between 60 and 100 metres. This includes room for stormwater runoff treatment, embankments and planting. Additional width is likely to be needed at interchanges and where new local road connections need to be provided
- are to the east of the existing State Highway 1
- begin at Taylors Road north of Ōtaki, linking to the Peka Peka to Ōtaki section of the Kāpiti Expressway currently under construction
- rejoin the existing SH1 just north of Levin.

What about options to the west?

Route options to the west of Levin were considered as part of the option assessment process. However, none of these options were shortlisted due to the following factors:

- some of the options have more significant environmental effects than options located to the east of SH1
- people traveling to Levin or Palmerston North are not likely to use a western option due to the longer traveling time
- they would have significant cultural effects.

Potentially affected properties

In late January 2018, we sent a letter to all property owners who are potentially affected by any of the shortlisted options. We are available to talk to property owners in person and discuss the corridor options and answer any queries they may have.

If you believe your property may be affected by any of the shortlisted options and have not received a letter from us, please contact the project team at O2NL@nzta.govt.nz or phone **0508 625 4636**.

Interim safety improvements

We are considering investigating further interim safety improvements to the sections of SH1 and SH57 that run through the O2NL project area. These investigations will consider small scale improvements to the current roads to provide immediate safety benefits ahead of construction of O2NL.

More information about the improvements will be available at our upcoming community information sessions and our pop-up shop.

Interchanges and local road access

All of the proposed options cross local roads and properties. Local road access to all properties would be maintained as part of the construction of any of the options, and all local roads would be reconnected to the existing network. This level of design would be undertaken after a preferred corridor option has been selected.

New interchanges will provide access on and off the new state highway, however, the number, location and form of the interchanges will depend on the preferred corridor option.





Have your say

We would like to hear your views on the shortlisted options.

You can give feedback by:

- speaking to us and providing feedback at one of our community information sessions or our pop-up shop
- completing our printed feedback form
- having your say online: www.nzta.govt.nz/O2NL
- emailing us: O2NL@nzta.govt.nz
- writing to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145
- phoning us: **0508 625 4636**.

Please provide your feedback by Friday 16 March 2018.

We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

Community information sessions

We are holding eight community information sessions during February and early March and we'd love to meet you and hear your thoughts on the options. Please drop in and see us!

Manakau

Saturday 10 February, 10am-2pm

Manakau Community Hall, 12 Mokena Kohere Street, Manakau

Koputaroa

Wednesday 14 February, 2pm-4pm

Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa

Levin

Saturday 17 February, 10am-2pm

O2NL Project Pop-up shop, 183 Oxford Street, Levin

Ōhau

Thursday 22 February, 3pm-7pm

Ōhau Public Hall, Muhunua Road West, Ōhau

Family Fun Day

Saturday 24 February, 10am-4pm

Levin Adventure Park, 93 Oxford Street, Levin

Levin

Thursday 1 March, 4pm-6pm

Waiopahu College, 74 Bartholomew Road, Levin

Poroutawhao

Wednesday 7 March, 2pm-4pm

Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

Levin

Friday 9 March, 4pm-8pm

O2NL Project Pop-up shop, 183 Oxford Street, Levin



O2NL Project Pop-up shop

Our shop at 183 Oxford Street, Levin, will be open every **Tuesday, Wednesday and Friday from 10am-4pm, and Thursday from 12pm-6pm starting 7 February until 9 March 2018**. Feel free to drop in to speak to a member of the project team. No appointment is required.

For more information visit www.nzta.govt.nz/O2NL



APPENDIX B – ENGAGEMENT MATERIAL

- B.1 Display Boards
- B.2 Newsletters
- B.3 Landowner letters
- B.4 Media release
- B.5 Advertisements
- B.6 Shortlisted options
- B.7 Feedback form
- B.8 Property information sheet

Proactively Released under the Official Information Act 1982

B.1 Display Boards

Ōtaki to north of Levin Project

HAERE MAI, WELCOME

We are consulting on options to develop a new State Highway 1 between Ōtaki and north of Levin to make getting around safer, and more reliable for you and other road users.

We want to hear your views on these proposed options.

We invite you to consider the series of displays that present the options and the process and investigations that we have undertaken to develop and shortlist the options.

Our team is here to answer any questions you may have and to listen to your feedback about the options.

Please help yourself to our handouts and feedback form.

NZ TRANSPORT AGENCY
www.nzta.govt.nz

New Zealand Government

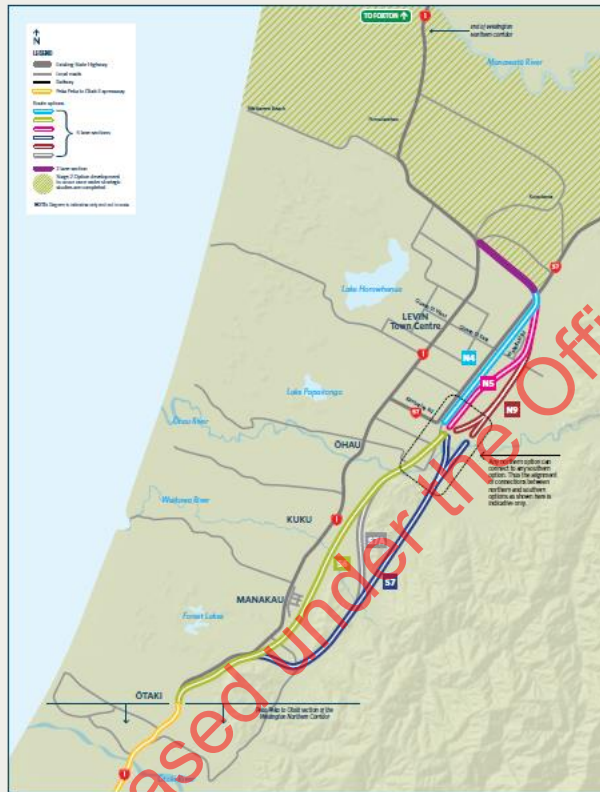
February 2018

Proactively Released under the Official Information Act 1982

WHAT ARE WE CONSULTING ON?

We are asking people for their feedback on a shortlist of corridor options for the Ōtaki to north of Levin (O2NL) project.

After our community engagement in June 2017, a long list of options was developed and assessed. This process is described on the following boards.



Shortlisted options



Ōtaki to north of Levin Project 2



The shortlisted options we are consulting on are shown in the diagram on the left.

The O2NL project will improve the safety and resilience problems associated with sections of State Highway 1 (SH1) and State Highway 57 (SH57). The project proposes a higher quality route that will enhance road safety and allow reliable journeys and connections between the main freight hubs of Wellington (and the South Island) with areas to the north and east, such as Palmerston North and Hawke's Bay.

WHY NOT IMPROVE THE EXISTING ROAD?

The current and forecast high levels of traffic on SH1 and SH57 means we need to consider providing a high-standard four-lane state highway with central median and edge barriers and grade separated interchanges.

It is difficult to upgrade or convert the existing state highway into a high-standard four-lane road state highway due to the following factors:

- To meet design standards, replace existing bridges and avoid historical buildings, marae and urupa, only 30% of the current road would be able to be used.
- As the new road would need to have a central median barrier and access points onto the new road would be limited, parallel roads would need to be constructed to provide access to existing properties and business. These are likely to be needed on each side of the new road resulting in eight lanes of roads in some locations. This would cause significant community effects particularly through Manakau, Ohau and Levin.

New Zealand Government

Proactively Released under the Official Information Act 1982

WHAT YOU TOLD US

Ōtaki to north of Levin Project

3



ENGAGEMENT HIGHLIGHTS 2017

In June 2017, we sought the various perspectives of people who live, work and travel in the area. This has helped us understand community values and interests, including cultural, environmental, business and social issues, to help us achieve the best outcome for the region and for road users who travel through the region. This information together with our technical information was used to develop 23 possible corridor options.



1,676
people attended open days, drop in sessions and community meetings in June and July 2017



553
pins and stickers on the maps



217
feedback forms completed



2 newsletter languages
- English
- Te Reo



1300
newsletters sent to households, businesses and landowners at the start of the engagement period

YOU SAID



"A west side bypass of Levin would provide a shorter route, but ground conditions will be technically challenging, although not insurmountable. Historical and cultural issues will be significant to Tangata Whenua."

WE WILL: Give further consideration to possible route options to the west of Levin.



"Integrated cycleway/native plantings off-highway would be a huge benefit to residents and local biodiversity which would be a positive offset to the construction."

WE WILL: Take this into account for all the options that are considered.



"As our corridor to the east of Levin and Manakau is so developed, being able to fit an expressway down this narrow strip is a huge issue. It's where all the top quality soils and greenbelt residential developments are."

WE WILL: Consider how to mitigate options to maintain people's lifestyle and productive land.

FEEDBACK SUMMARY



Route suggestions
Some people talked about routes to the east of Levin, others would rather see a route to the west of Levin. It is important to find a route that minimises the impact on residential and agricultural land. Some suggested that the project should also improve SH1 to Foxton or beyond.



Bypass
There was strong support for the need to bypass Levin and other townships/villages. Some concern was expressed about removing passing traffic and potential trade from Levin, but the majority recognised the need to reduce congestion and move heavy vehicles out of the Levin town centre.



Safety
There were positive comments about the recent safety improvements, and more comments highlighting remaining safety concerns on the network, like dangerous intersections, the narrow bridges and lack of safe passing opportunities.



Values
There are a number of features unique to the Horowhenua District: highly productive soils; village character; marae; rural lifestyle; spiritual connection between Lake Horowhenua and the Tararua Ranges; heritage buildings.



The diagram above shows the areas of interest and/or importance identified by the community through the June 2017 engagement. You can see this map on our website: www.nzta.govt.nz/02NL



TRANSPORT AGENCY
www.nzta.govt.nz

February 2018

New Zealand Government

Proactively Released under the Official Information Act 1982

BACKGROUND

Ōtaki to north of Levin Project 4



SH1 between Ōtaki and Levin provides a strategic and economic link to Wellington, the port, airport and central New Zealand. SH1 has a key role in enabling the flow of people, goods and services throughout New Zealand.

TRAFFIC VOLUMES

Traffic volumes on SH1 between Ōtaki and Levin are shown in the diagram below. The figures shown are the average daily traffic numbers (both directions) in 2016.



RESILIENCE

There is no local alternative route between Manakau and Ohau, which means when SH1 is closed due to flooding or crashes, drivers either need to wait or travel via State Highway 2. This adds another two hours to the journey between Waikanae and Palmerston North and can cause significant congestion.

SAFETY

SH1 between Ōtaki and north of Levin has experienced a high number of accidents resulting in deaths and serious injuries. SH57 from its intersection with SH1 through to Heatherlea East Road also has a poor safety record. 50 deaths and serious injuries have occurred on these highways over the past five years. The diagram below shows the number and location of accidents resulting in deaths and serious injuries over the period 2011-2016.




New Zealand Government

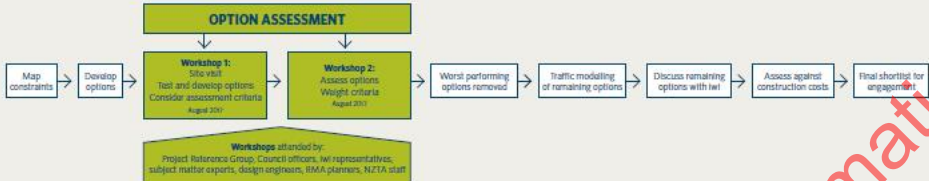
Proactively Released under the Official Information Act 1982

OPTION DEVELOPMENT

Ōtaki to north of Levin Project 5



INVESTIGATION PROCESS




Workshops attended by:
Project Reference Group, Council officers, Iwi representatives, subject matter experts, design engineers, ERM planners, NZTA staff

MAPPING CONSTRAINTS AND DEVELOPING OPTIONS


The features identified by the community during the June 2017 engagement were used to update our constraints map. This information combined with technical information provided by environmental, engineering, planning, property and transport specialists, was used to help identify potential corridor options. The map below shows some of the constraints. The darker the colour, the more constraints in that location.

- Landscape features**
- Queen Elizabeth II Trust covenanted land**
- Protected areas (land areas that have some form of legal protection)**
- Tangata whānau values (includes watercourse and information provided by local iwi)**
Places of significance
Areas of significance
Māori land
- Ecological data**
Nationally and regionally significant areas
Threatened flora and fauna
Streams and watercourses
- Heritage data**
Archaeological points (supplied by the NZ Archaeological Association database and includes known areas of archaeological interest)
Heritage buildings
Notable trees (supplied by Horowhenua District Council and are listed in the District Plan)




PROJECT REFERENCE GROUP

In early 2017 we asked members of the local community, Iwi and relevant stakeholders to join the O2NL Project Reference Group (PRG). The purpose of the PRG is to provide information and a community voice as part of the O2NL project investigation process, helping us understand local issues and opinions and provide feedback directly to their whānau and community. The project team and the PRG meet on a regular basis and this is planned to continue throughout the life of the project.



February 2018



New Zealand Government

Proactively Released under the Official Information Act 1982

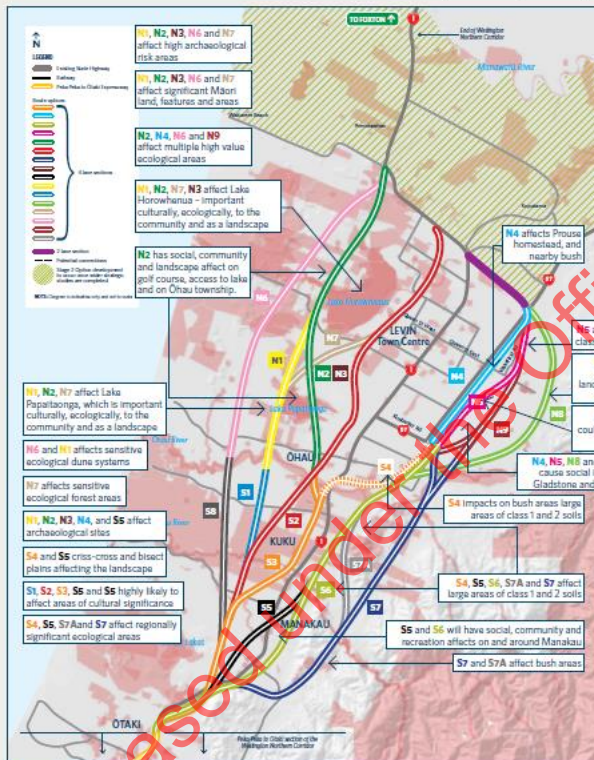
OPTION ASSESSMENT

Ōtaki to north of Levin Project



The project team held two day-long workshops in August 2017 with the Project Reference Group to analyse possible corridor options. Environmental, engineering, planning, property and transport specialists provided information on the effects of each. Over 50 people attended each workshop. At workshop 1, the participants identified 10 additional corridor options and discussed the assessment criteria. At workshop 2, the participants scored all of the 23 options against the following 12 criteria.

CRITERIA



THE MULTI CRITERIA PROCESS

Multi Criteria Analysis (MCA) is a method used during projects to compare the potential effects of different options against a range of criteria.

The criteria chosen reflect the issues that need to be considered and take into account, such as specific local features, heritage, cultural and ecological values.

MCA provides a systematic framework for working through the merits and disadvantages of each option and involves scoring the options against the criteria. The MCA scoring system identifies how favourably an option performs against each criterion. The criteria are weighted to reflect the relative importance of each criterion in a particular situation.

TREATY OF WAITANGI

All of the options have been discussed with our treaty partners tangata whenua, who have also supported the assessment process by participating in the Multi Criteria Analysis. Tangata whenua has indicated that while they have concerns about the eastern options, they consider it will be possible to mitigate the potential and actual effects of these corridor options. However, they were very concerned about the western options and considered that it may not be possible to mitigate the effects of these options.

The drawing above shows all of the options and some of the key issues that were identified by participants at the workshops.



New Zealand Government

Official Information Act 1982

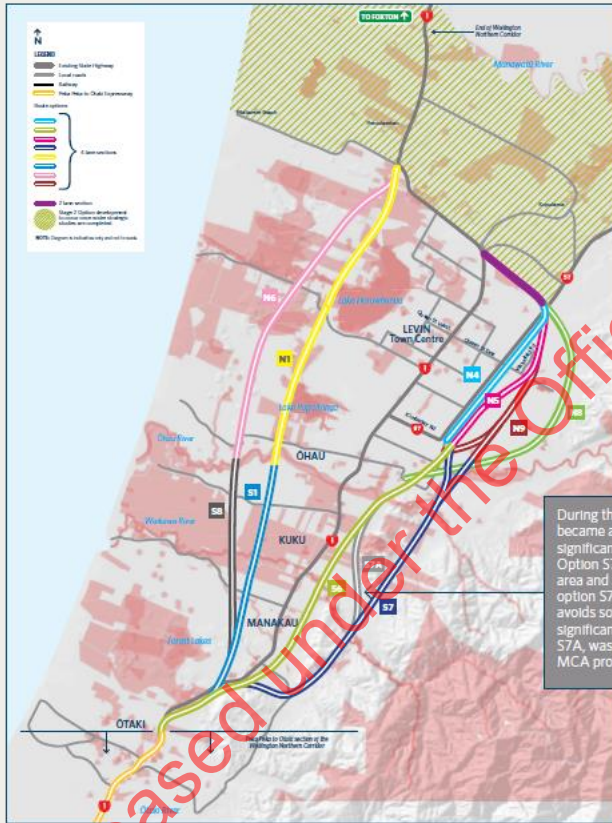
OPTION ASSESSMENT

Ōtaki to north of Levin Project 7



The Multi Criteria Analysis process concluded that a number of options should be discarded. The scoring demonstrated that some options would potentially have significant environmental effects which could not be appropriately mitigated.

The remaining options are shown below.



NEXT STEPS

- Traffic modelling.
- Assessing constructability to provide a much better understanding of the potential construction cost.

The results of these investigations are provided on the next board.

We also discussed the options again with tangata whenua.

During the next steps of the Investigation process, it became apparent that one of the options (S7) would be significantly more expensive than was originally envisaged. Option S7 avoids a significant part of the Manakau lifestyle area and so it was decided to include a new variation of option S7 that avoids the Manakau lifestyle area and also avoids some parts of the terrain that were resulting in significant cost increases to S7. This new option named S7A, was identified by attendees of workshop 2 during the MCA process. This is discussed further on the next board.

Proactively Released under the Official Information Act 1982

FURTHER INVESTIGATION

Ōtaki to north of Levin Project 8



TRAFFIC MODELLING

Following the Multi Criteria Analysis (MCA) assessment we looked at what effects the remaining options would have on traffic.

The diagrams opposite show traffic flows on the main roads if a western option is built, or if an eastern option is built, or if no new road is built (existing road network).

The traffic flows shown depict trips that originate from south of the project area (Ōtaki and further south) and are heading north.

The thicker the lines on the diagrams, the more traffic that would use the route.

The traffic modelling shows that:

- Eastern options closest to Levin would be well used by travellers to Levin, Shannon and Foxton. They would provide good safety, journey time reliability and accessibility improvements for most travellers.
- Far eastern options (that use N8) are unlikely to be used by travellers to Levin.
- Western options are unlikely to be used by most people travelling to Levin, or through to Shannon.

On the basis that western options (S1-N1 and S8-N6) and far eastern (N8) options would not be used by large numbers of travellers, and that the majority of travellers would instead use the current state highway network, the western and far eastern options have been discarded.

This traffic modelling work was undertaken using a computer programme that simulates the current road network (all roads, including intersections, lights, pedestrian and rail crossings, roundabouts, speeds etc). This programme is also able to look at what might happen in the future, allowing for growth in population and jobs; both in the region and across the country. The Horowhenua District Council has advised the Transport Agency on where future housing and commercial areas might be built over the next 20 years.



CONSTRUCTABILITY

We investigated the constructability of the remaining options - S6, S7, N4, N5 and N9 to improve our understanding of how much it might cost to build each option. This involved site visits and collecting property, hydraulic and geotechnical information. This data showed that all options involving S7 would be approximately \$300m more expensive than options involving S6, as it includes several large bridges and requires more earthworks.

Therefore, we considered a variation of S7 that avoids part of Manakau and some difficult terrain, but is 2km longer. This variation, known as S7A, is estimated to cost approximately \$180M more than S6.

Proactively Released under the Official Information Act 1982

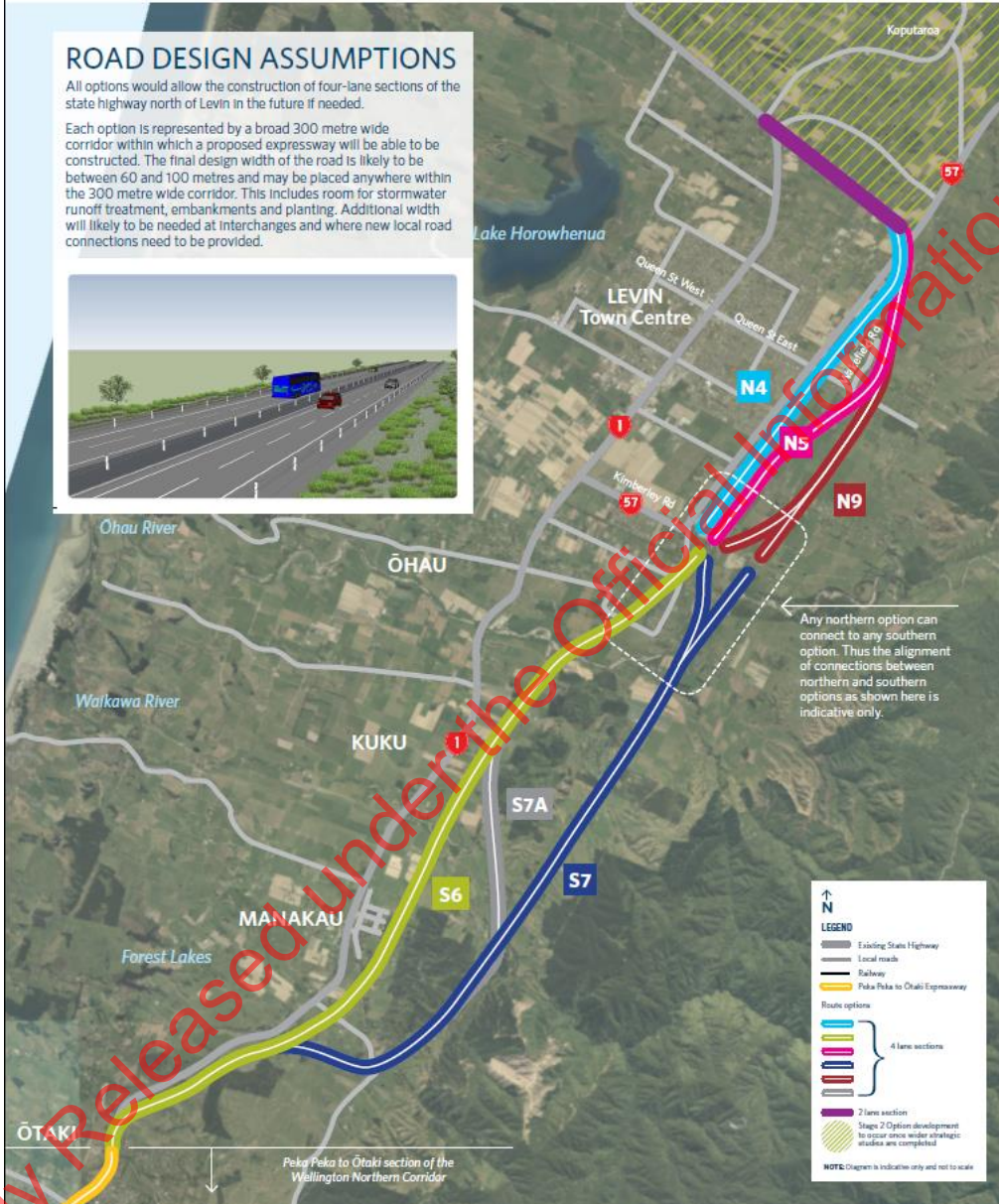
SHORTLISTED OPTIONS

The shortlisted options propose a four-lane state highway separated by a median barrier and include a bypass north of Levin. The options all begin at Taylors Road north of Ōtaki, linking in with the Kāpiti Expressway, and end just north of Levin.

ROAD DESIGN ASSUMPTIONS

All options would allow the construction of four-lane sections of the state highway north of Levin in the future if needed.


Each option is represented by a broad 300 metre wide corridor within which a proposed expressway will be able to be constructed. The final design width of the road is likely to be between 60 and 100 metres and may be placed anywhere within the 300 metre wide corridor. This includes room for stormwater runoff treatment, embankments and planting. Additional width will likely be needed at interchanges and where new local road connections need to be provided.






Proactively Released under the Official Information Act 1982


SOUTHERN SECTION

Ōtaki to north of Levin Project 10



The shortlist is made up of three possible corridor options. All three options connect with the Kāpiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki) and link to the three possible northern corridor options. The key features below list some of the advantages and disadvantages that have been identified so far. We are seeking the community's views on these.

		SOUTHERN OPTION S6 TECHNICALLY BEST PERFORMING OPTION	SOUTHERN OPTION S7	SOUTHERN OPTION S7A
				
		<p>16.3km 100 up to 220 km 2400-4000</p>	<p>12.2km 50 up to 215 km 2000-3500</p>	<p>12.2km 60 up to 220 km 2300-4000</p>
KEY FEATURES OF THE SOUTHERN OPTIONS				
+	POSITIVES	<p>Project Objectives</p> <ul style="list-style-type: none"> • Best safety performance of all options • Shortest and most direct route to Levin • Provides best journey time saving • Most realistic option as few lowest and smallest structures <p>Environmental & Community</p> <ul style="list-style-type: none"> • SH1 no longer runs through middle of Manakau • Best performing at the MCA. Overst best performing and best opportunity to manage effects • Likely to have least cultural effects of southern options <p>Cost</p> <ul style="list-style-type: none"> • Lowest cost option 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Some safety performance, but to run longer than S6 • Provides good journey time savings • Least realistic option. Crosses a fault line, large bridges and fills required <p>Environmental & Community</p> <ul style="list-style-type: none"> • Affect road number of properties • Avoids some potential effects on Manakau • More SH1 away from Manakau township • Likely to have least cultural effects of southern options <p>Cost</p> <ul style="list-style-type: none"> • Highest cost southern option 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Some safety benefits, but to 20m longer than S6 • Provides some journey time saving • Moderate realisation - less structures <p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids some potential effects on Manakau • Takes SH1 away from Manakau township <p>Cost</p> <ul style="list-style-type: none"> • High cost option
-	NEGATIVES	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Affects 1000+ properties • Affects up to 230 ha of highly productive lands • Social, community and recreational effects on Manakau • Affects residential properties - 400 farms located in the west of existing SH1 • Some cultural effects 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Affects significant bush/ecological areas including Manakau wetlands • Affects up to 200 ha of highly productive lands • Affects lifestyle properties including those located to the south of Manakau • Affects farms, businesses and residential properties (located in the Waikato Valley - east of existing SH1) • Some cultural effects 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Poor fit with the landscape as road crosses diagonally across from Waikato valley towards Manakau • Affects significant bush/ecological areas including Manakau wetlands • Affects up to 200 ha of highly productive lands • Affects lifestyle properties located to the south of Manakau • Crosses some farms, businesses and residential properties located in the Waikato Valley - east of existing SH1 • Some very large bridges and fills required • Some cultural effects




February 2018

New Zealand Government







Proactively Released under the Official Information Act 1982


NORTHERN SECTION

Ōtaki to north of Levin Project 11



The shortlist is made up of three possible corridor options. All three options link to the three possible southern corridor options and to a northern bypass of Levin located between SH57 and SH1. The key features below list some of the advantages and disadvantages that have been identified so far. We are seeking the community's views on these.

	NORTHERN OPTION N4	NORTHERN OPTION N5	NORTHERN OPTION N9
			
	 <p style="font-size: 8px;">S. Cost 62 up to 40 km \$200 - 250m</p>	 <p style="font-size: 8px;">S. Cost 70 up to 35 km \$200 - 250m</p>	 <p style="font-size: 8px;">S. Cost 74 up to 120 km \$200 - 250m</p>
KEY FEATURES OF OPTIONS			
<div style="color: green; font-size: 2em; font-weight: bold;">+</div> <p style="font-weight: bold; color: green;">POSITIVES</p>	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Shortest route with good journey time benefits • Opportunity for good access to Levin town centre • Opportunity to provide access to planned industrial development areas identified in District Plan • Aligns with road corridor identified in the District Plan 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan
	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option
<div style="color: red; font-size: 2em; font-weight: bold;">-</div> <p style="font-weight: bold; color: red;">NEGATIVES</p>	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect residential property and local community • Affects property and business located on the western side of SH57 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Some effects on productive land • Affects lifestyle residential property and community • Potential effect on some businesses 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect significant ecological areas • Affects productive land • Affects lifestyle residential property and local community • Potential effect on some businesses




February 2016

New Zealand Government

Proactively Released under the Official Information Act 1982

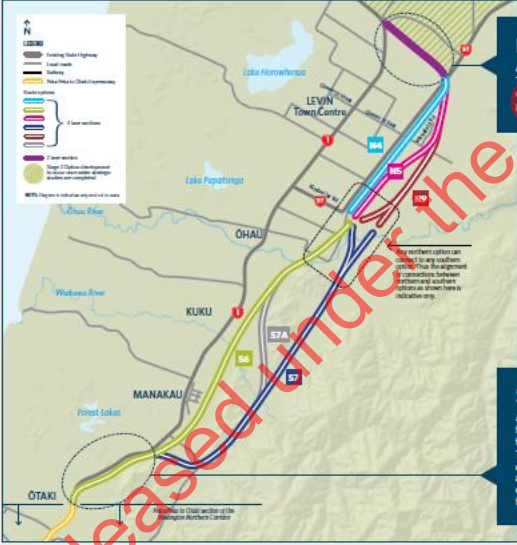
CORRIDORS

Ōtaki to north of Levin Project 12



Boards 10 and 11 discuss northern and southern corridor options. By combining options from the northern and southern sections, complete corridor options, beginning at Taylors Road north of Ōtaki and ending just north of Levin, are formed. The transport benefits and the costs of nine complete corridors (comprised of different combinations of southern and northern sections) are provided in the table below.

	Length of option	Approximate journey time saving from Ōtaki			Estimated reduction in deaths and serious injuries every 5 years	Estimated Cost (Indicative at 2017)
		to Foxton	to Levin Town Centre	to Shannon		
S6 - N4	24.3km	6½ minutes	1¼ minutes	5¼ minutes	28-30	\$690m - \$800m
S6 - N5	24.4km					
S6 - N9	24.2km					
S7 - N4	25.2km	6 minutes	50 seconds	5½ minutes	26-28	\$920m - \$1.06bn
S7 - N5	25.5km					
S7 - N9	25.3km					
S7A - N4	26.1km	5½ minutes	15 seconds	5 minutes	24	\$830m - \$960m
S7A - N5	26.4km					
S7A - N9	26.2km					




LINKING TO THE NORTH

All of the corridor options include a northern link road between SH1 and SH57. The location of this northern link road takes into consideration numerous constraints including wetlands, heritage and cultural aspects, landscape effects, ground conditions and construction costs.

SOUTHERN CONNECTION

All of the options use the same corridor between the Kapiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki) and Manakau. The southern end of this corridor is at a fixed point, ending at the Kapiti Expressway. The location of this section of corridor has been developed taking into consideration numerous constraints including wetlands, heritage and cultural aspects, landscape effects, ground conditions and construction costs. Because corridor options using the valley to the east would require a significant detour, they were discounted.



February 2016

New Zealand Government

Proactively Released Under the Official Information Act 1982

CONNECTIONS

INTERCHANGES

Interchanges will be required as part of the O2NL project. They will provide access onto and off the new state highway. The number, location and form of the interchanges will depend on the preferred corridor option.

Interchanges will be needed at the locations shown in the figure below. These will provide access to:

- Levin from the north (located near to the intersection of SH1 with Heatherlea East Road).
- Levin from the south (located around Taranua Road or Kimberley Road).
- The north of Levin from SH57, where the new expressway connects with the existing state highway.

We are also considering an interchange to the north or to the south of Manakau.

Please note: we are collecting information now to inform the next phase of investigations. No decision on interchange locations will be made as part of this (February-March 2018) community engagement process.

EXAMPLES OF POTENTIAL INTERCHANGE TYPES



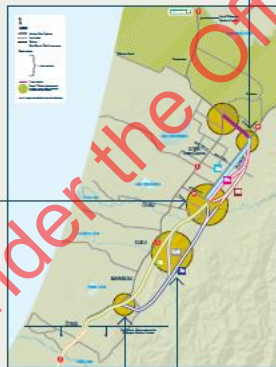
BIFURCATION



COMPACT DIAMOND



DIAMOND



LOCAL ROAD ACCESS

All of the proposed corridor options cross a number of local roads and properties. Local road access to all properties would be maintained as part of the construction of any of the options, and all local roads would be reconnected to the existing network. This level of design would be undertaken after a preferred corridor option has been selected.

WALKING AND CYCLING

We have had good support and feedback from the local community on the provision of new and enhanced walking and cycling facilities. Research that students from Waiohepu College undertook also supports the provision of these facilities.

During the next stages of investigation we will consider opportunities for these facilities including:

- providing facilities on the current road (now SH1) to take advantage of the significant reduction in traffic that will occur should a new state highway be constructed.
- providing new facilities parallel to and as part of the new state highway.

WAIOHEPU COLLEGE

RESEARCH INFO

In late 2017, the Waiohepu College Year 13 Geography class investigated the potential form of cycling infrastructure that could be provided as part of the project. The students collected data from the community by undertaking a survey. They provided the O2NL project team with their assessment and recommendations. Copies of the students' research can be found on the project website (www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports).

February 2018



New Zealand Government

Proactively Released under the Official Information Act 1982

INTERIM SAFETY IMPROVEMENTS TO SH1 AND SH57

Ōtaki to north of Levin Project 14



We are currently investigating further interim safety improvements to the sections of SH1 and SH57 that run through the O2NL project area. These investigations will consider small scale improvements to the current roads to provide immediate safety benefits ahead of construction of O2NL. The types of improvements that might be undertaken to SH1 are shown on the diagram below. More information about the improvements will be made available later this year.

SAFETY IMPROVEMENTS TO SH1 NORTH OF LEVIN

We need to address the poor safety record for this section of the SH1 between Levin and the Manawatu River.

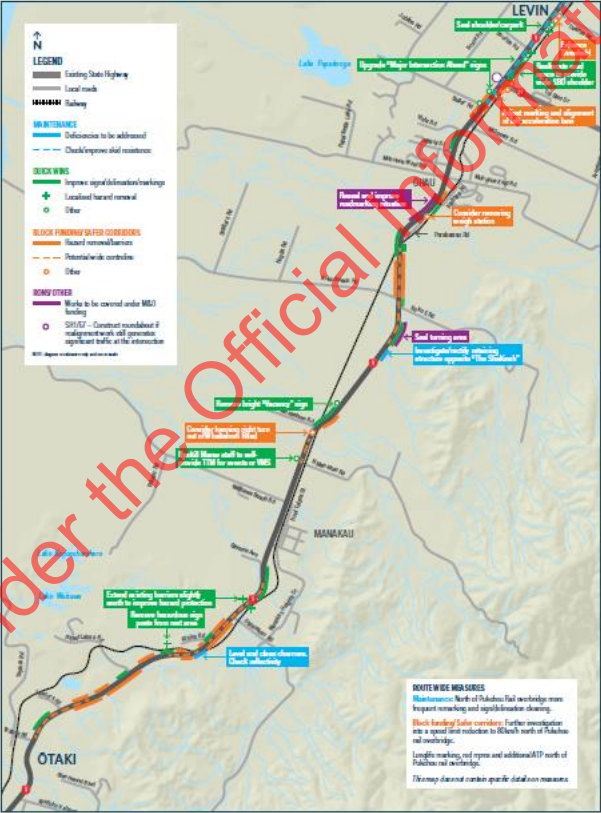
The current proposed safety improvements for this section of SH1 include realignment of SH1 at Waitāre Curves and provision of north bound passing lanes to the north and south of the Waitāre Curves.

We have committed to discussing and co-designing these proposals with the local community and iwi and we will commence this work once a preferred corridor option has been selected.

SH57 SAFE ROADS ALLIANCE

The Safe Roads Alliance will be investigating what improvements can be undertaken to the southern section of SH57 between Heatherlea East Road and Shannon.

The Safe Roads Alliance is currently undertaking safety improvements to SH57 between Heatherlea East Road and Shannon. These will include safety barriers, rumble strips, wider centre lines and wider shoulders. Details are available on the project web site: www.nzta.govt.nz/projects/sh57-sh1-to-shannon



Proactively Released under the Official Information Act 1982

HISTORY AND ARCHAEOLOGICAL RISK

Ōtaki to north of Levin Project



HISTORICAL OVERVIEW OF THE HOROWHENUA-KAPITI

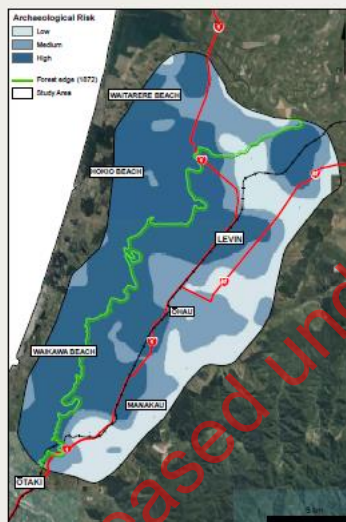
Māori have occupied the Horowhenua-Kāpiti coast for more than 700 years.

Before the 1880s, māori settlements were concentrated in the coastal dune belt and adjacent to the major rivers, lakes and wetlands. Within the forest, sites of māori occupation were generally located in small clearings or along the margins of the streams and tracks that crossed the forest. The rivers and coast also provided the main routes for the movement of goods and people. Māori living in the area benefited from a diverse and rich range of plant and animal (fish and bird) resources.

The first European settlers were whalers and traders who arrived in the middle decades of the 19th century and lived in or nearby the māori settlements.

The forested land to the east was not heavily settled until after the completion of the Wellington-Manawatu Railway in 1886. Prior to this, the forest was still being used primarily for resource gathering, including bird snaring, collecting forest fruits and obtaining timber. Tracks out of the area also passed through the forest.

In the 1880s, settlements shifted inland nearer to the railway line as it was the primary transportation, trade and communication route. During this time there was considerable forest clearance with new settlers occupying land made available by the government at Ōtaki, Manakau, Ōhau, Levin, and Shannon.



ARCHAEOLOGICAL RISK

This shows the risk of an archaeological site being encountered should major construction associated with road construction occur. The risk is an estimate based on the number of known archaeological sites.

Given the history of the area, and based on experience, it is very likely there will be a large number of undiscovered sites that will mostly relate to early periods of māori occupation.

The areas of highest archaeological risk are predominantly located among the lakes, lagoons and wetlands of the coastal dune belt, west of the historic forest edge.

Inland hunting and resource collection camps and small scale sites associated with forest paths are located east of Levin and Manakau and are medium risk areas.

Forest clearings containing settlements and/or cultivation grounds result in areas of high risk. These are located between the historic forest edge and State Highway 1, south of Ōhau and between Levin, and the eastern shore of Lake Horowhenua.

Most archaeological sites of European origin are located in and around the townships of Manakau, Ōhau and Levin. There are also a small number of sites related to early European occupation located to the west of the historic forest edge.

There was a substantial māori settlement south of Shannon, near Paiaa, at the north eastern extent of the study area.

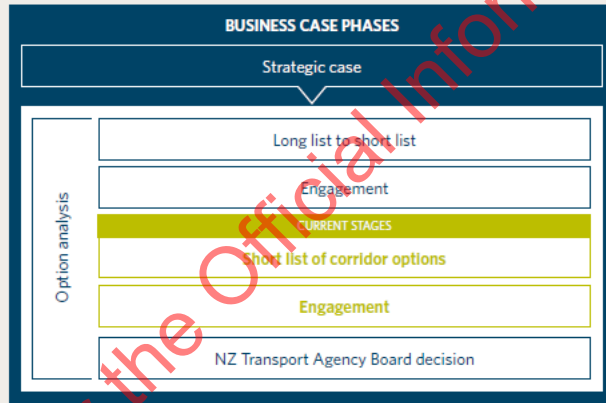
WHAT HAPPENS NOW?

Following this consultation we'll use your feedback, along with our technical assessments and fieldwork, to identify a preferred corridor for the Ōtaki to north of Levin project.

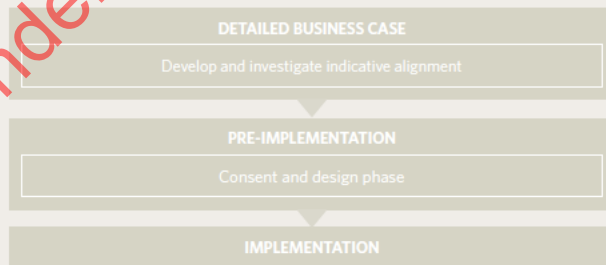
Once feedback is received and considered, advice on a preferred option will be presented to the NZ Transport Agency Board in mid-2018. The next steps for the project will take into account changes to the Government's transport system priorities which will be outlined in the new Government Policy Statement.

We appreciate the importance of this project to the community and the impact it has on the wide range of stakeholders. We'll keep the community updated as we progress through the decision-making process.

PRODUCT DEVELOPMENT



FUTURE STAGES - TIMING TO BE CONFIRMED



Proactively Released under the Official Information Act 1982

HOW YOU CAN GIVE FEEDBACK

You can:

- drop into our pop-up shop: **183 Oxford Street, Levin**
- complete our printed feedback form
- have your say online: www.nzta.govt.nz/O2NL
- email us: O2NL@nzta.govt.nz
- write to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145
- phone us: 0508 625 4636.

TIMELINE

2014 – 2016: Future proofing investigation of state highway options between Ōtaki and SH57/Ōtaū

2016 – 2017: Investigation of options from Taylors Road to north of Levin

JUNE 2017: Engagement to gather community information and values

Options assessment shortlisting

NOW: Engagement on shortlisted options

MID 2018: Announcement of preferred corridor

Corridor refinement

BMA application

Consideration of feedback and option recommendation

Further opportunity for feedback

VISIT US
We are holding events throughout the Horowhenua area during February and March.
We are also available at our pop-up shop, 183 Oxford Street, Levin which will be open every Tuesday, Wednesday and Friday from 10am – 4pm, and Thursday from 12pm – 6pm until 9 March.

Proactively Released under the Official Information Act 1982

B.2 Newsletters


Ōtaki to north of Levin

Project update

Ōtaki to north of Levin update – January 2018

31 January 2018

On Monday 5 February the New Zealand Transport Agency will be presenting the shortlist of corridor options for the Ōtaki to north of Levin project.

A newsletter will be sent to 14,000 households in the area which will include the shortlisted options and information on how we developed these options. This information will also be available on our website, at our Levin pop-up shop and at community information sessions being held around the region.

The shortlist of options has been developed following our last round of engagement with the community in June 2017 when we sought the various perspectives of people who live, work and travel in the area. This community engagement has helped shape the project and the development of a long list of corridor options for further assessment.

Information will also be available online from Monday 5 February at www.nzta.govt.nz/otaki-levin-project.

We'll be advertising the opening days and hours of our pop-up shop, and the dates and venues of our information sessions prior to each event.

From 7 February until 9 March, our shop at 183 Oxford Street, Levin will be open every Tuesday, Wednesday and Friday from 10am-4pm, and Thursday from 12pm-6pm. Feel free to drop in to speak to a member of the project team. No appointment is required. We're also holding eight community information sessions during February and March. You can find a list of the information sessions at the bottom of this update.

We've recently written to all potentially affected landowners offering to meet them in-person. This is to ensure that they have an opportunity to discuss with us, in person, how the shortlisted options may affect their property.

From 7 February we look forward to discussing the shortlisted options with the wider community at either our pop-up shop at 183 Oxford Street, Levin, or at one of our community information sessions.

Community information sessions

Please drop in and see us at any of our information sessions!

Manakau information session

Date: Saturday 10 February
Time: 10am-2pm
Location: Manakau Community Hall, 12 Mokena Kohere Street, Manakau

Koputaroa information session

Date: Wednesday 14 February
Time: 2pm-4pm
Location: Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa

Levin information session

Date: Saturday 17 February
Time: 10am-2pm
Location: Ō2NL project pop-up shop, 183 Oxford Street, Levin

Ōhau information session

Date: Thursday 22 February
Time: 3pm-7pm
Location: Ōhau Public Hall, Muhunua Road West, Ōhau

Family Fun Day information session

Date: Saturday 24 February
Time: 10am-4pm
Location: Levin Adventure Park, 93 Oxford Street, Levin

Levin information session

Date: Thursday 1 March
Time: 4pm-6pm
Location: Waiiopehu College, 74 Bartholomew Road, Levin

Poroutawhao information session

Date: Wednesday 7 March
Time: 2pm-4pm
Location: Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao

Levin information session

Date: Friday 9 March
Time: 4pm-8pm
Location: Ō2NL project pop-up shop, 183 Oxford Street, Levin

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl

 **Ōtaki to north of Levin**

Project update



View larger image [PDF, 3.9MB]

Aerial view map now available

12 February 2018

An aerial map showing the Ōtaki to north of Levin project overlaid with shortlisted corridor options is now available for you to view on our project website:

www.nzta.govt.nz/o2nl/maps

We will be updating the aerial map periodically as more updated information becomes available.

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl



NZ TRANSPORT AGENCY
WIRIKA Kōwhiri

Ōtaki to north of Levin

Project update

Additional technical reports available online

16 February 2018

Additional technical reports are now available on the Ōtaki to north of Levin project website:

- **Project update on short list for consultation** – February 2018
- **Ō2NL Community Multi-Criteria Analysis (MCA) Report** – September 2017
- **Ō2NL SH1 interim safety improvements** – August 2017
- **Constraints maps** – August 2017

[View all Ō2NL technical reports here](#)

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl

Proactively Released under the Official Information Act 1982

Project update

Additional technical reports available online

1 March 2018

Additional technical reports are now available on the Ōtaki to north of Levin project website:

Taylors to Levin Northern Connection – Report on identification and assessment of options – November 2016

- **Appendices A-C**
- **Appendix D**
- **Appendices E-H**
- **Appendices I-M**

Taylors Road to Ohau River Four Laning – Further Options Report – September 2015

Taylors to Ohau River Four Laning – Preliminary Options Report and Addendum – April 2015

[View all Ō2NL technical reports here](#)

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl



Background reports

9 March 2018

Two background reports are now available on the Ōtaki to north of Levin project website:

Preliminary assessment of the economic effects of the O2NL project (construction activity and Levin retail centre effects) - August 2017

This report provides a preliminary assessment of the economic effects of the O2NL project during construction and, when the road is open, on Levin town centre. The assessment of effects on the town centre does not account for predicted population growth or any town centre development or changes.

2017 Engagement - summary of key points

This report summarises material gathered during the June 2017 engagement and provides technical specialists' commentary.

[View all Ō2NL technical reports here](#)

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl



Submissions now close at 5pm on Friday 23 March 2018

16 March 2018

We have extended our feedback period on the Ōtaki to north of Levin project to 5pm Friday 23 March 2018.

Click on the button below to provide your feedback. You can also email your feedback to o2nl@nzta.govt.nz

Submit your feedback

More information

For more information on the Ōtaki to north of Levin project, contact us at o2nl@nzta.govt.nz

Visit our website www.nzta.govt.nz/o2nl

B.3 Landowner letters



19 January 2018

Level 5, The Majestic Centre
100 Willis Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

Dear Sir/Madam

State Highway 1 Ōtaki to north of Levin (O2NL) project

The purpose of this letter is to provide you with advance notice that your property may be affected by the Ōtaki to north of Levin (O2NL) project. We are about to begin the next round of engagement with the wider public on corridor options. Before this commences, we would like the opportunity to discuss with you how this project may affect you and your property.

During our last round of engagement with the local community in June last year, we explained that the project scope had been reconsidered due to the higher than anticipated growth in the Horowhenua area and recognition of the need for longer term planning for the route from Taylors Road, Ōtaki, to the north of Levin. We also confirmed that no decision had been made on the recommended corridor for the project and that we were going to undertake further technical work to identify and assess potential options.

Background and process

We have sought the community's perspectives in order to better understand the full range of values, interests and issues associated with the O2NL project. The project has received excellent interest from the community, with more than 1500 people attending our community events, talking to our project team, and engaging with us through our online channels. We've also met regularly with representatives of the community and key interest groups such as the Automobile Association, Federated Farmers, Horizons Regional Council and the Horowhenua District Council. We greatly appreciate all the comments we've received and the time that has been taken by the community to help us to better understand the various perspectives of those that live, work and travel in the area.

This valuable information alongside our technical information was used to develop a long list of 23 corridor options. More recently, together with iwi, stakeholders and members of the community, we shortlisted possible corridor options. In February, we will seek community feedback on the shortlisted options to inform our recommendation to the NZ Transport Agency Board. We anticipate confirming a preferred corridor in mid-2018.

Potentially affected properties

We have identified that your property sits within at least one of the shortlisted 300 metre wide corridor options. Once we have selected a preferred option and completed detailed design, we will be able to confirm whether your property is affected.

Before we share the shortlist of options with the wider community in February, we would like to meet with you to discuss how the options may affect your property and to answer any questions you may have.

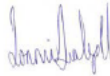
We would be happy to meet with you at your property, or at our O2NL project drop-in shop at 183 Oxford Street, Levin. Please contact the project team, either by email: O2NL@nzta.govt.nz or telephone: 0508 625 4636 to set up a meeting on a day and time that suits you. If you email us, please include your telephone number. You are welcome to bring along other people to the meeting to support you or we are happy to meet in small groups if you would prefer this.

It is important to us that people whose properties may be affected by the project have appropriate support, information about the property purchase process and know who to contact should they have any questions about the project. If at any time, you feel that you or someone you know may require an independent counselling service, please advise us and we will do our best to assist you or them with appropriate support or an advisory service.

We have included a property information sheet which provides some information regarding property purchase processes in case your property is eventually directly affected.

Please contact my team if you have any questions at O2NL@nzta.govt.nz or 0508 625 4636.

Yours sincerely



Lonnie Dalzell

Ōtaki to north of Levin Project Manager

The shortlisted options all begin at Taylors Road north of Ōtaki, linking in with the Kāpiti Expressway, and end just north of Levin.

Each corridor between Ōtaki and north of Levin is made up of a southern option and a northern option. There are three southern options (S6, S7, S7A) and three northern options (N4, N5, N9), which form nine potential corridors.

“All the options west of Ōtaki were ruled out during the consultation process because of the significant environmental and cultural implications. They also would have increased travel times for commuters traveling to Levin or Palmerston North,” Ms Speight says.

Anyone interested in submitting feedback on the shortlisted options will be able and to view them and comment in a variety of ways:

- Visit our project website at www.nzta.govt.nz/O2NL(external link)
- Email us at O2NL@nzta.govt.nz
- Filling out a feedback form when visiting our pop-up shops from 7th February
- Visit one of the community information sessions starting 10th February.

Once feedback is received and considered, advice on a preferred option will be presented to the NZTA Board in mid-2018. The next steps for the project will take into account changes to the Government’s transport system priorities which will be outlined in the new Government Policy Statement.

Proactively Released under the Official Information Act 1982

Community information sessions

Location	Date	Time
Manakau information session Manakau Community Hall 12 Mokena Kohere Street Manakau	Saturday 10 February	10am-2pm
Koputaroa information session Koputaroa Community Hall 399 Koputaroa Road Koputaroa	Wednesday 14 February	2pm-4pm
Levin information session Ō2NL project pop-up shop 183 Oxford Street Levin	Saturday 17 February	10am-2pm
Ōhau information session Ōhau Public Hall Muhunua Road West Ōhau	Thursday 22 February	3pm-7pm
Family Fun Day information session Levin Adventure Park 93 Oxford Street Levin	Saturday 24 February	10am-4pm
Levin information session Waiopahu College 74 Bartholomew Road Levin	Thursday 1 March	4pm-6pm
Poroutawhao information session Poroutawhao Community Hall 800 State Highway 1 Poroutawhao	Wednesday 7 March	2pm-4pm
Levin information session Ō2NL project pop-up shop 183 Oxford Street Levin	Friday 9 March	4pm-8pm

Pop-up shop

Between 7 February and 9 March, the Ō2NL project pop-up shop at 183 Oxford Street, Levin will be open to the public every Tuesday, Wednesday and Friday from 10am-4pm, and Thursday from 12pm-6pm.

More information

For more information on the project, go to www.nzta.govt.nz/O2NL(external link)

B.5 Advertisements

ŌTAKI TO NORTH OF LEVIN PROJECT



Have your say!

Starting 7 February, have your say on the shortlist of options to help select a corridor for the Ōtaki to north of Levin project. We would like to meet you and hear your views on the shortlisted options. Please come along to one of our community information sessions or stop by our Levin Pop-up shop.

We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

Community information sessions

We are holding eight community information sessions during February and March. Please drop in and see us!

<p>MANAKAU SATURDAY 10 FEBRUARY, 10AM-2PM Manakau Community Hall, 12 Mokena Kohere Street, Manakau</p>	<p>FAMILY FUN DAY SATURDAY 24 FEBRUARY, 10AM-4PM Levin Adventure Park, 93 Oxford Street, Levin</p>
<p>KOPUTAROA WEDNESDAY 14 FEBRUARY, 2PM-4PM Koputaroa Community Hall, 399 Koputaroa Road, Koputaroa</p>	<p>LEVIN THURSDAY 1 MARCH, 4PM-6PM Waiohēhu College, 74 Bartholomew Road, Levin</p>
<p>LEVIN SATURDAY 17 FEBRUARY, 10AM-2PM O2NL Project Pop-up shop, 183 Oxford Street, Levin</p>	<p>POROUTAWHAO WEDNESDAY 7 MARCH, 2PM-4PM Poroutawhao Community Hall, 800 State Highway 1, Poroutawhao</p>
<p>ŌHAU THURSDAY 22 FEBRUARY, 3PM-7PM Ōhau Public Hall, Muhunua Road West, Ōhau</p>	<p>LEVIN FRIDAY 9 MARCH, 4PM-8PM O2NL Project Pop-up shop, 183 Oxford Street, Levin</p>

O2NL Project Pop-up shop

Starting 7 February until 9 March, our shop at 183 Oxford Street, Levin, will be open every **Tuesday, Wednesday and Friday from 10am-4pm**, and **Thursday from 12pm-6pm**. Feel free to drop in to speak to a member of the project team. No appointment is required.

You can also:

- have your say online: www.nzta.govt.nz/O2NL
- email us: O2NL@nzta.govt.nz
- write to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145
- phone us: 0508 625 4636

Please provide your feedback by Friday 16 March 2018

For more information visit www.nzta.govt.nz/O2NL




ŌTAKI TO NORTH OF LEVIN PROJECT

Have your say!

Now is the time for you to have your say on the shortlist of options to help select a corridor for the Ōtaki to north of Levin project.

We would like to meet you and hear your views on the shortlisted options. Please come along to one of our community information sessions or stop by our Levin Pop-up shop.

We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

Community information sessions

We are holding eight community information sessions during February and March. Please drop in and see us!

MANAKAU

SATURDAY 10 FEBRUARY, 10AM-2PM

Manakau Community Hall,
12 Mokena Kohere Street, Manakau

KOPUTAROA

WEDNESDAY 14 FEBRUARY, 2PM-4PM

Koputaroa Community Hall,
399 Koputaroa Road, Koputaroa

LEVIN

SATURDAY 17 FEBRUARY, 10AM-2PM

O2NL Project Pop-up shop,
183 Oxford Street, Levin

ŌHAU

THURSDAY 22 FEBRUARY, 3PM-7PM

Ōhau Public Hall, Muhunua Road West,
Ōhau

FAMILY FUN DAY

SATURDAY 24 FEBRUARY, 10AM-4PM

Levin Adventure Park,
93 Oxford Street, Levin

LEVIN

THURSDAY 1 MARCH, 4PM-6PM

Waiopahu College,
74 Bartholomew Road, Levin

POROUTAWHAO

WEDNESDAY 7 MARCH, 2PM-4PM

Poroutawhao Community Hall,
800 State Highway 1, Poroutawhao

LEVIN

FRIDAY 9 MARCH, 4PM-8PM

O2NL Project Pop-up shop,
183 Oxford Street, Levin



O2NL Project Pop-up shop

Starting **7 February until 9 March**, our shop at 183 Oxford Street, Levin, will be open every **Tuesday, Wednesday and Friday from 10am-4pm**, and **Thursday from 12pm-6pm**. Feel free to drop in to speak to a member of the project team. No appointment is required.

You can also:

- have your say online: www.nzta.govt.nz/O2NL
- email us: O2NL@nzta.govt.nz
- write to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145
- phone us: 0508 625 4636

Please provide your feedback by Friday 16 March 2018

For more information visit www.nzta.govt.nz/O2NL

ŌTAKI TO NORTH OF LEVIN PROJECT

Have your say!

Now is the time for you to have your say on the shortlist of options to help select a corridor for the Ōtaki to north of Levin project.

We would like to meet you and hear your views on the shortlisted options. Please come along to one of our community information sessions or stop by our Levin Pop-up shop.

We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

Community information sessions

Please drop in and see us at one of our community information sessions.

ŌHAU THURSDAY 22 FEBRUARY, 3PM-7PM

Ōhau Public Hall,
Muhunoa Road West, Ōhau

FAMILY FUN DAY SATURDAY 24 FEBRUARY, 10AM-4PM

Levin Adventure Park,
93 Oxford Street, Levin

LEVIN THURSDAY 1 MARCH, 4PM-6PM

Waiopēhu College,
74 Bartholomew Road, Levin

POROUTAWHAO WEDNESDAY 7 MARCH, 2PM-4PM

Poroutawhāo Community Hall,
800 State Highway 1, Poroutawhāo

LEVIN FRIDAY 9 MARCH, 4PM-8PM

O2NL Project Pop-up shop,
183 Oxford Street, Levin

O2NL Project Pop-up shop

Starting **7 February until 9 March**, our shop at 183 Oxford Street, Levin, will be open every **Tuesday, Wednesday and Friday from 10am-4pm**, and **Thursday from 12pm-6pm**. Feel free to drop in to speak to a member of the project team. No appointment is required.

You can also:

- have your say online: www.nzta.govt.nz/O2NL
- email us: O2NL@nzta.govt.nz
- write to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145

Please provide your feedback by Friday 16 March 2018

For more information visit www.nzta.govt.nz/O2NL



New Zealand Government

ŌTAKI TO NORTH OF LEVIN PROJECT

Have your say!

Now is the time for you to have your say on the shortlist of options to help select a corridor for the Ōtaki to north of Levin project.

We would like to meet you and hear your views on the shortlisted options. Please come along to one of our community information sessions or stop by our Levin Pop-up shop.

We will use your feedback to help us select a corridor option between Ōtaki and north of Levin.

Community information sessions

Please drop in and see us at one of our community information sessions.

LEVIN

THURSDAY 1 MARCH, 4PM-6PM

Waiopēhu College, 74 Bartholomew Road, Levin

POROUTAWHAO

WEDNESDAY 7 MARCH, 2PM-4PM

Poroutāwhao Community Hall, 800 State Highway 1, Poroutāwhao

LEVIN

FRIDAY 9 MARCH, 4PM-8PM

O2NL Project Pop-up shop, 183 Oxford Street, Levin

O2NL Project Pop-up shop

From **7 February until 9 March**, our shop at 183 Oxford Street, Levin, will be open every **Tuesday, Wednesday and Friday from 10am-4pm**, and **Thursday from 12pm-6pm**. Feel free to drop in to speak to a member of the project team. No appointment is required.

You can also:

- have your say online: www.nzta.govt.nz/O2NL
- email us: O2NL@nzta.govt.nz
- write to us: Ōtaki to north of Levin Project Team, PO Box 5084, Thorndon, Wellington 6145

Please provide your feedback by Friday 16 March 2018

For more information visit www.nzta.govt.nz/O2NL



New Zealand Government

ŌTAKI TO NORTH OF LEVIN PROJECT

COMMUNITY INFORMATION SESSION - 24 FEBRUARY 2018



FREE Family Fun Day

**Saturday 24 February, 10am-4pm,
Levin Adventure Park**

We'd like to meet you and hear your views.

We'll be there rain or shine with free children's entertainment and a sausage sizzle.

Have your say on the shortlist of options to help select a corridor for the Ōtaki to north of Levin project.

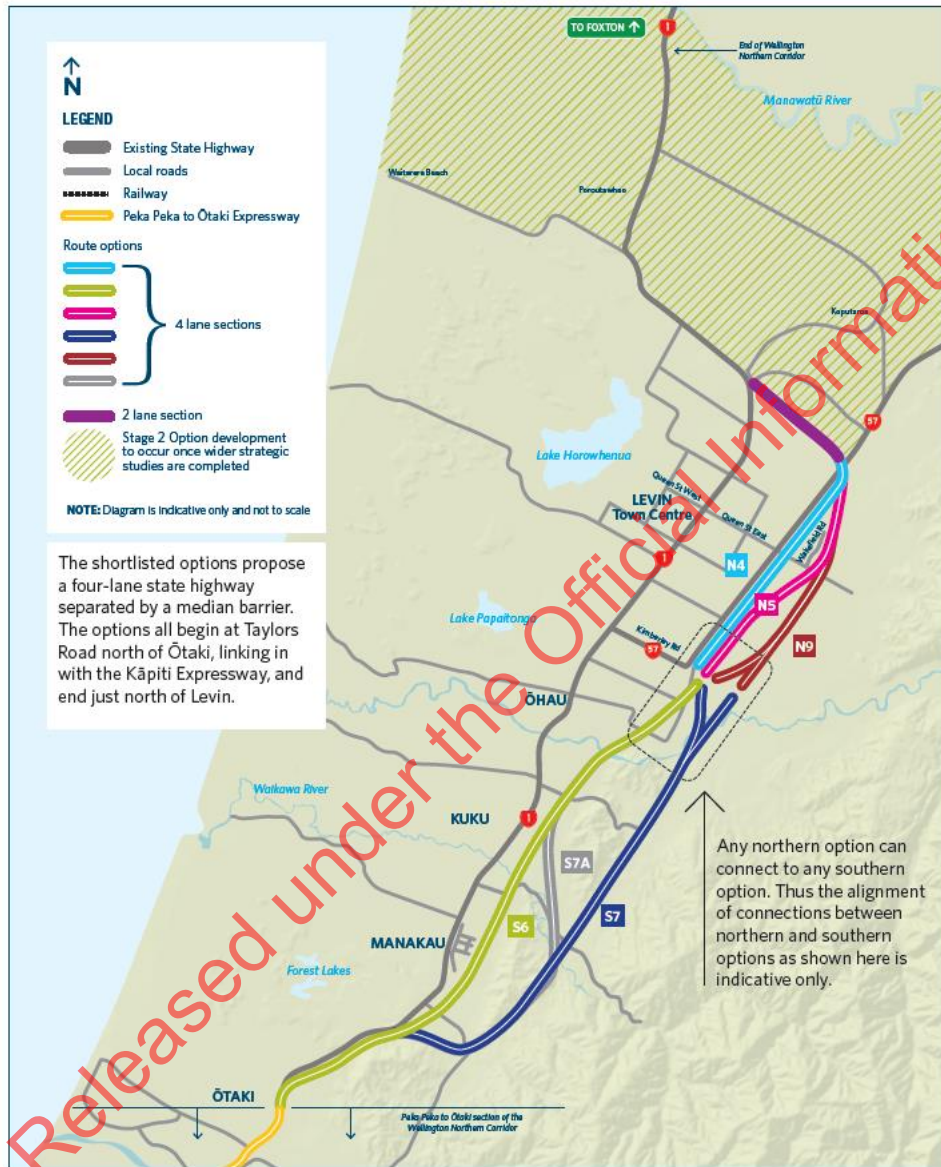
FOR MORE INFORMATION VISIT www.nzta.govt.nz/O2NL



New Zealand Government

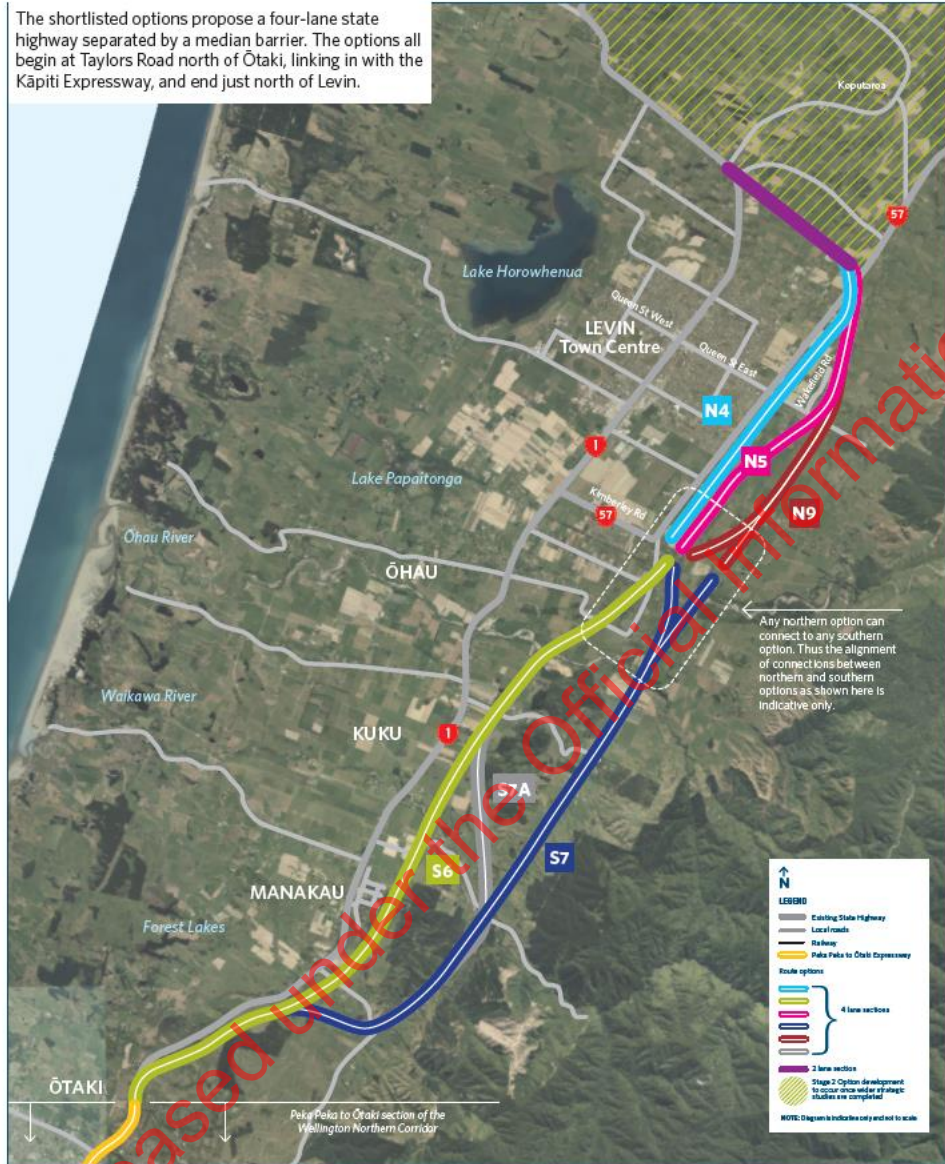
B.6 Shortlisted options

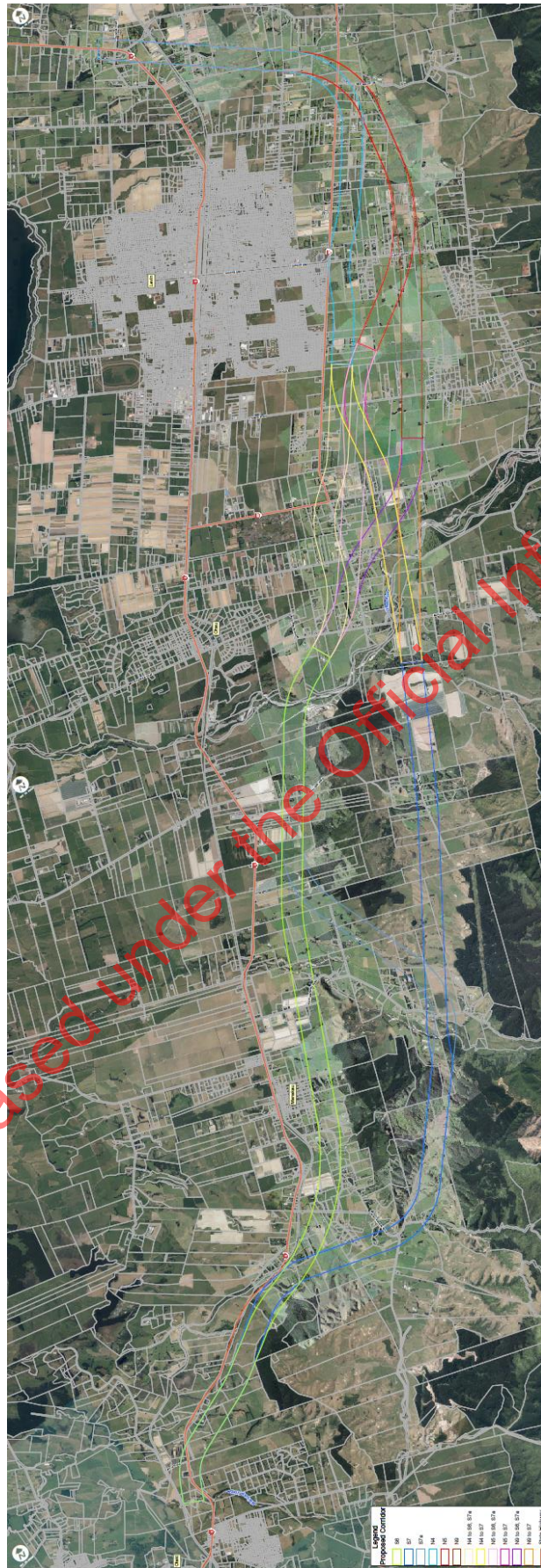
Shortlisted options



Shortlisted options

The shortlisted options propose a four-lane state highway separated by a median barrier. The options all begin at Taylors Road north of Ōtaki, linking in with the Kāpiti Expressway, and end just north of Levin.





Proactively Released under the Official Information Act 1982

B.7 Feedback form



Feedback form

February/March 2018

We are asking people for their feedback on a shortlist of corridor options for the Ōtaki to north of Levin (O2NL) project.

Please use pages 1 and 2 of this form to provide your views on the shortlisted corridor options, which are shown on pages 3 and 4.

You can drop this form off to us at our pop-up shop at 183 Oxford Street, Levin, or any of our community information sessions; or return to us by email: O2NL@nzta.govt.nz or mail: Ōtaki to north of Levin Project Team PO Box 5084, Thorndon, Wellington 6145.

Contact Details

Full Name:

Are you giving feedback on behalf of a group or organisation? Yes No

Email address:

Would you like to subscribe to receive updates on this project by email? Yes No

Questions

Each option shown on pages 3 and 4 of this feedback form includes a list of key features – positive and negative. We'd like to know more about why you like or dislike an option so we can understand what's important to you. Providing reasons with your feedback will help us to better understand the issues or benefits associated with a particular option. Please provide your comments in the tables that follow. If there's not enough space, please use additional pages and include the question number with your response, or email us your feedback to O2NL@nzta.govt.nz.

S6	S7	S7A
1. What key features are most important to you?	4. What key features are most important to you?	7. What key features are most important to you?
2. Are there any other key features we should be aware of that would potentially impact this option?	5. Are there any other key features we should be aware of that would potentially impact this option?	8. Are there any other key features we should be aware of that would potentially impact this option?
3. Have you got any other comments relating to option S6?	6. Have you got any other comments relating to option S7?	9. Have you got any other comments relating to option S7A?



Proactively Released under the Official Information Act 1982

Questions

N4	N5	N9
10. What key features are most important to you? 	13. What key features are most important to you? 	16. What key features are most important to you?
11. Are there any other key features we should be aware of that would potentially impact this option? 	14. Are there any other key features we should be aware of that would potentially impact this option? 	17. Are there any other key features we should be aware of that would potentially impact this option?
12. Have you got any other comments relating to option N4? 	15. Have you got any other comments relating to option N5? 	18. Have you got any other comments relating to option N9?

Interchanges

Interchanges will be needed to provide access to:

- Levin from the north (located between Roslyn Road and Heatherlea East Road)
- Levin from the south (located around Tararua Road or Kimberley Road)
- The north of Levin from SH57, where the new expressway connects with the existing SH57

We are also considering an interchange to the north or to the south of Manakau.

19. A decision on where interchanges will be provided will not be made until later. To help us please provide your thoughts or comments on where interchanges are located.

.....

.....

Other comments

20. Is there anything else you'd like the Ōtaki to north of Levin Project team to know or consider?

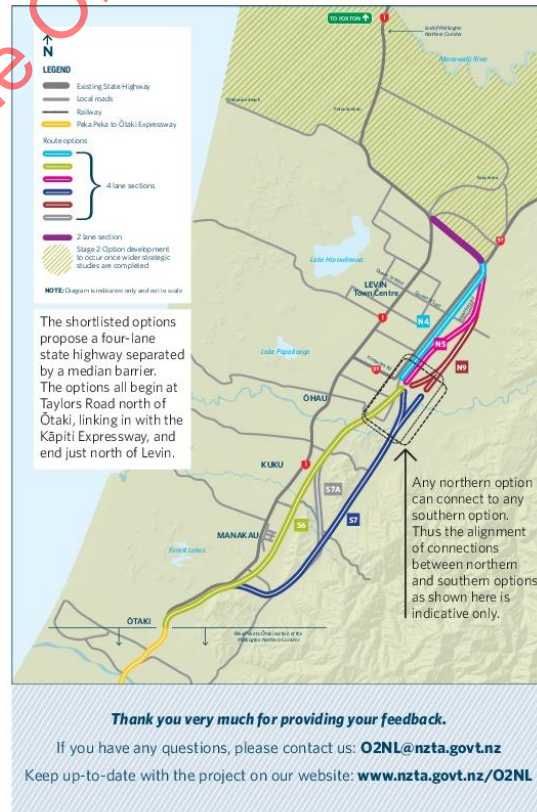
.....

.....

Please provide your feedback by **Friday 16 March 2018**.

Ngā korero muna - Important privacy information: All personal information that you provide via this feedback form will be held and protected by the New Zealand Transport Agency in accordance with our privacy statement (available on our website) and with the Privacy Act 1993.

Ōtaki to north of Levin Project **February 2018**



Proactively Released under the Official Information Act 1982

Southern options

The shortlist is made up of three possible corridor options. All three options connect with the Kāpiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki) and link to the three possible northern corridor options.

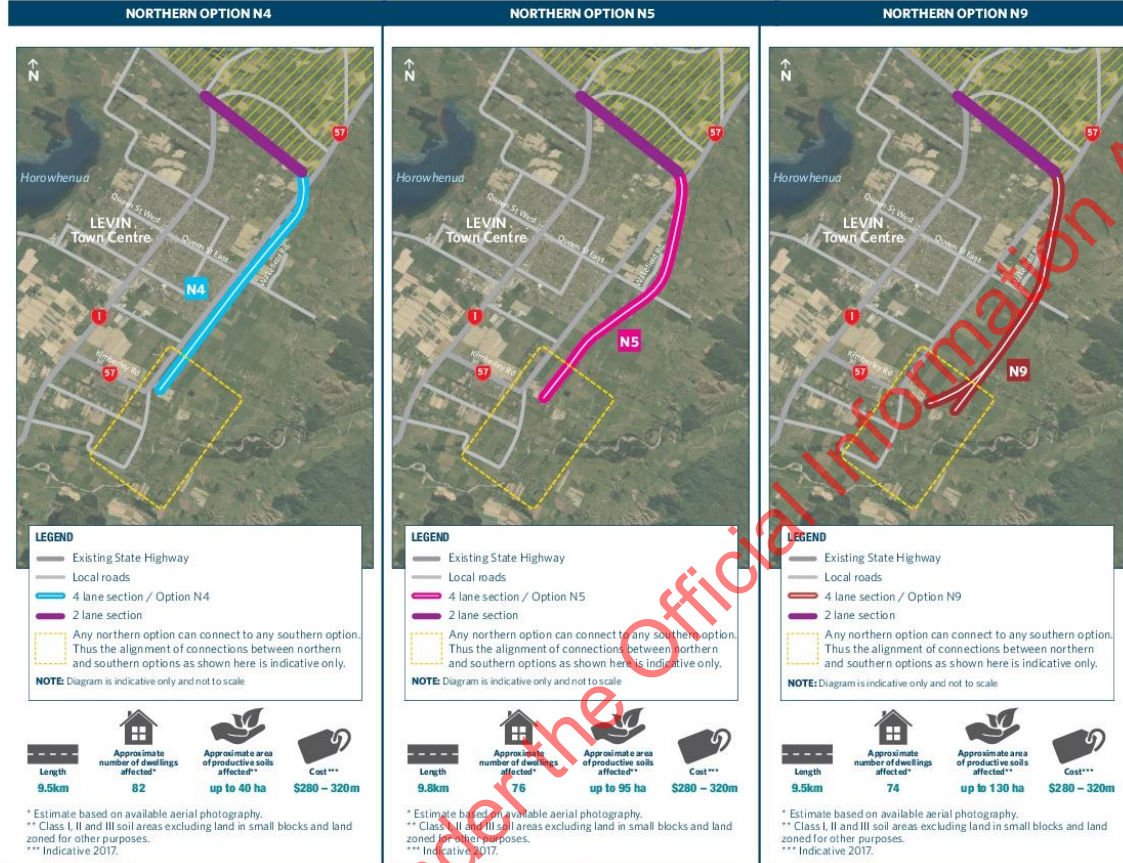
SOUTHERN OPTION S6	SOUTHERN OPTION S7	SOUTHERN OPTION S7A
<p>TECHNICALLY BEST PERFORMING OPTION</p>  <p>LEGEND Existing State Highway Local roads 4 lane section / Option S6 Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>NOTE: Diagram is indicative only and not to scale</p> <p>Length 14.7km Approximate number of dwellings affected* 107 Approximate area of productive soils affected** up to 230 ha Cost*** \$420 – 480m</p> <p><small>* Estimate based on available aerial photography. ** Class I, II and III soil areas excluding land in small blocks and land zoned for other purposes. *** Indicative 2017.</small></p>	 <p>LEGEND Existing State Highway Local roads 4 lane section / Option S7 Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>NOTE: Diagram is indicative only and not to scale</p> <p>Length 15.7km Approximate number of dwellings affected* 57 Approximate area of productive soils affected** up to 315 ha Cost*** \$640 – 740m</p> <p><small>* Estimate based on available aerial photography. ** Class I, II and III soil areas excluding land in small blocks and land zoned for other purposes. *** Indicative 2017.</small></p>	 <p>LEGEND Existing State Highway Local roads 4 lane section / Option S7A Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>NOTE: Diagram is indicative only and not to scale</p> <p>Length 16.7km Approximate number of dwellings affected* 86 Approximate area of productive soils affected** up to 290 ha Cost*** \$560 – 640m</p> <p><small>* Estimate based on available aerial photography. ** Class I, II and III soil areas excluding land in small blocks and land zoned for other purposes. *** Indicative 2017.</small></p>
<p>KEY FEATURES OF THE SOUTHERN OPTIONS</p>		
<p>POSITIVES</p>		
<p>Project Objectives</p> <ul style="list-style-type: none"> • Best safety performance of all options • Shortest and most direct route to Levin • Provides best journey time saving • Most resilient option as has fewest and smallest structures <p>Environmental & Community</p> <ul style="list-style-type: none"> • SH1 no longer runs through middle of Manakau • Best performing at the MCA. Overall least challenging and best opportunity to manage effects • Likely to have least cultural effects of southern options <p>Cost</p> <ul style="list-style-type: none"> • Lowest cost option 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Some safety performance, but is 1km longer than S6 • Provides good journey time savings • Least resilient option. Crosses a fault line, large bridges and fills required <p>Environmental & Community</p> <ul style="list-style-type: none"> • Affects least number of properties • Avoids some potential effects on Manakau • Takes SH1 away from Manakau township • Likely to have least cultural effects of southern options 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Some safety benefits, but is 2km longer than S6 • Provides some journey time saving • Moderate resilience - less structures <p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids some potential effects on Manakau • Takes SH1 away from Manakau township
<p>NEGATIVES</p>		
<p>Environmental & Community</p> <ul style="list-style-type: none"> • Affects Manakau properties • Affects up to 230 ha of highly productive lands • Social, community and recreation effects on Manakau • Affects residential properties and farms located to the east of existing SH1 • Some cultural effects 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Affects significant bush/ecological areas including Manakau campsite • Affects up to 315 ha of highly productive lands • Affects lifestyle properties including those located to the south of Manakau. • Affects farms, businesses and residential properties (located in the Waiauti Valley - east of existing SH1) • Some cultural effects <p>Cost</p> <ul style="list-style-type: none"> • Highest cost southern option 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Poor fit with the landscape as road traverses diagonally across from Waiauti valley towards existing SH1 • Affects significant bush / ecological areas including Manakau campsite • Affects up to 290 ha of highly productive lands • Affects lifestyle properties located to the south of Manakau • Traverses some farms, businesses and residential properties (located in the Waiauti Valley - east of existing SH1) • Some very large bridges and fill required • Some cultural effects <p>Cost</p> <ul style="list-style-type: none"> • High cost option

Ōtaki to north of Levin Project February 2018

Proactive Information Act 1982

Northern options

The shortlist is made up of three possible corridor options. All three options link to the three possible southern corridor options and to a northern bypass of Levin located between SH57 and SH1.



KEY FEATURES OF THE NORTHERN OPTIONS

POSITIVES		
<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Shortest route with good journey time benefits • Opportunity for good access to Levin town centre • Opportunity to provide access to planned industrial development areas identified in the District Plan • Aligns with road corridor identified in the District Plan "Green Belt growth area" <p>Environmental & Community</p> <ul style="list-style-type: none"> • Uses existing infrastructure corridor with opportunity to address severance effects of SH58 <p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan <p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids significant ecological areas • Avoids historic homestead <p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan <p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids significant ecological areas • Avoids historic homestead <p>Cost</p> <ul style="list-style-type: none"> • Low cost option
NEGATIVES		
<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect significant ecological areas • Close to and could affect historic homestead • Some affect on productive land • Affects lifestyle residential property and local community • Affects property and businesses located on the eastern side of SH57 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Some affects on productive land • Affects lifestyle residential property and community • Potential effect on some businesses 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect significant ecological areas • Affects productive land • Affects lifestyle residential property and local community • Potential effect on some businesses

Ōtaki to north of Levin Project February 2018

Proactively Released under the Official Information Act 1982

B.8 Property information sheet



Ōtaki to north of Levin

Property Information Sheet

February 2018

- All of the shortlisted corridor options for the O2NL project are represented by a 300 metre wide corridor within which a proposed expressway will be able to be constructed. The final design width of the road is likely to be between 60 metres and 100 metres. This includes width for stormwater runoff treatment, embankments and planting. Additional width will likely to be needed at interchanges and where new local road connections are needed.
- Some property owners will be affected by all of the shortlisted corridor options while other property owners may be affected by one or more of the shortlisted options.
- Property owners affected by all of the options are those with landholdings at the southern end of the project where all of the options connect with the existing state highway and to the Kāpiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki). This point is fixed. Unlike the southern end of the project, the location where the options need to connect to the existing state highway network at the northern end is not fixed. It is subject to detailed design investigations that will occur once a preferred corridor option is chosen.
- Once we have selected a preferred option and complete further detailed design, we will be able to confirm the effects on individual properties.
- The NZ Transport Agency would typically commence the purchase of property needed for a project after Resource Management Act approvals have been obtained. In some instances there are special circumstances where we would consider acquiring an affected property in advance.
- Where the NZ Transport Agency requires property for a public work, a Land Information New Zealand (LINZ) accredited supplier is engaged to carry out the negotiations on the Agency's behalf.
- If a property, or part of a property, is required for the project, the NZ Transport Agency will pay compensation on the basis of market value. Market value is not the personal value to the property owner or the value to the NZ Transport Agency, but is based on an assessment by an independent registered valuer.
- If a property, or part of a property, is required for the project, the property owner may also be eligible for additional compensation of up to \$50,000, depending on whether there is a dwelling on their property that will need to be acquired and whether that dwelling is used as their principal place of residence.
- In addition to the market value of a property, reasonable legal and valuation fees and moving costs are reimbursed by the NZ Transport Agency once they have been approved by LINZ.
- If a property owner has a business located on their land, they may claim compensation for business loss resulting from the relocation of the business. The loss may include loss of profits and goodwill, although the loss of profits must relate to proven loss of "actual profits". Loss of "anticipated profits" is not provided for in the Public Works Act.
- In New Zealand, the Public Works Act 1981 provides the power to acquire property for public works and also entitles affected property owners to compensation. LINZ, on behalf of the Crown, is responsible for administering this Act. Further information on the Public Works Act 1981 is available at www.linz.govt.nz/crown-property/acquisition-and-disposal-land/public-works.



If you have any specific questions relating to your property, please get in touch with the Ōtaki to north of Levin project team either by email: O2NL@nzta.govt.nz or telephone: **0508 625 4636**.