



Wellington Northern corridor

Ōtaki to North of Levin section

Supplementary Consultation Report (2)

Stage 4 Consultation: April 2014 – November 2015

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Ōtaki to North of Levin Project

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1 INTRODUCTION

1.1 Overview

The Government has identified seven key state highway projects that are linked to New Zealand's economic prosperity. These projects have been identified as Roads of National Significance (RoNS) and the Wellington Northern Corridor is one of the seven RoNS. The Ōtaki to North of Levin section is the northernmost section of the Wellington Northern Corridor RoNS.

Consultation has been a key component of the Ōtaki to North of Levin project since its inception. Consultation with affected people and communities provides decision-makers with information that assists in making well-founded decisions. As well as providing information, consultation processes help project proponents understand community values and expectations.

There have been two previous Consultation Reports prepared for the Ōtaki to North of Levin project. The background to consultation for the Ōtaki to Levin project is detailed in the report "Consultation Stages 1 – 3" completed in August 2013. This report described and recorded the consultation undertaken between April 2011 and July 2013. Over that time, the scope of the project was also modified to one of progressively upgrading state highway to create a combination of 2+1 and 4 lane sections with intersection and safety improvements that achieve objectives of delivering a suitable level of travel time, safety and capacity improvements appropriate to future demands.

The stage 4 report covered the period from July 2013 up to the end of March 2014.

Consultation has continued over the April 2014 – November 2015 period as and the outputs those processes are summarised in this report.

This report should be read in conjunction with the report "Consultation Stages 1-3", MWH, August 2013; and
'Supplementary Consultation Report, Consultation Stage 4', MWH, April 2014.

This report is the second and final report documenting the Stage 4 consultation on the Ōtaki to North of Levin RoNS project.

This report summarises ongoing public consultation, liaison with affected parties, discussions relating to any specific access and property agreements, exploration of and any agreements on mitigation; etc.

This consultation has formed part of further work to confirm the details of the various projects identified in the Stage 3 consultation processes. The projects are progressing on the basis of priorities, and different areas will therefore be focussed on at different times and thus this report focusses on:

- **Waitarere Beach Road Curves Safety Improvements:** Options for improving safety north of Levin at a section of SH 1 known as the 'Waitarere Beach Road Curves',
- **SH1/SH57 Connection:** The selection of Option 5a as the preferred connection between SH1 and SH57 (Ohau to south of Levin link) and associated local link roads, and

- **Manakau and Ohau Safety Improvements:** The design of safety improvements at Manakau and Ohau Townships. Construction began in early 2015.

Key Stage 4 consultation elements have been:

Table 1: Consultation elements

	Action	Method
1	Inform all landowners who are potentially affected by the preferred option.	Letters and phone calls, followed by individual meetings.
2	Inform wider community about the preferred options and seek response.	Newsletters (2).
3	Update landowners and the wider community about the status of earlier proposals.	Letters.
3	Individual organisation and small group meetings.	Meetings, as requested.
4	Reminder about opportunity for feedback.	Newsletters and website.
6	Ongoing contact with Iwi and local authorities.	Emails, meetings and phone calls.
7	Ongoing contact with potentially affected landowners.	Letters, emails, phone calls and meetings

It is anticipated that as individual projects proceed that the consultation will move towards property negotiation, with increasing parts of the work undertaken in this stage being via NZTA's property consultants.

Sections 3, 4 and 5 of this report detail the actions undertaken and illustrate the main themes that came out of this consultation for the sub-projects of Waitarere Beach Road Curves Safety Improvements (over the period of this report, the sub-project has become known as the Waitarere Beach Road Project (the Project), SH1/57 Connection, and the Manakau and Ohau Safety Improvements.

1.2 Approach to Consultation

The Principles of Consultation and Communication for the Ōtaki to Levin project are outlined in the Consultation Report Stages 1-3 available on the website.

In line with the project consultation approach that affected people should be advised in advance of public information releases, contact details of newly affected landowners were obtained from the Horowhenua District Council (HDC) rates database. For many landowners, contact details were available from previous stages of consultation.

A dedicated Ōtaki to Levin Project email address (info@O2L.co.nz) and free phone number (0508 625 4636) were set up early in the project. Ongoing communication and consultation with landowners and the general public has been facilitated through incoming calls and emails to these contacts.

For recording consultation, a database was set up using Darzin. Darzin is a proprietary web based system and has been used throughout the other stages on consultation. It manages all communications received through ongoing consultation with landowners including meeting notes, submissions, letters, emails and phone calls including those made on the Project email address and phone number.

A dedicated website (<https://www.nzta.govt.nz/projects/wellington-northern-corridor/Ōtaki-to-north-of-levin/>) is also live which sets out details of the project and contains publicly accessible resources such as plans, project reports and newsletters.

2 PUBLIC COMMUNICATION AND CONSULTATION

2.1 Newsletters

Two Project Updates (newsletters) were sent out during the second part of Stage 4 consultation between April 2014 and November 2015. Copies of the newsletters are attached in Appendix A. A post card was issued in August 2015 asking people to reconfirm interest in receiving Project update information and if they would prefer to receive that via email.

2.1.1 Project Update 8

The Project Update, Issue 08 – July 2014, acknowledged community input on the four key locations that had been identified in the previous Issue between Ōtaki and North of Levin, these being:

- Manakau;
- Ohau;
- SH1/SH57 Connection; and
- The Potential Levin Bypass.

A summary of progress for each sub-project was included in this issue as well as an indication of what the next steps would be.

The mixed nature of feedback received on the proposed routes for the SH1/SH57 was recognised. With community responses taken into account, Option 5a was confirmed as the preferred route. A description of the alignment of Option 5a was included in the newsletter and the reasons for why this was the preferred option were outlined.

The Project Update noted the concerns of some regarding the lack of future accesses from the proposed SH1/SH57 connection to Kimberly Road and across Muhunua East Road. The newsletter stated that these concerns were to be addressed at a later stage in conjunction with HDC and giving the opportunity for further input from affected landowners.

The Project Update noted the strong support for the safety improvements through Manakau and Ohau, for commencement as soon as possible. Detailed design of the upgrades had begun with construction set to begin in the near future.

Information to be released at a later date was identified and this included further details for the proposals at Forest Lakes, Waitarere Beach Road Curves and the longer term decisions pending for the Whirokino Trestle and the Manawatu River Bridge.

2.1.2 Project Update 9

The Project Update, Issue 09 – March 2015 was issued as a joint newsletter (NZTA and Horowhenua District Council) with a new format. It informed the community that access at the Waitarere Beach Road Curves and Ohau to Levin areas had been confirmed following public feedback.

The newsletter also focused on the safety improvements at Manakau and Ohau, the proposed SH1/57 connection local roads and proposed access changes at the Waitarere Curves section of the project.

At the time feedback had shown that the public agreed with the changes proposed as a part of the Manakau and Ohau safety upgrades. It was acknowledged that community feedback had indicated that intersections should be provided with existing local roads at the SH1/57 Connection. This would allow convenient access to facilities and ensure disruption to people and businesses is minimised.

The connection of local roads with the confirmed SH1/57 route was being considered and a diagram in the newsletter identified the proposed intersections at Muhunua East, Kimberley and Arapaepae Roads.

The Project Update noted that the community had generally supported safety improvements and thence the proposed realignment of the Waitarere Beach Road Curves section of SH1 in May 2013. A diagram was provided of the proposed improvements and showed:

- the removal of three tight curves in the road and replacing them with two safer ones;
- making the road 80 metres shorter;
- providing a new Waitarere Beach Road intersection;
- including a section of wire rope median barrier; and
- providing safer local road connections.

The Project Update explained that HDC were to be involved in the improvements proposed for Levin including the SH1/Queen Street intersection and the Levin Town Centre.

The Project Update also stated that proposals for Forest Lakes, the location of passing lanes along the project area and the Whirokino Trestle and Manawatu River Bridges were to be detailed in subsequent newsletters.

3 WAITARERE BEACH ROAD CURVES

3.1 Overview

Consultation on the Project began in April 2014 once a concept design became available. Two 'cottage' meetings were held in April and May 2014 and were attended by a number of landowners in the area. The second cottage meeting was at the request of the local community who identified community representatives to attend.

Following this meeting, one-on-one meetings with landowners commenced in July 2014. Formal consultation with local iwi commenced in October 2014.

The consultation has involved numerous meetings with affected landowners and iwi to refine the Project alignment and to discuss and address potential effects on them and the environment.

3.2 Direct Contact with Affected Landowners

Ten landowners were identified initially as potentially affected through land acquisition by the realignment of the Waitare Beach Road Curves and they were updated on the status of the project by phone calls in late June 2014. Follow up one-on-one meetings were held with these landowners during the following month.

3.3 Letters

Letters were mailed out in October 2014 to landowners in the area to update them on the progress of the Project. Two versions of the letter were prepared and sent out.

Table 2: Letters to landowners affected by Waitare Beach Road Curves safety improvements

Landowner Group	Letter	Number of letters sent
Landowners affected by land acquisition	Mailed out	22
Landowners affected by a change of access	Mailed out	24 ¹

Letters to landowners affected by land acquisition included the landowners previously met with and others who were newly affected by some of the design elements of the Project.

A sample copy of each version of letter is contained in Appendix B.

3.4 Landowner Meetings

The two cottage meetings that were requested and hosted by affected landowners were well attended. They were requested by some local landowners in response to the Project team arranging one-on-one meetings. The meetings were held on the 22nd April 2014 and the 26th May 2014 and were an opportunity for the Project team to present information about the Project and answer questions as well as to hear from the local community what their concerns were likely to be.

A further multiple-party meeting was held at the request of 4 landowners (Geoff Lewis, Neil Hirini - Principal of Poroutawhao School, Graeme Bagrie and Heather Heron-Speirs) on the 14th April 2015 to discuss their particular concerns with the scope and rationale of the Project. It was hosted by HDC at its

¹ This included those properties with direct access to SH1 or access via intersections with SH1

offices and attended by members of the Project team, the affected landowners and HDC representatives.

Since consultation commenced, to date there have been over 50 one-on-one meetings with directly affected landowners to discuss the Project, how it affects them, how the effects can be addressed and what the next stages are in Project. These meetings have been ongoing until early November 2015.

There have also been numerous phone calls and email exchanges. Some landowners and local residents who have been invited to meet with Project representatives have at times chosen not to do so but nevertheless have been kept informed with the process by letter or emails.

The affected landowners have raised a number of issues that include:

- Loss of land (including Māori land);
- Impact on farm operations, including access for farm and contracting vehicles if a median barrier is present;
- Concern that the median barrier will inconvenience access to neighbours and Levin for day to day needs;
- Concern about noise from the road being closer to houses (operational and construction);
- Loss of pedestrian and cycling access across state highway due to the median barrier;
- Construction impacts; and
- Concern that preventing overtaking on the Curves will cause more overtaking manoeuvres near to Poroutawhao School which is locally considered to be unsafe.

The comments and information received have been taken into account within the Project and its development over time wherever possible.

There are aspects of concern to affected people which are not able to be mitigated or avoided, as they are integrated parts of the Project and without them the Project would not be proceeding. This includes the median barrier and the associated reduction in access for some nearby residents and farm operations. It may be possible to address some of these matters further during property negotiations, outside the RMA processes.

3.5 Tāngata Whenua and other Maori Interests

As part of the larger Ōtaki to North of Levin RoNS, consultation with Iwi commenced in 2011 with meetings with representatives of some of the Iwi noted below.

The Project team has specifically consulted with the following Iwi groups on the Project as it has developed:

- Ngāti Huia;
- Ngāti Huia ki Matau;
- Muaupoko (The Muaupoko Tribal Authority)

Since April 2014 the following hui/meetings have been held. Concerns that were raised during the hui/meetings have contributed to the design process.

Table 3: Meetings/Hui on Waitarere Beach Road Curves

Date	Marae/Iwi	Present
13 October 2014	Matau Marae	The Transport Agency, MWH and the Matau Marae Committee
9 November 2014	Ngāti Huia	The Transport Agency, MWH and Ngāti Huia Marae Committee

Date	Marae/Iwi	Present
21 November 2014	Ngāti Huia Matau Marae (Walkover of Project area)	The Transport Agency, MWH and members of the Ngāti Huia (from both Marae)
25 February 2015	Ngāti Huia Ngāti Matau	The Transport Agency, MWH and members of the Ngāti Huia (from both Marae).
20 April 2015	Ngāti Huia Ngāti Matau	The Transport Agency, MWH and members of the Ngāti Huia (from both Marae).
20 April 2015	Muaupoko Tribal Authority	The Transport Agency, MWH and members of the Muaupoko Tribal Authority.
24 May 2015	Whare Rongopai	The Transport Agency, MWH and members of Whare Rongopai.
27 May 2015	Muaupoko Tribal Authority	The Transport Agency, MWH and members of the Muaupoko Tribal Authority.
5 July 2015	Ngāti Huia	The Transport Agency, MWH and members of the Ngāti Huia whanau.
16 July 2015	Ngāti Huia	The Transport Agency, MWH, Te Tumu Paeroa and members of the Ngāti Huia.
20 July 2015	Ngāti Huia	The Transport Agency, MWH, the Muaupoko Tribal Authority, and members of the Ngāti Huia.
22 October 2015	Ngāti Huia and Matau Marae	The Transport Agency, MWH and members of Ngāti Huia and Matau Marae.

A hui with the Ngati Matau Marae Committee was held in October 2014 at the Ngati Matau Marae. The main points or concerns raised by the committee were:

- The property acquisition (and compensation) process.
- Environmental effects assessment and consenting process.
- Need for a cultural impact assessment for the consent applications.
- Ongoing communication with the Marae and landowners.
- An archaeological walkover to be held in the area.

A hui with the Ngati Huia Marae Committee was held in November 2014 at the Ngati Huia Marae. Feedback from Ngati Huia centred around the features and effects of the design:

- The location of a turnaround area at the north end of the project.
- Location of median barriers and the inconvenience it causes for travel to Levin.
- Entrance to the marae.
- Layout of Waitarere Beach Road intersection.
- Effect on local properties in the area and on whanau.
- Potential for the project to disturb the urupa.

In November 2014 a walkover was held with committee members of both Ngati Huia and Ngati Matau Marae. The purpose of the walk over was to identify and better understand issues that might be caused by the proposed Waitarere Curves improvement project, in particular, the potential impacts on sites of significance to Ngati Huia and Ngati Matau.

The hui hosted at the Ngati Huia Marae in February 2015 was attended by both Huia and Matau Marae whanau, and was held at NZTA's request. This was to address some design issues where guidance from local tangata whenua was sought at that stage.

The main points of discussion from the hui were:

- The location of urupa near Nga Haere Pa.
- Access options for Paeroa Road much of which is Māori road way.
- Access options for a Māori road line connecting the rear of Huia marae to SH1.
- Options for mitigation effects on Whare Rongopai.

Ngati Huia and Ngati Matau whanau were met again at a hui on the 20th April 2015. This was to discuss and find a solution around the variations to the design. The following was discussed:

- Variations around access to SH1 at Paeroa Road.
- Geotechnical Investigations planned for the area.
- Variations for the southern section of the project around Whare Rongopai and entrance to Huia Marae and surrounding property.

Follow up meetings were held in May, July and October to discuss variations to the design.

The hui held with Muaupoko Tribal Authority was to discuss measures that could potentially be undertaken to assess Muaupoko's tribal interest within the area. This would allow the Muaupoko Tribal Authority to have an input in the mitigation of effects for the project. The following was discussed:

- Update on the project.
- Muaupoko to have an involvement/ongoing relationship with the project team.
- Input on the mitigation of effects on the environment by the project.
- Historical significance of area/potential for archaeological finds.

In addition to the above, members of Ngāti Huia and Ngāti Huia ki Matau have also been present at meetings with the community representatives in August, September and October 2015.

3.6 Other Stakeholders

Consultation with key stakeholders such as the Horowhenua District Council (HDC), the Department of Conservation, Heritage New Zealand (formerly the Historic Places Trust), the Automobile Association and the Road Haulage Association has been on-going since investigations for the wider Ōtaki to North of Levin RoNS Project.

Since the design phase for the Waitarere Beach Road Curves Project began in 2014, consultation has continued with elected council representatives and staff. This has largely centred on the design of intersections at local roads and the interests of residents and affected landowners.

A meeting with all relevant emergency services was held on 15th and 16th October 2015. All were supportive of the Project. Details of the Project have also been forwarded to the New Zealand Automobile Association (AA) and Fonterra along with a request to provide feedback. While the AA did not have any feedback at this stage, Fonterra provided information on tanker routes and indicated that they were looking forward to the completion of the safety improvements.

A stakeholder specific to the Waitarere Beach Road Curves Project is the Poroutawhao School which is located north of the project area. The project team has met with the Principal of the school a number of times to discuss issues of concern to the school. The issues that have been discussed have included:

- The potential for the proposal to restrict access to the school.
- The school has requested a north-bound turning lane, rather than current access method of pulling off to the side of the road.

- Consideration of speed limit restrictions at the section of SH1 adjacent to the school.
- Sealing of the car park and access areas relative to the SH1 on the school property.

3.7 General Public

As progress on the Project has been made, information for the wider public and opportunities for public input have been provided via the Project updates and a community workshop.

3.7.1 Newsletters

Since April 2014 there have been two newsletters with project updates:

- Project Update, Issue 08 – July 2014
- Project Update, Issue 09 - March 2015

Details of these newsletters are outlined in section 2.1 of this report.

3.7.2 Community Workshop

A workshop was held on the 20th July 2015 at the Poroutawhao Hall for landowners and the local community generally affected by the proposed improvements to SH1 between Levin and the Manawatu Bridge, but focussing on proposed improvements at Waitarere.. This was as a result of concerns about the Waitarere Beach Road improvements and the effects that it would have on SH generally. The workshop explored community opinions on the objectives for the North of Levin RoNS section. Attendees were given an update on the Project before splitting into groups and asked to rate and rank the Project objectives and to record concerns and issues.

At the workshop the community was asked to give their perspective on the relevance and weighting of the different objectives. This workshop gave the community the chance to raise particular issues as they saw them and also discuss Projects one-on-one with Project team members. Overall feedback from this meeting was that the community considered safety and local access as the two most important considerations. It also indicated that there was considerable concern about the median barrier.

Notes from the meeting are attached to the Programme Business Case report.

3.7 Meetings with Community Representatives

A number of further meetings between the Project team and a key group of some community members were held between August and October 2015. At these meetings the continual involvement of these particular community members was agreed, as part of the Transport Agency's processes, to give a local perspective about the items that form the overall programme for the North of Levin section of the Otaki to North of Levin RoNS.

A range of issues were raised during these meetings, including adequacy of consultation, the importance of the median barrier for the Project, and a range of matters relating to the detailed Project design and road operation. As a result of this series of meetings, there has been agreement on the following:

- Right turn at Poroutawhao School and associated street furniture; changes to be considered within the turnaround facility on Poroutawhao School property.
- A speed reduction relative to the Poroutawhao School that is timed to coincide with school arrival and departure times will be investigated as part of the NZ Transport Agency's national programme. If that investigation concluded that such a measure is supported then it could be provided as part of the overall package of work.
- Intersections at Clay Road and Waitarere Beach Road are to be lit.
- The proposed realignment would include a wide road side shoulder that could be used by slow moving farm vehicles so as to allow faster traffic to pass safely.
- The Transport Agency also agreed that space for buses to drop-off and pick-up could be provided at Waitarere Beach Road intersection utilising the old SH1 alignment at this location. How this was done would be investigated during the next phase of design.

- It was confirmed that the Transport Agency would not promote a scheme that does not include a central median barrier, as it is considered that the safety benefits outweighed the local disbenefits.

As a result of the ongoing meetings and discussions, the Project design was amended to include a new intersection at the curve approximately 1200m north of the access to Huia Marae with a gap in the median barrier (the area is referred to as Hinaupiopio). The Project is the subject of a Notice of Requirement that has been lodged with Horowhenua District Council.

4 SOUTH OF LEVIN - SH1/57 CONNECTION

4.1 Direct Contact with Affected Landowners

There has been ongoing contact with landowners to update them on the preferred option. It was confirmed with landowners in July 2014 that Option 5A had been chosen as the preferred route for the SH1/57 Connection. Those previously affected by Option 4A were informed that their properties would no longer be affected by the preferred route. A general project update letter was also sent out to the remainder of landowners in the wider project area.

Proposals on how the route would link to local roads were discussed with landowners in December 2014, specifically with landowners in the vicinity of Kimberley and Muhunoa East Roads. Letters were mailed to these landowners following one-on-one meetings which formally advised the landowners of the local road connection proposals and the likely effect of these on their respective properties. Letters were also sent to landowners affected by Option 5A that were not affected by the proposed local road connections with an update on these.

4.2 Letters

Letters mailed out during the April 2014 to November 2015 period are as set out below:

A sample copy of each version of letter is contained in Appendix C. There has also been ongoing correspondence with individual landowners on issues of concern.

Table 4: Letters to landowners affected by SH1/57 Connection

Landowner Group	Date	Number of letters sent
Landowners no longer affected by Option 4A	July 2014	13
Landowners affected by Option 5A	July 2014	24
General project update for landowners not affected by SH1/57 Connection	July 2014	66
Landowners newly affected by link roads proposed at Muhunoa East and Kimberley Roads	December 2014	10
Landowners directly affected by Option 5a but not affected by link roads	December 2014	35

4.3 Landowner Meetings

One-on-one meetings were held with 10 landowners affected by the proposed local road connections in December 2014. Meetings with landowners since this time have been held on an ongoing basis at the request of the landowner.

Updates and information were also provided to landowners and the wider community via queries made to the project phone number and email address.

4.4 Consultation with Stakeholders

The Horowhenua District Council (HDC) was informed of design of local road connections. A meeting was held with the HDC prior to contact being made with landowners to discuss the potential effects on landowners and the manner in which they would be informed of the proposal. Meetings have been held with the HDC at various stages to discuss the project as a whole and progress on the sub-projects as

designs have developed. Projects being undertaken by HDC, such as the investigation as to how to improve the Town Centre are the subject of ongoing discussions on how the projects can best be integrated.

4.5 Consultation with Tāngata Whenua

In recognition of the extensive maori landholdings south of the Ohau River, a series of meetings/hui have been held at the two Marae in the area. The hui have provided information and sought feedback on options, and have been progressed in parallel with preparation of cultural impact assessments for the Iwi.

Table 5: Meetings/hui on the SH1/57 Connection

Date	Organisation	Present
21 August 2014	Ngāti Tukorehe walkover and meeting	The Transport Agency, MWH and members of Ngāti Tukorehe
18 February 2015	Ngāti Wehi Wehi	The Transport Agency, MWH and members of Ngāti Wehi Wehi
13 May 2015	Ngāti Tukorehe	The Transport Agency, MWH and members of Ngāti Tukorehe
14 June 2015	Ngāti Tukorehe	The Transport Agency, MWH and members of Ngāti Tukorehe

4.6 Main Themes from Consultation

The following reflect the main themes of consultation in relation to the SH1/57 Connection during the period of consultation covered in this report:

- General concern at the length of time before the project will be approved and constructed.
- Uncertainty of the final location of the SH1/57 Connection and the local road connections.
- Proposal deterring potential buyers and affecting the sale of property in the area.
- Uncertainty of not knowing when land will be purchased and of value of compensation.
- Severance of communities and business operations along existing local roads, in particular McLeavey Road.
- The effects on properties and businesses in close proximity of the proposed new SH1/57 connection and local road connections.
- Ongoing concern of local Iwi about the impacts on cultural values associated with Option 5A.

5 MANAKAU AND OHAU SAFETY IMPROVEMENTS

5.1 Direct Contact with Affected Landowners

As detailed in the first Supplementary Consultation Report (Consultation Stage 4), previous landowner meetings and community engagement had shown strong support for the minor works proposed to improve the safety through Manakau and Ohau.

In August 2014, letters were sent out to residents living adjacent to SH1 in Manakau and Ohau with details and drawings of the project design. The project phone number and email address were also provided for queries.

Works on the safety improvements began in early 2015. A number of calls and emails were answered by the project team during this period on queries about the final design being constructed.

5.2 Letters

The following letters containing information on the safety upgrades were mailed out in August 2014:

Table 6: Letters to landowners affected by Manakau and Ohau safety improvements

Landowner Group	Letter	Number of letters sent
Landowners affected by changes at Manakau	Mailed out/Letter Drop	29
Landowners affected by changes at Ohau	Mailed out/Letter Drop	21
Interested Stakeholders	Mailed out	11

A sample copy of each version of the letter is contained in Appendix D.

Letters to stakeholders outlined the design of improvements proposed at both townships. Letters were mailed to the following stakeholders:

- Heavy Haulage Association;
- Horizons Regional Council;
- HDC;
- NZ Automobile Association;
- NZ Police;
- Road Transport Association New Zealand;
- Road Transport Forum NZ;
- Manakau District Community Association;
- Ohau School;
- Ohau Play Centre; and
- Kiwirail.

Meetings were held with the following groups in September 2014:

- Manakau District Community Association (two meetings);
- Ohau Residents Group; and
- The Project Steering Group.

Communication over aspects of the final design was also had with stakeholders that were in contact with the project team via the project email address and phone number. There has also been ongoing contact with affected landowners during the construction period.

5.3 Main Themes from Consultation

The main themes of consultation for the Manakau and Ohau Safety Improvements related to features of the final design when construction began in early 2015.

Issues raised include:

- Concerns and uncertainty over the final layout of the Waikawa Beach Road intersection;
- The removal of passing lanes and reduced opportunity for passing through wider project area;
- The potential for motorist frustration caused by passing lane removal and reduced speed limits;
- Concern about removal of left turn lanes at Manakau and Ohau;
- Matters relating to pedestrian safety, location of parking and the location of new median refuges in relation to local businesses;
- Adequacy of provision made in the design to accommodate cyclists;
- Whether widths at threshold entrances to the townships would accommodate heavy vehicles;
and
- Safety in relation to local schools.

6 CONCLUSION

The Stage 4 consultation undertaken between April 2014 and November 2015 has been in accordance with the Consultation Plan. It has furthered the intention of information exchange and building relationships. Ongoing feedback from the community has informed the design process and will continue to do so as designs progress and the project continues into the consenting phase and assessment of environmental effects.

The overall Otaki to North of Levin RoNS programme will move into Stage 5 consultation from early 2016.



Appendix A

Copy of Newsletters

Appendix B

Sample Landowner Letters: Waitarere Beach Road Curves Safety Improvements

Appendix C

Sample Landowner Letters: SH1/57 Connection

Appendix D

Sample Landowner Letters: Manakau and Ohau Safety Improvements



MWH



NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4 Consultation: April 2014 – November 2015

Appendix A

Copy of Newsletters



JOURNEY TIMES BETWEEN WELLINGTON AND LEVIN WILL BE 40 MINUTES SHORTER BY 2031

What's next - Ōtaki to North of Levin

FEEDBACK RECEIVED

ROUTE 5A PREFERRED

SAFETY IMPROVEMENTS

5 MINUTE READ

In November last year, we asked for your feedback on four key locations between Ōtaki and north of Levin. These projects are part of our long-term plan to create a four-lane route as far north as the SH1/SH57 intersection. Thanks to your input, we can now confirm how we intend to improve these areas.

You'll find a summary for each project here, including what some of the next steps will be. A copy of the full consultation report is available in the publications section at www.nzta.govt.nz/otaki-levin-project



→ Manakau to south of Levin

There were mixed views on the proposed routes for the SH1/SH57 connecting road. We've taken all of them into account, and are now confirming Option 5A as our preferred route.

The highway will be moved to the west of the railway line between Manakau and Ohau, before crossing the Ohau River and rail line itself. It will then run south of the totara bush reserve in the Ohau vineyards. This minimises the impact on the landscape, on a potentially significant archaeological area and on productive land. It also minimises the impact on property south of Kimberley Road.

We understand there are some concerns regarding access to Kimberley Road and are considering how we can address this. We'll keep working with Horowhenua District Council and the community on these and other decisions. You'll have another opportunity to share your thoughts later in the year.

Current timeline

Late 2015	Lodge Resource Management Act applications for the Ōtaki to North of Levin section
2016-2018	Detailed Design
2019	Construction

→ Manakau and Ohau

Your feedback showed you'd like to make safety improvements through Manakau and Ohau as soon as possible. Changes will include:

- reducing the speed limit through the townships to 80km/h
- making changes to the entry of the townships at either end to make it clear drivers are entering a different speed zone
- refining how we reinforce the lower speed area through the townships to improve the highway's safety and provide more space for cyclists and turning vehicles, and
- removing passing lanes (southbound ending north of Manakau and northbound ending south of Ohau).

We are now designing the improvements and hope to begin construction later this year. We'll give you more information as soon as possible.

→ Future Levin bypass

We have considered all your feedback on a possible Levin bypass. As a result we will make sure our current proposals are future-proofed for a bypass before making a final decision.

We'll continue working with Horowhenua District Council and let you know if we have any new information.



→ Contributing to Wellington Northern Corridor

The improvements from Ōtaki to North of Levin will form the upper end of the Wellington Northern Corridor. Once finished, the corridor will deliver a number of benefits to road users and our wider region:

- journey times between Wellington and Levin will be 40 minutes shorter by 2031
- 30% fewer serious crashes in the five years after the route is finished
- up to 31km of new walking and cycling facilities
- creation of 8,000 construction jobs
- 865 additional permanent jobs in our local region
- economic benefits as a result of businesses being more closely connected.

For an update on other Wellington Northern Corridor projects, PLEASE VISIT www.nzta.govt.nz/projects/wellington-northern-corridor

→ What's coming up?

FOREST LAKES AND WAITARERE CURVES

Proposals for the Forest Lakes and Waitarere Curves areas are continuing to be refined. We expect to have more details on these at the end of the year.

WHIROKINO TRESTLE AND MANAWATU RIVER BRIDGE

We're looking for the best long-term decision for the Whirokino Trestle and the Manawatu River Bridge. Improvements to these bridges will give people wider lanes and safer road edges, capability for longer and/or heavier trucks, safe and convenient travel for cyclists and easier flood management.

The team working on these bridges will have more information available later in the year.

FOR MORE INFORMATION, PLEASE VISIT www.nzta.govt.nz/whirokino

Contact us

Website: www.nzta.govt.nz/otaki-levin-project

Email: info@O2L.co.nz

Freephone: 0508 O2L INFO (0508 625 4636)

Post: Ōtaki to Levin Project Team
PO Box 5084 Thorndon
Wellington 6145



THE PERCENTAGE OF SERIOUS CRASHES PREVENTED AFTER THE WELLINGTON NORTHERN CORRIDOR IMPROVEMENTS ARE FINISHED

What's happening – Ōtaki to North of Levin

ACCESS

SAFETY IMPROVEMENTS

NEXT STEPS

🕒 5-10 MINUTE READ

Since July last year, we have been doing more work to develop our plans for the Ōtaki to north of Levin section of the Wellington Northern Corridor. We have listened to your feedback about access in the Waitarere Curves and Ohau to Levin areas and have confirmed what we're proposing.

You'll find more information and diagrams on these proposals on the following pages. There is also some information on the back page about what's happening along the rest of the route.

Copies of the diagrams in this update can be downloaded from our website at www.nzta.govt.nz/otaki-levin-project in the resources section.

➔ Work begins at Manakau and Ohau

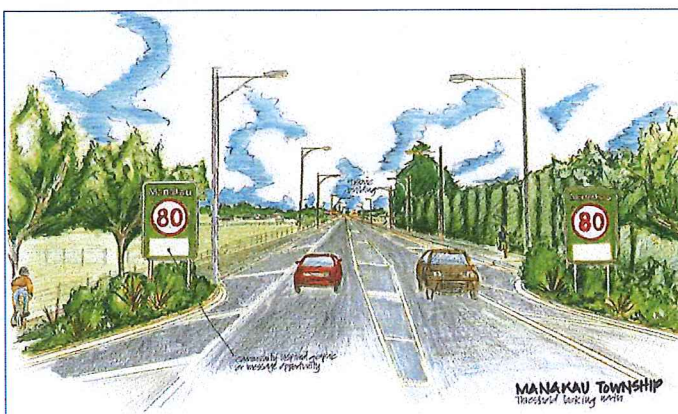
Our approach to the Ōtaki to north of Levin section is to concentrate on safety improvements first as part of a staged approach to creating a four-lane route as far north as the SH1/SH57 intersection. In particular, we have been developing a plan to improve safety through the Manakau and Ohau townships. We're happy to share with you that construction of these improvements has started and will be completed by mid 2015.

This is a positive step and forms part of the short-term changes you've agreed are needed before we move on to long-term plans for a four-lane route.

Your previous feedback shows you agree with the changes we've confirmed here, which include:

- Reducing the speed limit through the townships to 80km/h
- Making changes to the entries of the townships to make it clear drivers are entering an urban environment (see artist's impression, left)
- Refining how we reinforce the lower speed area through the townships to improve safety
- Adding landscaping, narrowing the road and improving pedestrian crossing opportunities and
- Removing passing lanes (southbound north of Manakau and northbound south of Ohau).

To keep up to date with our progress **PLEASE VISIT** www.nzta.govt.nz/otaki-levin-project and click on Manakau and Ohau.





Access and the new Ohau to south of Levin link

Earlier last year, we confirmed our preferred route for a new SH1 to SH57 link (see diagram below). Since then we have been considering connections with existing local roads at Muhunua East, Kimberley and Arapaepae Roads.



We agree with the community's feedback that intersections should be provided so there is convenient access to facilities and disruption to people and businesses is minimised.

Various intersections layouts have been looked at, including bridges that separate the highway from local roads.

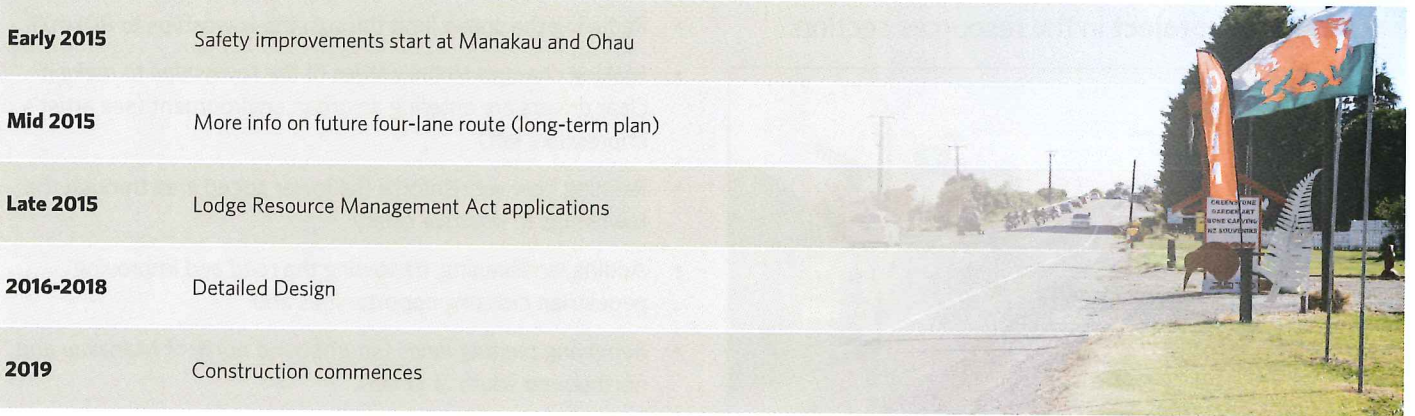
We are proposing intersections that do not involve bridges because they have more visual and environmental impacts, would need more property, would not provide significant transport benefits, are expensive.

What will best support the community is intersections at Muhunua East and Kimberley East Roads. This proposal also allows us to develop the link road as a four-lane route when required in the future.

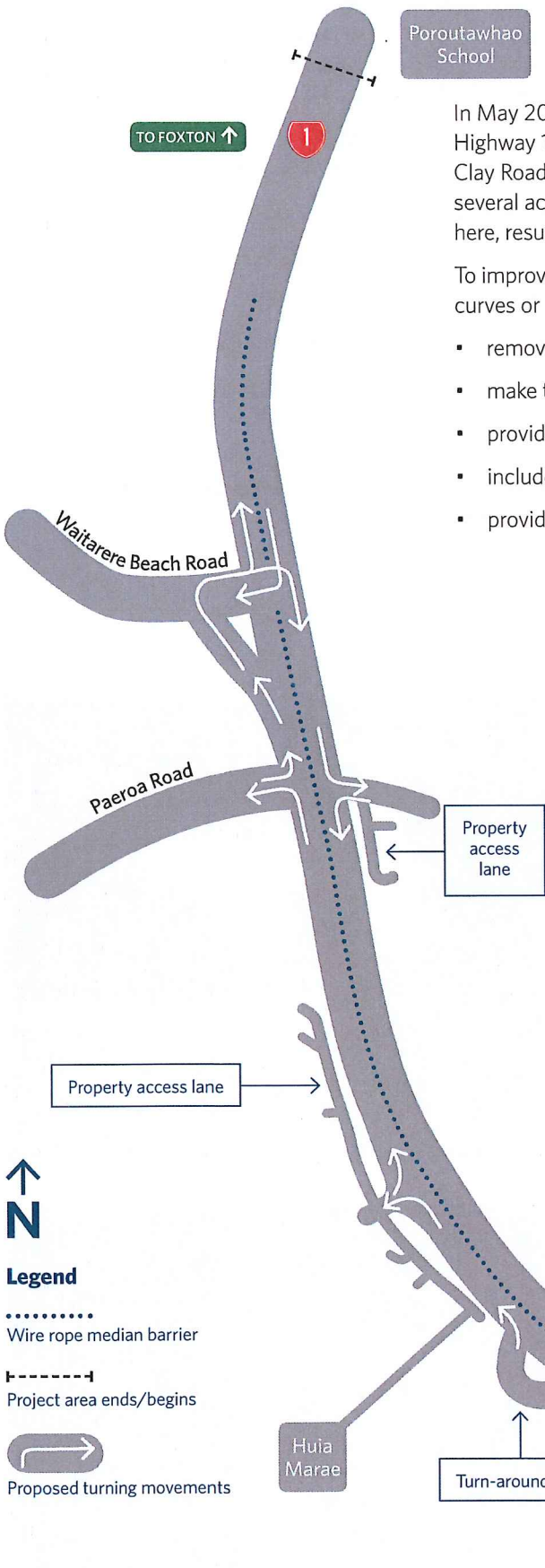


Current timeline

Early 2015	Safety improvements start at Manakau and Ohau
Mid 2015	More info on future four-lane route (long-term plan)
Late 2015	Lodge Resource Management Act applications
2016-2018	Detailed Design
2019	Construction commences



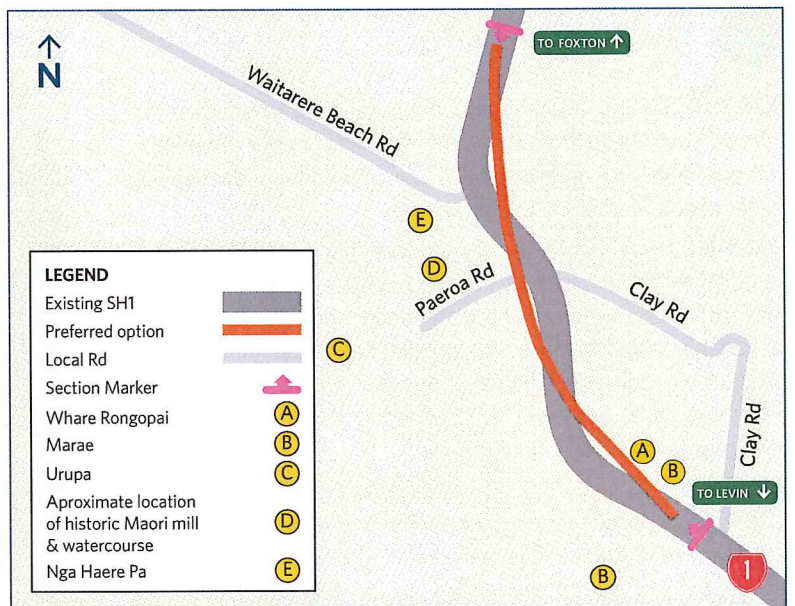
Waitarere Curves Safety Improvements - Access arrangements



In May 2013 we asked for your feedback on proposals to improve the section of State Highway 1 commonly known as the Waitarere Curves. This area between north of Clay Road and north of Waitarere Beach Road has three sharp bends across 2.3km, several access points to property, and side roads. A number of crashes have occurred here, resulting in eight fatal or serious injuries in the last five years.

To improve this section, we proposed two options – either improving the existing curves or realigning the road. Our preference is to realign the road, which would:

- remove three tight curves in the road and replace them with two safer ones
- make the road 80m shorter
- provide a new Waitarere Beach Road intersection
- include a section of wire rope median barrier and
- provide safer local road connections.



Overview of changes to this section.



You told us you supported this approach and since then we have been working to develop these proposals further. We are continuing to liaise with local land owners about their private property access and highway connections

The diagram on this page shows what we're proposing. We'd welcome your comments before we finalise our overall plans for the Waitarere Curves area of the Ōtaki to north of Levin section.

→ Levin

We have been considering improvements that can be made to support transport in and around Levin. In particular, we are looking at three improvements. They are outlined briefly below:

SH57/QUEEN STREET: We are investigating potential transport improvements with Horowhenua District Council for this location, including cycling and walking connections.

LEVIN TOWN CENTRE: We will be considering potential transport improvements through Levin Town Centre along SH1 focusing on pedestrians and cyclists. This would complement urban design work that Horowhenua District Council is doing.

FUTURE LEVIN BYPASS: Our studies to date indicate that a bypass is not needed in the short-term. However, we will ensure our current proposals for the rest of the Ōtaki to north of Levin route, especially through SH57, are future proofed for any potential bypass. We will continue to work with Horowhenua District Council on any proposals they may wish to pursue.

→ What's coming up?

FOREST LAKES: We're continuing to refine our proposals for the Forest Lakes section. We want to make sure our proposals suit our long-term approach for a four-lane route and we expect to have more details on these this year.

PASSING LANES: We are also considering in more detail the best places for people to pass slower vehicles along the Ōtaki to North of Levin section of the state highway. This work will include highway accesses from property and side roads and the need for barriers, and will help inform our long term strategy for a four lane route between Taylors Road and Levin. We expect to have more information this year.

WHIROKINO TRESTLE AND MANAWATU RIVER BRIDGE: The team looking at options for the Whirokino Trestle and Manawatu River Bridge held a well attended information day last year. If you're interested in the options **PLEASE VISIT** www.nzta.govt.nz/whirokino.

→ Contributing to Wellington Northern Corridor

The improvements from Ōtaki to North of Levin will form the upper end of the Wellington Northern Corridor. Once finished, we expect the corridor will deliver a number of benefits to road users and our wider region:

- journey times between Wellington and Levin at peak travel times will be up to 40 minutes shorter by 2031
- 30% fewer serious crashes after the route is finished
- up to 31km of new walking and cycling facilities
- creation of 8,000 construction jobs
- 865 additional permanent jobs in our local region, and
- economic benefits as a result of businesses being more closely connected.

For an update on other Wellington Northern Corridor projects, **PLEASE VISIT** www.nzta.govt.nz/projects/wellington-northern-corridor.



Contact us

Website: www.nzta.govt.nz/otaki-levin-project

Email: info@O2L.co.nz

Freephone: 0508 O2L INFO (0508 625 4636)

Post: Ōtaki to Levin Project Team
PO Box 5084 Thorndon
Wellington 6145



NZ TRANSPORT AGENCY
WAKA KOTAHĪ

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4 Consultation: April 2014 – November 2015

Appendix B

Sample Landowner Letters: Waitarere Beach Road Curves Safety Improvements



NZ TRANSPORT AGENCY
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Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

October 2014

«Owners»
«Address»

Dear «Name»

Otaki to Levin Project: Project Update: Waitarere Curves Upgrade

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor to to keep you informed about the project's progress.

Waitarere Beach Road Curves and intersection with State Highway 1

Earlier this year we held a series of individual and group meetings regarding proposed upgrades for SH1 in the vicinity of Waitarere Beach Road. Since then we have been considering the feedback you provided us on the initial concept plans in order to determine what would best meet the future requirements for this part of the network as part of our staged approach to improving the highway.

You told us you preferred improvements to be as close to the existing highway alignment as possible rather than a totally new alignment and that you supported upgrading the highway to address safety issues.

You also told us you were concerned about property access if a wire rope median barrier was installed, the potential impact on archaeological and culturally important sites, the lack of passing lanes, the Clay Road intersection; the loss of land and noise.

We have taken this information and propose to improve this section of the highway by:

- Making improvements to a general alignment that is very similar to the plans we have shown you previously
- Included the Clay Road intersection in the upgrade area
- Installing a wire rope median barrier from north of Waitarere Beach Road to north of Clay Road in the south (as shown on the enclosed plan). This barrier cannot be reduced in length due to safety implications and will prevent deaths and serious injuries from head on crashes.
- There will be a break in the barrier at the Waitarere Beach Road intersection to and a turning area just north of Clay Road to help address the restricted property access (as shown on the attached plan some properties would only have 'left-in and left-out' access).

Please find attached the plan showing the preferred alignment, the various earthworks (cut and fill) and rope median barrier location.

Some further work is required to refine highway access arrangements and we will continue to discuss these proposals with the people affected before our plans are finalised. We are also

Lt Rem/«ID»

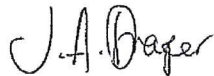
continuing to refine the proposed alignment in the vicinity of the Whare Rongopai so we can reduce the property impacts there as much as practicable.

The resource consents are to be applied for in early-mid 2015. The anticipated construction date for the improvements is around 2019, unless additional funding can be secured earlier.

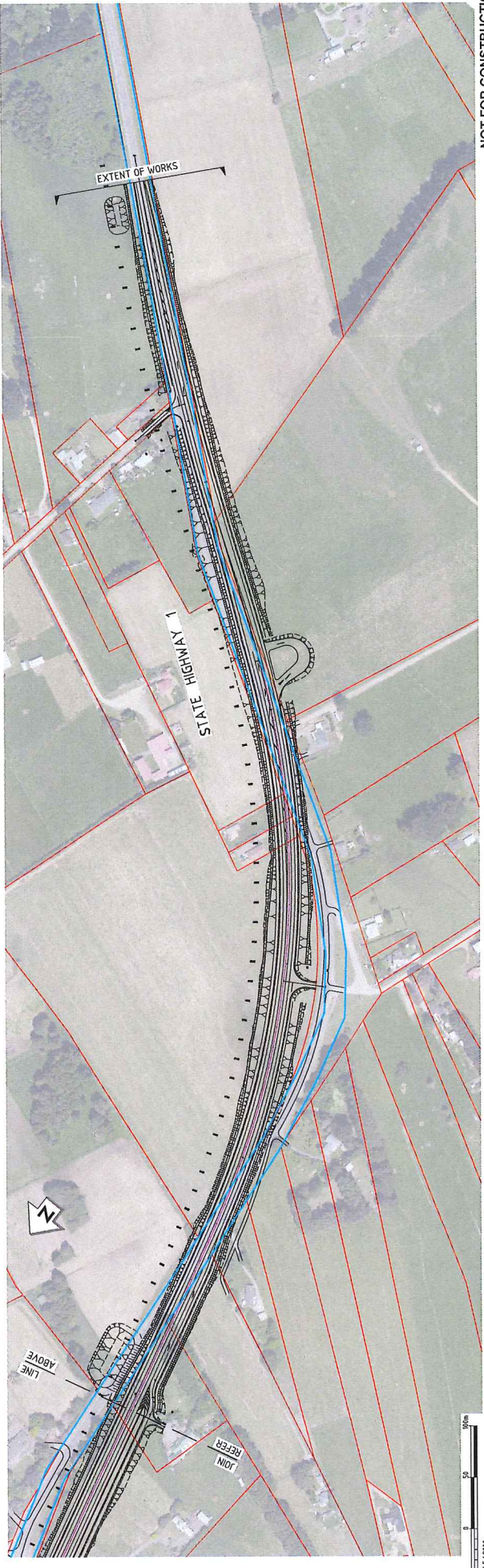
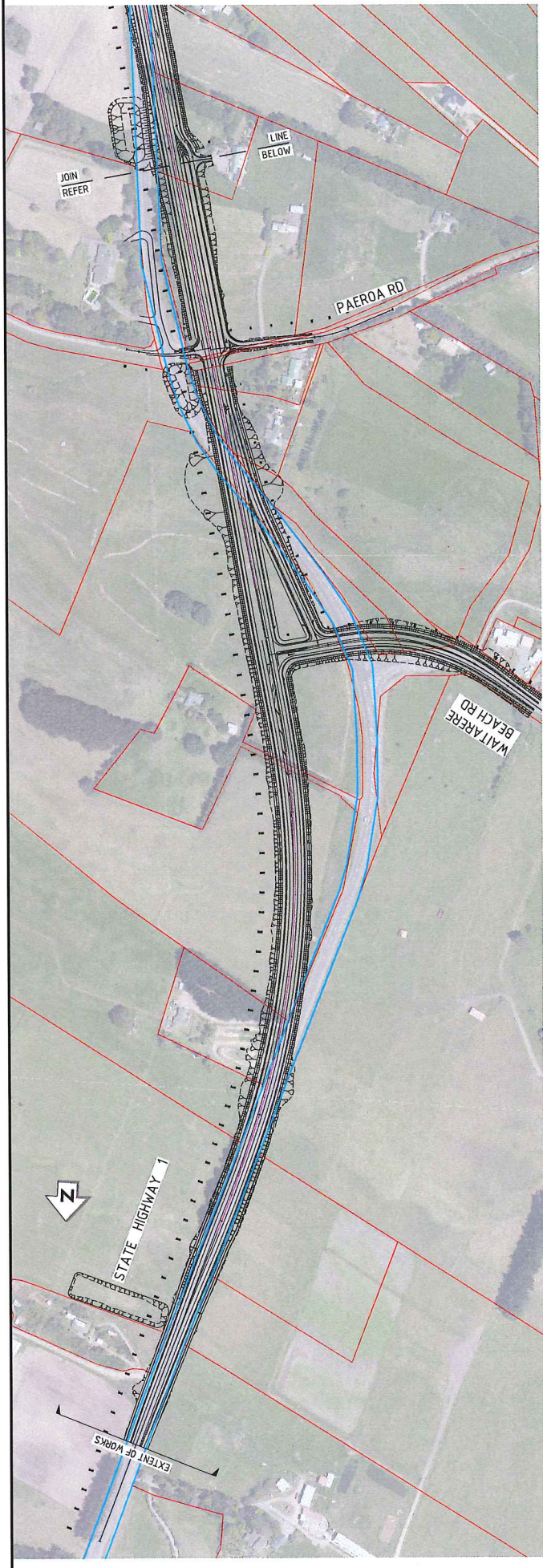
We will be in touch with you later this year to outline plans that are to be the basis of the highway upgrade upon which the resource consents will be sought. We will also be able to provide you information about our proposed plan to improve the full Otaki to North of Levin section of the Wellington Northern Corridor.

In the meantime, if you have any questions or concerns, feel free to contact the project team on 0508 O2LInfo (0508 625 4636).

Yours sincerely

A handwritten signature in black ink, appearing to read 'J.A. Draper'.

Josephine Draper
Principal Transport Planner



SCALE 1:2000

NOT FOR CONSTRUCTION
 WORKING PLOT
 DATE 25.09.14
 SCALE 1:2000
 PROJECT NO. 80500902-04-0853-C004
 REV. A

STATE HIGHWAY 1 - OTAKI TO NORTH OF LEVIN
 WAITARE BEACH - RP 967/5.10 - RP 967/71.62

SHEET LAYOUT PLAN



SURVEYED	04/14
DESIGNED	06/14
DRAWN	06/14
CAD REVIEW	06/14
DESIGN CHECK	
APPROVED	
PRICE REGISTRATION	

NOT APPROVED

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F 64 4 894 3305
www.nzta.govt.nz

1 October 2014

«Owners»
«Address»

Dear «Name»

Otaki to Levin Project: Project Update: Waitarere Curves Upgrade

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor to keep you informed about the project's progress.

Waitarere Beach Road Curves and intersection with State Highway 1

In our last Newsletter in July 2014 (Update 08) we advised that we were continuing to refine the design for the Waitarere Curves area and that we expected to have more details on it at the end of the year.

Since then we have been considering feedback from directly affected landowners to refine our initial concept plans. This helped us determine what would best meet the future requirements for this part of the network as part of our staged approach to improving the highway.

Community feedback indicated that they would prefer improvements to be as close to the existing highway alignment as possible rather than a totally new alignment and that they supported upgrading the highway to address safety issues.

However, community feedback also expressed concern about property access if a wire rope median barrier was installed, the potential impact on archaeological and culturally important sites, the lack of passing lanes, the Clay Road intersection, the loss of land and noise.

We have considered this information and propose to improve this section of the highway by:

- Making improvements to a general alignment that is very similar to the plans we have shown you previously
- Making improvements to the Clay Road intersection
- Installing a wire rope median barrier from north of Waitarere Beach Road to north of Clay Road in the south (as shown on the enclosed plan). This barrier cannot be reduced in length due to safety implications and will prevent deaths and serious injuries from head on crashes.
- There will be a break in the barrier at the Waitarere Beach Road intersection to and a turning area just north of Clay Road to help address the restricted property access (as shown on the attached plan some properties would only have 'left-in and left-out' access).

Please find attached the plan showing the preferred alignment, the various earthworks (cut and fill) and rope median barrier location.

Lt Rem/«ID»

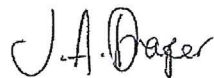
Some further work is required to refine highway access arrangements and we will continue to discuss these proposals with the people affected before our plans are finalised. We are also continuing to refine the proposed alignment in the vicinity of the Whare Rongopai so we can reduce the property impacts there as much as practicable.

The resource consents are to be applied for in early-mid 2015. The anticipated construction date for the improvements is around 2019, unless additional funding can be secured earlier.

We will be in touch with you later this year to outline plans that are to be the basis of the highway upgrade upon which the resource consents will be sought. We will also be able to provide you with information about our proposed plan to improve the full Otaki to North of Levin section of the Wellington Northern Corridor.

In the meantime, if you have any questions or concerns, feel free to contact the project team on 0508 O2LInfo (0508 625 4636).

Yours sincerely

A handwritten signature in black ink that reads "J.A. Draper". The signature is written in a cursive, flowing style.

Josephine Draper
Principal Transport Planner

Waitarere Curves Safety Improvements - Access arrangements

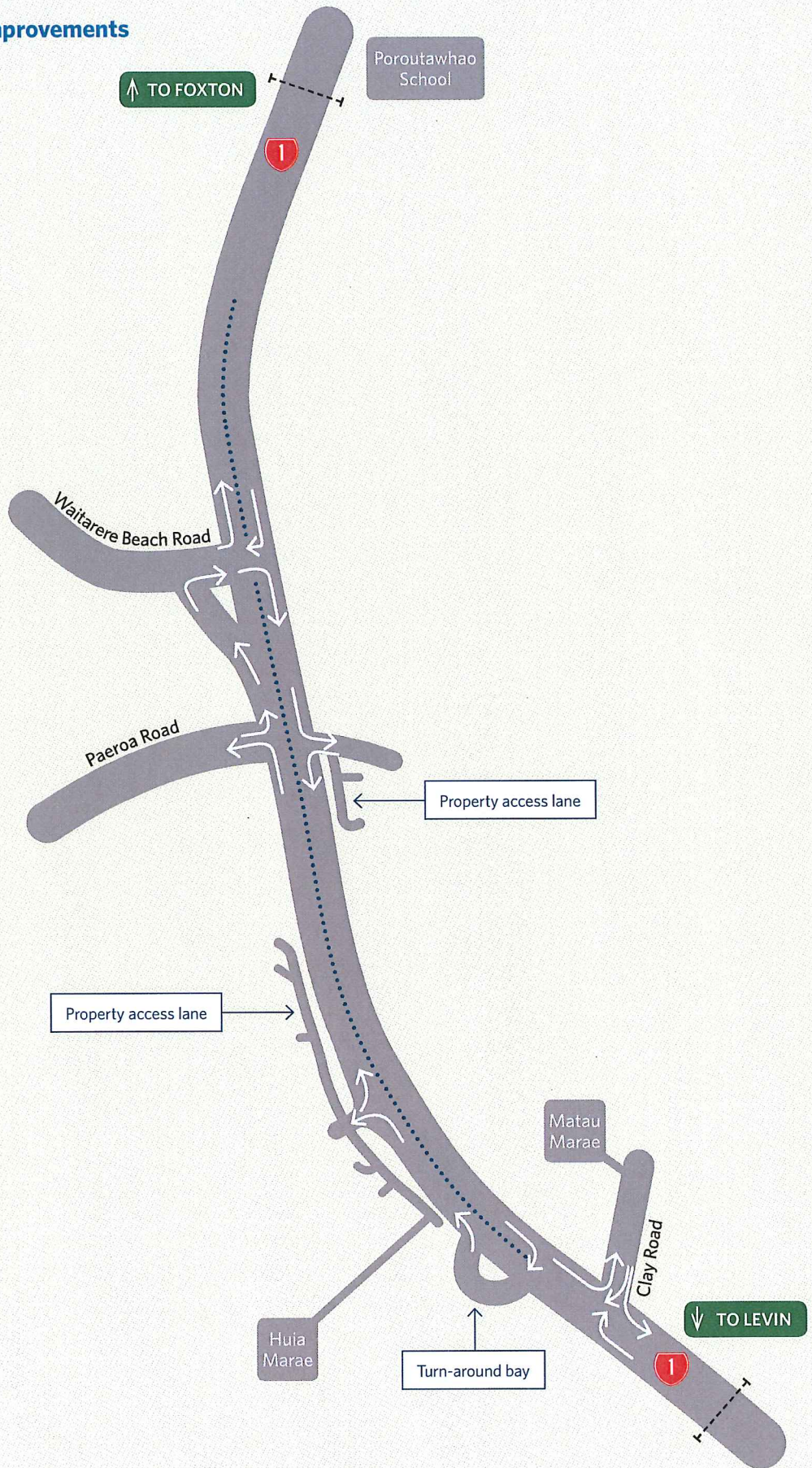


Legend

.....
Wire rope median barrier

Project area ends/begins


Permitted turning movements





NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4 Consultation: April 2014 – November 2015

Appendix C

Sample Landowner Letters: SH1/57 Connection

1 July 2014

«Owners»

«Address»

Level 9, PSIS House
20 Ballance 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 «Name»

Otaki to Levin Project: State Highway 1/State Highway 57 connection

I am writing to advise you that the NZ Transport Agency is confirming "Option 5A" as the preferred route for the new State Highway 1 and State Highway 57 connection between Otaki and Levin. We are writing to property owners whose properties were affected by the earlier "Option 4A" to inform you that this option is no longer being considered and that your property at xxx will not be affected.

In November last year we met with land owners and held open days asking for feedback to refine the proposals in four key areas of the Otaki to north of Levin section of the Wellington Northern Corridor, including proposals around Ohau.

Option 5A moves the proposed highway to an alignment south of the totara bush reserve located within the Ohau Vineyards. It minimises the landscape and visual impact of a road in this area, minimises impact on a potentially archaeologically significant area and on productive land. It also minimises property impacts south of Kimberley Road.

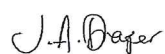
Further work is being undertaken to confirm the specifics of the alignment and consider local community access to the new route. Initial geotechnical and drainage investigations have been done and we will be continuing to work with Horowhenua District Council and the community on the access decisions. There will be another opportunity to provide feedback on these proposals later in the year.

It is acknowledged that although your property will not be directly affected, as a local resident, the new road could still result in significant change. If you would like to speak with a representative about the proposed improvements or about impacts on your own property, please call our freephone number 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. The project website is www.nzta.govt.nz/otaki-levin-project.

If you'd like to talk to someone, a free, independent, professional counselling service is available by calling EAP Services on 0800 327 669 and stating that you are a landowner affected by the Otaki to Levin Project. This free, confidential service is available at any time.

A newsletter will be sent out in early July to the community with progress updates.

Yours sincerely



Josephine Draper

Principal Transport Planner



NZ TRANSPORT AGENCY
WAKA KOTAHI

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New Zealand
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F 64 4 894 3305
www.nzta.govt.nz

1 July 2014

«Owners»
«Address»

Dear «Name»

Otaki to Levin Project: State Highway 1/State Highway 57 connection

I am writing to advise you that the NZ Transport Agency is confirming "Option 5A" as the preferred route for the new State Highway 1 and State Highway 57 connection between Otaki and Levin. We are writing to property owners whose properties are likely to be affected by the proposed improvements, based on the work completed to date, to keep you informed. This is to confirm that your property at xxxx is directly affected by the alignment.

In November last year we met with land owners and held open days asking for feedback to refine the proposals in four key areas of the Otaki to north of Levin section of the Wellington Northern Corridor, including the State Highway 1 and State Highway 57 project around Ohau and Kimberley Road. Option 5A moves the proposed highway to an alignment south of the totara bush reserve located within the Ohau Vineyards. It minimises the landscape and visual impact of a road in this area, minimises impact on a potentially archaeologically significant area and on productive land. It also minimises property impacts south of Kimberley Road.

Further work is being undertaken to confirm the specifics of the alignment and consider local community access to the new route. Initial geotechnical and drainage investigations have been done and we will be continuing to work with Horowhenua District Council and the community on the access decisions. There will be another opportunity to provide feedback on these proposals later in the year.

The NZ Transport Agency acknowledges that this may be a difficult time and if you would like to speak with a representative about the proposed improvements or about impacts on your own property, please call our freephone number 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. The project website is www.nzta.govt.nz/otaki-levin-project.

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Josephine Draper
Principal Transport Planner



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1 July 2014

«Owners»

«Address»

Dear Landowner

Otaki to Levin Project: Project Update

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor to keep you informed and update you on the project since our correspondence in November 2013.

State Highway 1/State Highway 57 connection

We are continuing to propose a new link road be constructed, deviating the road away from the current highway and onto a new alignment that connects with State Highway 57 Arapaepae Road. The preferred "Option 5A" has been confirmed. This option moves the proposed highway to an alignment south of the totara bush reserve located within the Ohau Vineyards. It minimises the landscape and visual impact of a road in this area, minimises impact on potentially archaeologically significant area and on productive land. It also minimises property impacts south of Kimberley Road.

Further work is being undertaken to confirm the specifics of the alignment and consider local community access to the new route. Initial geotechnical and drainage investigations have been done and we will be continuing to work with Horowhenua District Council and the community on the access decisions. There will be another opportunity to provide feedback on these proposals later in the year.

Manakau and Ohau

Safety Improvements through Ohau and Manakau are currently being designed for potential construction. All works are likely to be undertaken within the road designation and no land will be required from landowners. Works are likely to commence during this year. We will update you on how this work will be managed and what the changes will mean as soon as we can.

Future Levin Bypass

We have considered feedback on a possible Levin bypass. As a result we will make sure our current proposals are future-proofed for a bypass before making a final decision. We will continue to work with Horowhenua District Council to address any future concerns and explore a future bypass.

Forest Lakes, Waitarere Curves and Whirokino Trestle/Manawatu River Bridge

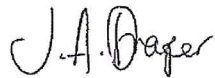
We are continuing to refine proposals and expect to have further details on these at the end of the year.

If you would like to speak with a representative about the proposed improvements or about impacts on your own property, please call our freephone number 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. The project website is www.nzta.govt.nz/otaki-levin-project

If you'd like to talk to someone, a free, independent, professional counselling service is available by calling EAP Services on 0800 327 669 and stating that you are a landowner affected by the Otaki to Levin Project. This free, confidential service is available at any time.

A newsletter will be sent out in early July to the community with progress updates.

Yours sincerely

A handwritten signature in black ink that reads "J.A. Draper". The signature is written in a cursive style with a large initial "J" and "D".

Josephine Draper
Principal Transport Planner

17 December 2014

<<Owners>>

<<Address>>

Dear

Otaki to Levin Project: State Highway 1/State Highway 57 Connection

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor to keep you informed about the project's progress, specifically regarding work we have been doing for a new State Highway 1 and State Highway 57 connection between Manakau and Levin.

We have been considering what sort of local community access we could provide on the new route north of the Ohau River. These connections have been developed as a result of community feedback which indicated maintaining accesses along Kimberley and Muhunoa East Roads and to the proposed state highway are important. We have also decided not to consider overbridge structures as part of these connections because of the additional impact this would have on the local area.

The attached plan shows the route of the proposed state highway and the local connections with Muhunoa East, Kimberley and Arapaepae Roads. Please note that these designs are still conceptual and are subject to further design development and on-going investigations.

Over the course of the past year we have met with land owners and held open days asking for feedback to refine our proposals. We understand this is a difficult process to be involved with. We'd like to assure you we are working to find a way forward as quickly as possible.

If you would like to talk to a member of the team about the proposed improvements, the consenting process or about impacts on your own property, please call us on freephone 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. Alternatively, you are welcome to call me on 04 931 8906 or 012 240 4388. More information is also available on our website at www.nzta.govt.nz/otaki-levin-project.

Alternatively, if you'd like to talk to someone else, a free, independent, professional counselling service is available by calling EAP Services on 0800 327 669 and stating that you are a landowner affected by the Otaki to north of Levin section. This free, confidential service is available at any time.

Yours sincerely



Greg Lee
Principal Planner

Enclosure: SH1/57 Connection Plan (A3)

Lt Connection Rem ID



NOTE: PLAN SHOWS ROAD AREA, NOT TOTAL LAND REQUIRED FOR THE PROJECT. THIS IS YET TO BE DETERMINED.

NOT FOR CONSTRUCTION

CONCEPTUAL

DATE: 16.12.14

PROJECT NO: 80500902-05-001SK009

REV: B

NZ TRANSPORT AGENCY
SH: OTAKI TO NORTH OF LEVIN RONS PROJECT

MUHUNUA EAST AND KIMBERLEY ROAD
LAYOUT PLAN

MWH

NZ TRANSPORT AGENCY

SURVEYED	DESIGNED	DRAWN	CHECKED	DESIGN REVIEW	APPROVED	DATE
	G. CORN	G. CORN	M. HALL	S. HALLER	P. FEET	12/14

DATE	DESCRIPTION	BY	DATE
16.12.14	PROF REGISTRATION		

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16 December 2014

Dear

Otaki to Levin Project: State Highway 1/State Highway 57 Connection

Thank you for meeting with us on Tuesday 9 December.

The purpose of the meeting and of this letter is to keep you informed about the progress made on the proposed new State Highway 1 and State Highway 57 connection between Manakau and Levin.

As discussed we have been considering what sort of local community access we could provide on the new route north of the Ohau River. These connections have been developed as a result of community feedback which indicated that accesses at Kimberley Road and Muhunoa East Road are important. We have decided not to consider overbridge structures for vehicular traffic as part of these connections because of the additional impact this would have on the local area.

Resulting from the access links, there has been a slight shift in the alignment of the route of the proposed state highway thereby affecting your property. We welcome any feedback that you might have on the current proposed designs, so that we can better understand how the proposals affect your land and to find ways of managing those effects. These discussions will inform the development of the design of the proposed work and lead into the preparation of RMA applications. When the applications are lodged, we will have greater clarity on the amount of land that is likely to be needed. We only normally move to acquire land needed once consents have been obtained. On current programme we hope to lodge consents by early 2016.

The attached plan shows the route of the proposed state highway and local connections with Muhunoa East, Kimberley and Arapaepae Roads. Please note that these designs are still conceptual and are subject to further design development and on-going investigations which includes discussions with you.

Over the course of the past year we have met with land owners and held open days asking for feedback to refine our proposals. We understand this is a difficult process to be involved with. We'd like to assure you we are working to find a way forward as quickly as possible.

If you would like to talk to a member of the team about the proposed improvements, the consenting process or about impacts on your own property, please call us on freephone 0508 O2L INFO (0508 6254636), or e-mail info@o2l.co.nz. Alternatively, you are welcome to call me on 04 931 8906 or 021 240 4388. More information is also available on our website at www.nzta.govt.nz/otaki-levin-project.

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Yours sincerely

Lt Connection ID#



Greg Lee
Principal Planner

Enclosure: SH1/57 Connection Plan (A3)



NOTE: PLAN SHOWS ROAD AREA, NOT TOTAL LAND REQUIRED FOR THE PROJECT. THIS IS YET TO BE DETERMINED.

NOT FOR CONSTRUCTION

<p>DATE: 16.12.14</p> <p>SCALE: A1S</p> <p>PROJECT NO: 80500902-05-001SK009</p> <p>REV: B</p>	
<p>NZ TRANSPORT AGENCY</p> <p>SH1: OTAKI TO NORTH OF LEVIN RONS PROJECT</p> <p>MUHUNOA EAST AND KIMBERLEY ROAD</p> <p>LAYOUT PLAN</p>	
<p>NZ TRANSPORT AGENCY</p> <p>www.nzta.govt.nz</p>	
<p>MWH</p>	
<p>DESIGNED</p> <p>G. CORN</p> <p>17/14</p>	<p>17/14</p>
<p>DRAWN</p> <p>G. CORN</p> <p>17/14</p>	<p>17/14</p>
<p>CAD REVIEW</p> <p>S. MULLER</p> <p>17/14</p>	<p>17/14</p>
<p>DESIGN CHECK</p> <p>S. MULLER</p> <p>17/14</p>	<p>17/14</p>
<p>DESIGN REVIEW</p> <p>P. PRET</p> <p>17/14</p>	<p>17/14</p>
<p>PREP REGISTRATION</p>	<p>17/14</p>
<p>DATE</p> <p>BY</p> <p>CHKD</p> <p>DATE</p>	<p>DATE</p> <p>DATE</p>
<p>CONCEPTUAL</p>	<p>CONCEPTUAL</p>
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Appendix D

Sample Landowner Letters: Manakau and Ohau Safety Improvements

25 August 2014

«Address_Names»

«Postal_address»

«Town»

Dear «Salutation_Name»,

SAFETY IMPROVEMENTS ON STATE HIGHWAY 1 AT MANAKAU

Following recent consultation with the Manakau community on the Otaki to Levin section of highway, the NZ Transport Agency (NZTA) has completed its investigation of a number of ways to improve safety and manage speed on State Highway 1 (SH1) through Manakau.

This letter serves to inform property owners in Manakau of planned road works to help make this stretch of SH1 safer for everyone who uses it.

The following safety improvements are now being implemented in the short term (please see the attached drawings):

- Speed reduction to 80km/h with threshold treatments (signs and markings)
- Remove southbound passing lane
- New road markings on SH1 including a painted median strip with a consistent road edge to provide more space for safety purposes (and for cyclists)
- Pedestrian refuge opposite the dairy and an additional refuge within the township to aid pedestrians crossing (to enable pedestrians to cross to the middle and have a safe refuge before crossing to the other side)
- Off-road parking
- Pedestrian footpath from the township to the dairy
- New street lighting
- New landscaping at regular intervals through the township

It is not anticipated that there will be a requirement for any land acquisition or temporary occupation given that all works will be undertaken within the road designation.

We anticipate these works to begin later this year (subject to funding). In the longer term, the investigations of the Otaki to Levin section of the Wellington Northern Corridor are progressing.

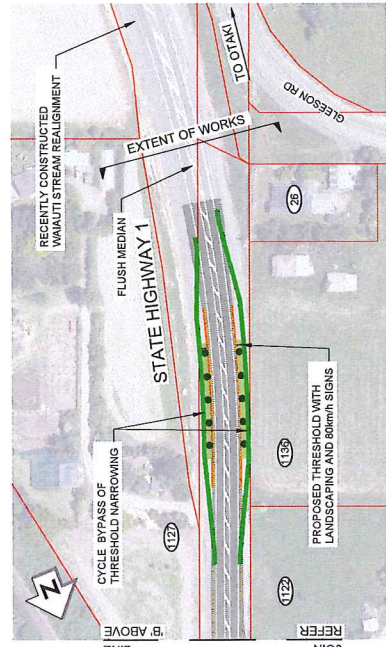
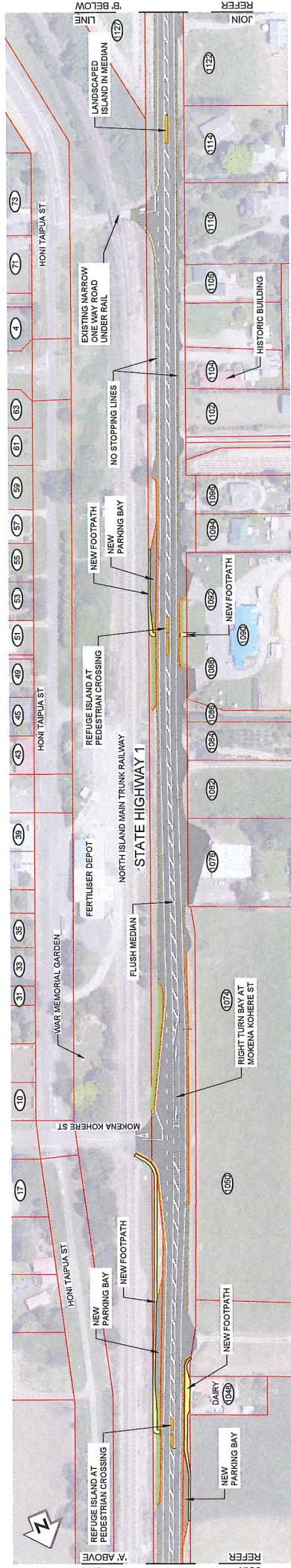
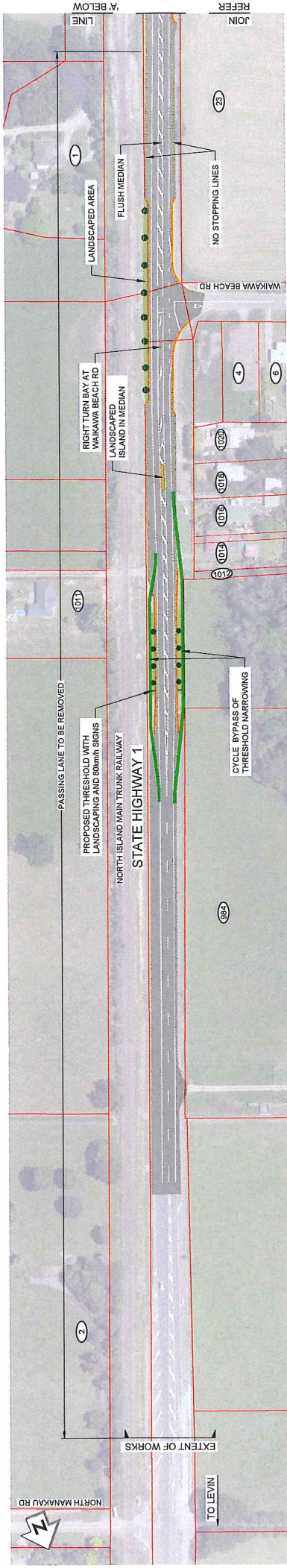
We are writing to you in order to keep you informed of these works and because you may be affected by construction traffic management. This will be managed by a Construction Traffic Management Plan. Our contractors will contact you closer to the time of construction regarding these potential inconveniences.

If you have any questions on the proposed works, please call our freephone number 0508 O2L INFO (0508 6254636), or email info@o2l.co.nz.

Yours sincerely

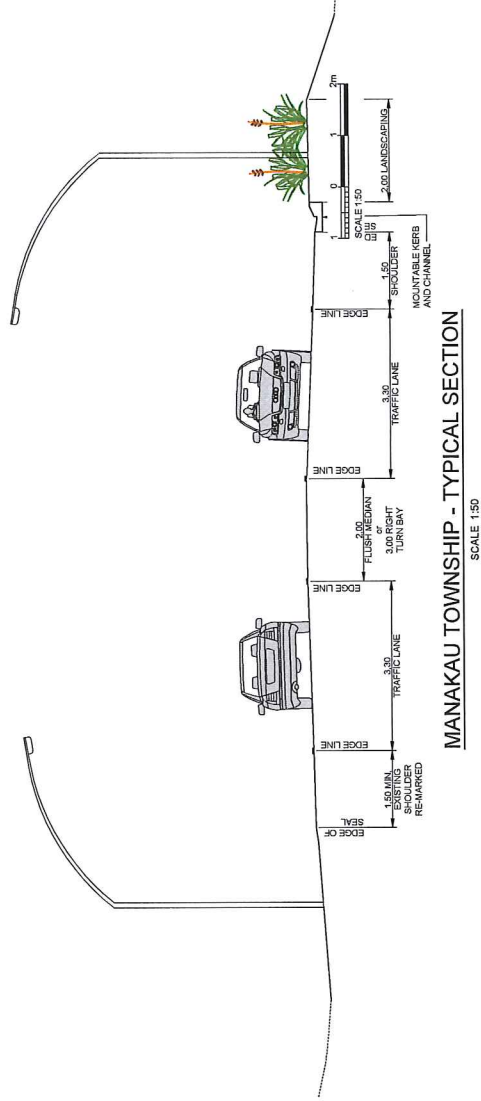
A handwritten signature in blue ink, appearing to read 'Gavin Gregg', with a stylized flourish at the end.

Gavin Gregg
Project Manager

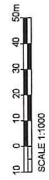


LEGEND

- PROPERTY BOUNDARIES
- KERB
- NO STOPPING LINE
- FOOTPATH
- CYCLE BYPASS AT THRESHOLD
- LANDSCAPING
- PROPERTY ADDRESS
- REFUGE ISLAND
- (28)



MANAKAU TOWNSHIP - TYPICAL SECTION
SCALE 1:50



25 August 2014

«Address_Names»

«Postal_address»

«Town»

Dear «Salutation_Name»,

SAFETY IMPROVEMENTS ON STATE HIGHWAY 1 AT OHAU

Following recent consultation with the Ohau community on the Otaki to Levin section of highway, the NZ Transport Agency (NZTA) has completed its investigation of a number of ways to improve safety and manage speeds on State Highway 1 (SH1) through Ohau.

This letter serves to inform property owners of Ohau of planned road works to help make this stretch of SH1 safer for everyone who uses it.

The following safety improvements are proposed in the short term (please see the attached drawings):

- Speed reduction to 80km/h with threshold treatments (signs and markings)
- Remove northbound passing lane
- New road markings on SH1 including a painted median strip with a consistent road edge to provide more space for safety purposes (and for cyclists)
- New islands within the painted median to help manage traffic speeds
- New landscaping at regular intervals through the township
- Improve SH1 intersection with Muhunua East/West Roads and Victoria Terrace by providing safer facilities for turning vehicles
- New street lighting

It is not anticipated that there will be a requirement for any land acquisition or temporary occupation given that all works will be undertaken within the road designation.

We anticipate these works to begin later this year (subject to funding). In the longer term, the investigations of the Otaki to Levin section of the Wellington Northern Corridor are progressing.

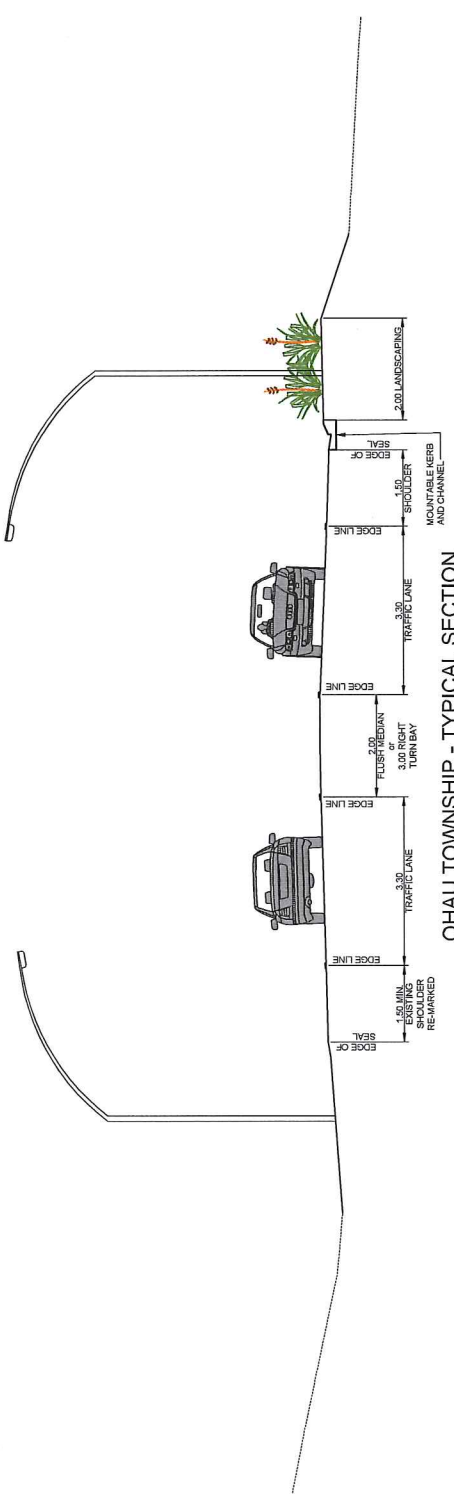
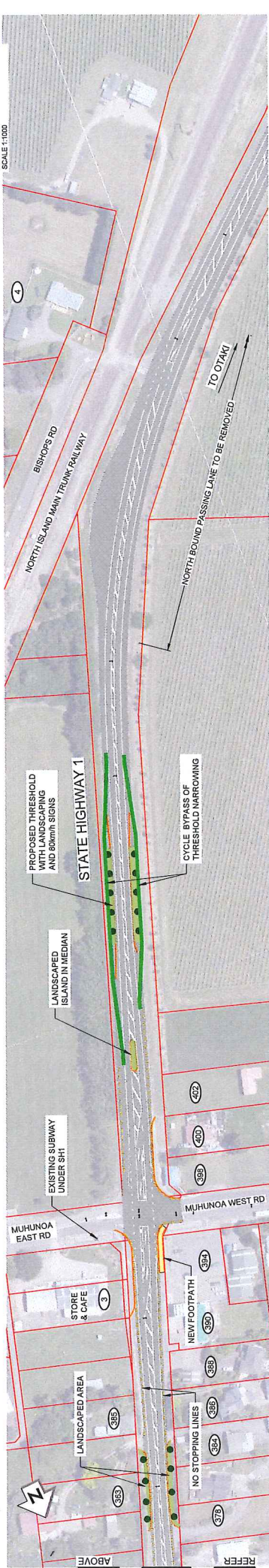
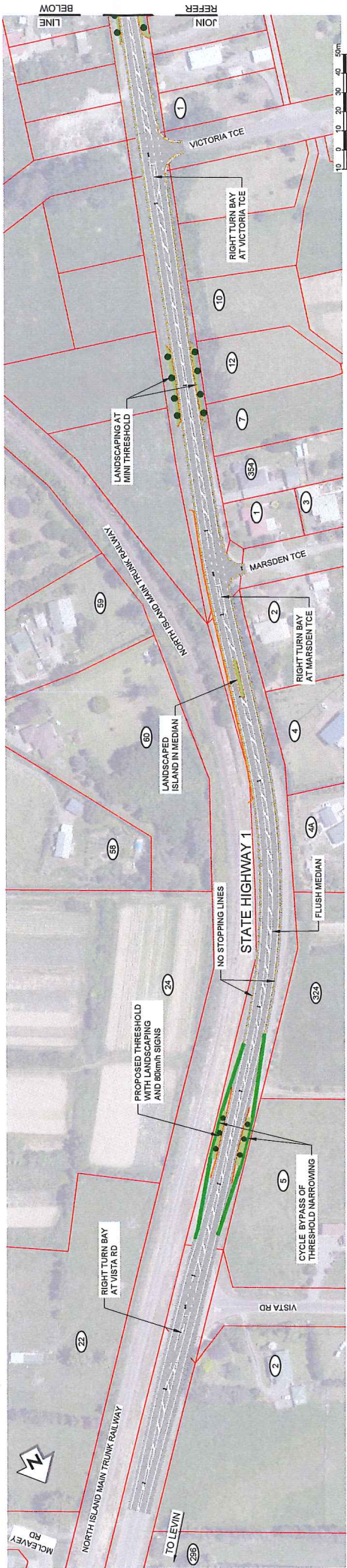
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Yours sincerely

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Gavin Gregg
Project Manager



LEGEND

- PROPERTY BOUNDARIES
- KERB
- NO STOPPING LINE
- FOOTPATH
- CYCLE BYPASS AT THRESHOLD
- LANDSCAPING
- PROPERTY ADDRESS
- REFUGE ISLAND

NZ TRANSPORT AGENCY

OHAU TOWNSHIP SAFETY IMPROVEMENTS FOR PUBLIC INFORMATION

DETAILED DESIGN STAGE



