

ŌTAKI TO NORTH OF LEVIN PROJECT

Supplementary Consultation Report

Consultation Stage 4

Prepared for NZ Transport Agency
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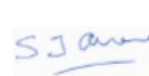




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NZ Transport Agency

Ōtaki to North of Levin Project

Supplementary Consultation Report

Consultation Stage 4

CONTENTS

1	INTRODUCTION	1
2	PUBLIC COMMUNICATION AND CONSULTATION	2
2.1	Newsletters	2
2.1.1	Project Update 6.....	2
2.1.2	Project Update 7.....	3
2.2	Direct Contact with Affected Landowners	3
2.3	Letters.....	4
2.4	Landowner Meetings.....	4
2.5	Displays	5
2.6	Open Days	5
2.7	Submissions	5
2.8	Consultation with Stakeholders and Tāngata Whenua	6
3	MAIN THEMES FROM CONSULTATION	7
3.1	Issues affecting the whole route	7
3.2	Comments on specific projects.....	7
3.2.1	Manakau and Ohau Safety Improvements	7
3.2.1.1	General Comments	7
3.2.1.2	Manakau and Ohau Speed Limit Change Consultation	8
3.2.2	SH1/SH57 Connection Route	9
3.2.3	SH57 Intersections/Connectivity	9
3.2.4	Potential Levin Bypass	9
4	CONCLUSION.....	10

APPENDICES

Appendix A	Copy of Newsletters
Appendix B	Sample Landowner Letters
Appendix C	Display Boards from Open Days
Appendix D	Open Day Notes
Appendix E	Copy of Feedback Form
Appendix F	Collaboration Workshop Notes and Presentations

1 INTRODUCTION

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 Levin section is the northernmost section of the Wellington Northern Corridor RoNS.

Consultation has been a key component of the Ōtaki to 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.

The background to consultation for the Ōtaki to Levin project is detailed in the report "Consultation Stages 1 – 3" completed in August 2013. That report described and recorded the consultation undertaken between April 2011 and July 2013. Over that time, the scope of the project was modified from a full expressway to targeted safety and efficiency improvements, affecting a range of localities, while retaining a long-term four-laning option between Ōtaki and Levin.

The earlier consultation report envisaged, in line with the updated Consultation Plan, that there would be ongoing consultation in Stage 4 as individual projects were refined.

The first part of consultation undertaken during Stage 4 of the project is outlined in this supplementary report, which covers the period up to the end of March 2014. This report will be added to progressively as further stages are undertaken.

This report should be read in conjunction with the report "Consultation Stages 1-3", MWH, August 2013.

This report is a "living document" which will be updated following subsequent consultation within Stage 4 of the Ōtaki to Levin RoNS project.

The Consultation Plan describes Stage 4 as follows:

"This stage involves ongoing public consultation, liaison with affected parties, discussions relating to any specific access and property agreements, exploration of and any agreements on mitigation; etc. Stage 4 includes further work to confirm the details of the various projects 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. As the projects proceed, the consultation will move towards property negotiation, with increasing parts of the work undertaken in this stage being via NZTA's property consultants."

The consultation described in this report covers the first activities under Stage 4, and was undertaken in the period up to March 2014.

The consultation both reported back on the feedback that was received from the earlier consultation and progressed consultative processes in relation to the further work that had been done on a number of projects since consultation in July 2013. This included the consideration of other options for improving transport connections between SH1 and SH57 (Ohaio to south of Levin link), safety plans for both

Manakau and Ohau Townships, and long term options of a SH57 Arapaepae Road connection with SH1 north of Levin's City Centre (a Levin bypass).

Key Stage 4 consultation elements were set out in the Consultation Plan as:

	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.	Press release and 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.	Press release and website.
5	Open Days.	Open Days in Ohau and Levin.
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

These actions have all been undertaken for the consultation covered in this report.

This stage of consultation involved provision of information, approximately 25 individual meetings with those likely to be affected by a new option for the connection between SH1 and SH57 (Option 5a), two open days, a further collaboration meeting intended for key stakeholders and iwi groups and an additional hui.

Sections 2 and 3 of this report detail the actions undertaken and illustrate the main themes that came out of this consultation.

2 PUBLIC COMMUNICATION AND CONSULTATION

2.1 Newsletters

Two newsletters were sent out in the period between the completion of Stage 3 consultation and December 2013. Copies of the newsletters are attached in Appendix A.

2.1.1 Project Update 6

The Project Update, Issue 06 – August 2013, thanked the community for their feedback and confirmed that there had been general support for a staged approach to upgrading SH1 to four lanes over time, concentrating on safety and efficiency.

There also had been a strong response to the proposal for a new SH1/SH57 connection (Ohau to south of Levin) that would divert the highway away from Ohau Township, and the alternative to upgrade the existing SH1 route, and as a result there had been a collective call for the NZTA to consider further alternatives to the initial proposals.

There had been general support for the realignment of the highway to the west of the railway line between the Manakau and Ohau Bridges, and for the proposed improvements at Forest Lakes, Manakau Township, Ohau Township, Waitarere Curves and Whirokino Trestle and Manawatu River Bridge.



The process for the remainder of 2013 was outlined and the public was informed that the focus would be on developing safety improvements through the Manakau and Ohau Townships; on investigating the long-term options and viability of a SH57 Arapaepae Road connection with SH1 north of Levin's city centre (i.e. a Levin bypass); on considering other options for improving the connection between SH1 and SH57; and the realignment between Manakau and Ohau.

2.1.2 Project Update 7

The seventh Project Update newsletter was released in November 2013 (Issue 07). This update outlined the progress that had been made on the safety and efficiency improvement projects on SH1 and SH57. This update focussed on the safety improvements through Manakau and Ohau Townships, the SH1/SH57 connection, a Potential Levin Bypass and the realignment between Manakau and Ohau. Work on the remaining projects through the Ōtaki to Levin area is to be progressed in 2014.

The key issues through the Manakau and Ohau Townships were outlined and the proposals to remedy these issues in the short-term were announced. Through both the Manakau and Ohau townships these proposals include:

- the reduction of the speed limit to 80km/h through both the Manakau and Ohau Townships;
- the widening of SH1 with the creation of a painted median strip and wider road edge through Manakau and Ohau;
- the provision of footpaths on the western side of SH1 through Manakau and Ohau;
- the removal of the northbound passing lane in Ohau and the southbound passing lane in Manakau;
- the improvement of the SH1 intersection with Muhunua East and West Roads;
- the restriction of right turns at the SH1 intersection with the railway underpass link in Manakau;
- and the provision of a pedestrian refuge opposite the dairy in Manakau, to provide for a safer crossing point.

The new preferred route for the SH1/SH57 connection was outlined and compared with the other options for this link. Five of the options that had been investigated were summarised into a diagram to show the route options that had been investigated. The preferred option (Option 5a) was outlined in further detail and the issues that need to be considered with any connecting road through this area were noted.

It was acknowledged that the public indicated, through the Stage 3 Consultation period in May 2013, that they want a heavy vehicle bypass of Levin investigated further. The public was informed that while no conclusions had been reached, a potential bypass route would continue to be investigated and outcomes of this investigation would be released in the middle of 2014.

The location and times for the two information days were announced and feedback on the proposals was sought.

2.2 Direct Contact with Affected Landowners

In line with the project Consultation Plan's approach that affected people should be advised in advance of public information releases, the contact details of new affected landowners were obtained from the Horowhenua District Council rates database and the voters' roll (contact details for many of those potentially affected were available from previous stages of consultation), so that direct contact could be made.

Approximately 49 parcels of land were identified as potentially affected by option 5a. Some of these land parcels are owned by multiple landowners, and in some cases the ownership is a trust. Likewise there are a number of landowners who own multiple properties.

Directly affected landowners (those landowners where the proposed road alignment directly affected the property/ies) were contacted by phone in November 2013 to inform them that their property may be affected and requesting a one-on-one meeting to outline the proposals and the potential effects on the land.

During the two weeks prior to the release of public information about the proposals, affected landowners were visited by members of the project team. A letter was left with affected landowners during each of the one-on-one landowner meetings. The letter formally advised the landowner of the development proposals and the likely effect of the proposal on their property.

2.3 Letters

The following letters were sent to landowners informing them of the latest options.

Landowner Group	Letter	Number of letters sent
Landowners affected by options around the SH1/SH57 connection. No change in status (Lt 1).	Mailed out (Couriered)	9
Landowners affected by Option 5a only (newly affected landowners) (Lt 2).	Left with landowner at landowner meeting	14
Landowners affected by Option 4a only to inform them of the new preferred option (Lt 3).	Mailed out (Couriered)	14
Landowners no longer affected by previous options (Lt 4).	Mailed out (Couriered)	17
All other landowners still affected and met with previously. No change to the proposal - provided an update (Lt 5).	Mailed out (Standard mail)	46
Landowners affected by Manakau and Ohau Safety Improvements (Lt 6).	Mailed out (Standard mail) and dropped off	19
Landowners affected by both Option 4a and Option 5a (Lt 8).	Left with landowner at landowner meeting	15

A copy of each of these sample letters are attached in Appendix B.

2.4 Landowner Meetings

As noted above, meetings were held with directly affected landowners. The project team held one-on-one meetings with 25 landowners during November and December 2013. Those were property owners whose land may need to be purchased or otherwise encumbered, or whose access may be affected by Option 5a. All meetings took place at a place chosen by the landowner, often at the landowner's home. Typically, meetings took up to an hour. A limited number of meetings with landowners also took place at the Open Days (described below). These meetings were held in a private room or area attached to the Open Day venues.

Meetings were also held with 10 landowners affected by the safety improvements proposed in Ohau and Manakau. These were landowners most affected by the proposals where temporary land occupation may be required.

Information was also provided by exchange of email and via phone calls. Landowner meetings have continued beyond the Open Days and will continue as the project progresses.

2.5 Displays

Information boards were displayed at the Levin Library (Te Takere) between 28 November and 3 December 2013. These are attached in Appendix C. The intention was that these would provide information to the wider public and also encourage people to attend the two planned Open Days.

2.6 Open Days

Two Open Days were held at two different venues that were considered readily accessible to the various interested communities. The purpose of the Open Days was to provide information to the public on the proposals for the project and give people the opportunity to talk directly to project team members. A total of 263 people attended the two Open Days.

The Open Days were held in the following venues:

- Saturday 30th November 2013, 10am to 4pm at the Levin Library (Te Takere), Levin. Approximately 170 people attended. Due to the layout of the display boards in the open area of the library the exact numbers that attended were not able to be ascertained.
- Tuesday 3rd December 2013, 4pm to 8pm, in the Ohau School Hall. A total of 93 people were counted as attending.

The series of information boards were on display at the Open Days. These set out the development of the safety improvement projects through Manakau and Ohau Townships; the current proposals for the SH1/SH57 connecting road; and the work that has been undertaken on a potential Levin Bypass. They included a brief summary of the proposals for the remainder of the project area, including Forest Lakes; Manakau to Ohau Bridges; Waitarere Curves; and the Whirokino Trestle and Manawatu River Bridge. More detailed plans showing the route options overlaid on aerial photographs (based on the plans in the Project Feasibility Reports (PFRs) - which are on the website) were also available for discussion, along with hard copies of the PFR reports themselves. Approximately ten project team members, comprising MWH and NZTA staff, were in attendance at each Open Day.

An attendance register was kept for those who wanted to sign it and particular matters raised by people during the day were recorded. These comments were typically from those that provided a particular point of view or added information of which the project team was unaware. These comments are summarised in the Open Day Notes in Appendix D and form part of the consultation record.

Figure 1: Levin Open Day



2.7 Submissions

Comments have been sought on all aspects of the project as it has developed, and submissions on the proposals as part of Stage 4 Consultation were encouraged, to be received by Christmas 2013. A total of 77 submissions were received. A copy of the feedback form is attached as Appendix E.

Submissions were recorded on the consultation database and issues have been categorised. Suggestions made in the submissions have been listed and will be considered during the next stage of investigations. Section 3 of this report sets out main themes which emerged in submissions.

2.8 Consultation with Stakeholders and Tāngata Whenua

A further Collaboration Meeting was held on the 11th of December 2013 at Wehi Wehi Marae, with the usual range of invitees for such meetings invited, to update them on the options and to share information about the current stage of the process. The information boards were on display and a verbal presentation was done. No stakeholders other than Iwi representatives attended this collaboration meeting.

The main points that came out of the meeting are:

- Option 7a (or a variation of it) was raised as a preferred option. The NZTA project manager explained the reasons why Option 7a was discarded, primarily due to the requirement for additional rail and river bridges, and additional road construction required to accommodate access provision along the road. A rigorous multi-criteria analysis process had been followed with specialists to determine the preferred option and that while no firm decision had been confirmed, there was a clear preference for Option 5a.
- At the Wehiwehi marae area, there is a clear preference for an option which passes in front of Wehiwehi marae as opposed to realigning the state highway behind the marae.
- Consultation will be ongoing.

A list of invitees and notes from the meeting are attached in Appendix F.

A hui was held with Ngāti Tukorehe on the 6th of March 2014 at the Tukorehe Marae. The reasons for choosing the preferred option and the Multi Criteria Analysis (MCA) undertaken were explained and discussed. A number of issues were raised at the hui around the following:

- Option 7a and Option 5a and the effects on mana and mauri relating to effects on some Maori-owned land, particularly land west of the railway line and south of Kuku Beach Road.
- The need for Cultural Impact Assessments.
- A walkover to be undertaken in the near future.

There was also discussion as to who would be the appropriate people to consult over the affected Maori land north of the Ohau River.

The invitees and notes from the meetings/hui, and the email response from Ngāti Tukorehe are attached in Appendix F.

Dates of meetings/hui and attendees present are set out in Table 2-1.

Table 2-1: Meetings/Hui

Date	Iwi/Stakeholders	Present
11 December 2013	Ngāti Wehiwehi Ngāti Tukorehe	Jo Draper, Phil Peet, Morrie Love, Sylvia Allen, Richard Orzecki, Joe Matahaere, Bob Miratana, Dolly Miratana, Lossy Meaclem, Janine Gardiner, Jan Suwan, Ligin Mi, Jesse Jin, Simon Shi, Lindsay Poutama, Huhana Smith, Yvonne Wehipeihana-Wilson, Moira Poutama and two others from Ngāti Tukorehe
6 March 2014	Ngāti Tukorehe	Jo Draper, Sylvia Allan, Jon England, Morrie Love, Lindsay Poutama, Trevor Himona, Yvonne Wehipeihana-Wilson, Carol McDonald, Toby Norton, Diane Taylor, Maira Poutama, Laurie Duncan, Janet Duncan

Issues raised at the meetings/hui have been detailed in the meeting notes. These have been incorporated in the consultation database, with notes for follow up actions to be addressed at an appropriate stage in the project.

3 MAIN THEMES FROM CONSULTATION

This section identifies and summarises the main themes which have arisen from the Stage 4 consultation process to date (February 2014).

3.1 Issues affecting the whole route

Consultation during this part of Stage 4 identified strong support for the Manakau and Ohau Safety Improvements. The community appears to understand and appreciate the concept of implementing smaller projects that could increase the safety through these settlements, in the short term. There were mixed views on the new preferred route for the SH1/SH57 connecting road (Option 5a). The community acknowledged that safety improvements were needed urgently and a number of people had been personally affected by crashes on the highway. However, there continued to be a high level of anxiety from many potentially affected landowners - both newly affected landowners and those who were affected by the previous plans.

Issues raised included:

- The uncertainty around the roading proposals could have a negative effect on property values and /or the ability to sell in the short term, particularly for those landowners who currently have their properties on the market.
- Landowners wanted certainty on the preferred options as soon as possible. This was most applicable to the SH1/SH57 connection route options.
- Concern about property values dropping in the medium to long term and the risk of land values decreasing when property negotiations with affected landowners and NZTA get underway.
- Concerns about future business prospects in the area, especially for those landowners who farm and live on their property.
- Concerns around access onto the new highway.
- People would like to see more focus on cycling both nationally and locally.
- Significant concerns about community severance and the additional distance and complexity involved in maintaining established travel patterns (particularly between Levin and the eastern part of Kimberley Road). (See also section 3.2.3).
- Difficulty of accessing neighbouring properties, especially where farming operations are affected.
- Concerns around the potential effects on fertile agricultural land given the large number of market gardening and horticultural operations in the vicinity of the proposed routes. These effects apply not only to the taking up of land for the highway corridor, but also the diagonal severance of some properties making them impractical to farm.
- Concerns that the emphasis is on new roads and little thought is given to other transport options throughout the area, but particularly in Levin.
- The timing of construction – 5-10 years is thought to be too long to wait for these changes to happen.

3.2 Comments on specific projects

3.2.1 Manakau and Ohau Safety Improvements

3.2.1.1 General Comments

The community has shown strong support for the minor works that can be implemented in the short-term to improve the safety through the Manakau and Ohau Townships, before construction of the more major long-term projects begins.

There was strong feedback that the safety improvements that do not require construction, i.e. the removal of the passing lanes north and south bound in Manakau and in Ohau; and the reduction of the speed limit to 80km/h through these townships, should be implemented as soon as possible.

With the reduction of speed through Manakau and Ohau, some in the community believe that there should be a restriction on engine braking by heavy vehicles through these areas to reduce the noise implications of lowering the speed through these communities.

While the majority of submitters supported the removal of the passing lanes north and south bound in Manakau and Ohau, there were also a number of people opposed to their removal. A point was raised that there are few passing opportunities in this area and many slow vehicles i.e. tractors and trucks transporting produce from the many agricultural and horticultural operations.

The safety of several intersections through Manakau and Ohau is of high concern to much of the community. In particular the intersections of SH1 with Waikawa Beach Road, Parakawau Road and Muhunoa West Road were raised as being dangerous, requiring improvement as soon as possible.

3.2.1.2 Manakau and Ohau Speed Limit Change Consultation

As part of the proposed improvements to Manakau and Ohau, 80km/h speed limit changes are being considered. As with any speed limit alterations, specific consultation on the change needs to be made with key stakeholders. Accordingly, on 20 December 2013, the following parties were contacted requesting feedback on the proposal:

- NZ Police
- Automobile Association
- Road Transport Association
- Heavy Haulage Association
- Horowhenua District Council

The consultation comprised an email to identified people within the organisations and included a letter requesting their feedback, the latest Ōtaki to north of Levin newsletter (Issue 07) which outlined the changed proposed in Ohau and Manakau and crash details for the two areas

No responses were received by early February so a follow up email was sent on 12 February 2014 requesting feedback. As of 20 March 2014, four parties had responded, all of which were in favour of reducing the speed limit. Specific comments from the stakeholders are summarised below:

NZ Police

- Endorse the proposals.
- Would like the 80km/h speed limit in Ohau to be extended further south to allow the Police to carry out speed enforcement at the intersection of SH1 and Muhunoa East/West Roads.
- Would like consideration be given to extending the Ohau speed limit reduction even further south if the crash history over the Ohau River Bridge warranted it.
- Would like consideration to be given to extending the Manakau speed limit reduction north if the crash history over the Manakau Rail Bridge warranted it.

Automobile Association

- Support the proposal as a temporary speed limit until the RoNS are completed.

Heavy Haulage Association

- Speed limit reduction would not unduly affect freight efficiency.
- Need to ensure that threshold treatments still allow over dimension and overweight loads to travel.

Horowhenua District Council

- Supports the speed limit reductions.

Road Transport Association

- No response on speed limit change.

3.2.2 SH1/SH57 Connection Route

There have been mixed feelings expressed on the new preferred route (5a) for the SH1 and SH57 connecting road. Those who will be both directly and indirectly affected by Option 5a raised concerns about the impacts that the new road will have on their own properties from the noise impacts and loss of lifestyle; to the impacts on the drainage and their access to drinking water. Some landowners raised the issue of the route following existing property boundaries to avoid fragmenting land parcels, and there is general support for this concept.

Some residents of Muhunua East Road have strong concerns that their peaceful country lifestyle will be ruined by having a State Highway much closer to their properties. They feel that the road should follow its current alignment to affect fewer people, and keep the traffic and noise where people are used to living next to a State Highway. It was suggested that if Option 5a is progressed, the speed limit should be dropped to 70km/h to reduce the noise impact on the residents through this area and compensation should be provided for the drop in property values that are likely to occur if the option goes ahead. There was a general feeling that the installation of soundproofing should also be provided at the NZTA's expense for properties in Muhunua West Road.

Others in the area feel that option 5a is an improvement on the previously preferred Option 4a due to Option 5a having a minimal effect on the Ohau Vineyards and Ohau residential development.

A smaller number of residents expressed their preferences for Options 3c and 7a. Others suggested that the road should remain on its current route so as not to destroy the scenic Ohau River Valley.

There were alternative routes suggested for the SH1 and SH57 link road, which included:

- Extending SH57 from Arapaepae South Road past Ohau, joining up with SH1 at Manakau or at Peka Peka, on the eastern side of the railway, travelling down on the east of the race course.
- Installing traffic lights at Kimberley Road intersection with SH1 to improve safety without building a whole new road through areas of good agricultural land.

3.2.3 SH57 Intersections/Connectivity

A major concern of the community was around access to the new SH57 as well as through the area, particularly between east of SH57 and Levin. The community strongly expressed the view that access from Kimberley Road on to, over or under SH57 should be retained either in addition to the suggested intersection at Muhunua West Road or instead of it. Some of the issues raised about closing Kimberley Road are as follows:

- Increased travel costs to get to and from Levin, due to extra distance to travel back to Muhunua East Road.
- Concern that Levin residents will no longer travel to Ohau River Reserve, off Kimberley Road, due to the added distance, and that the work that Council put in to make Ohau River Reserve a desirable place of recreation will no longer be accessible.
- Concern that local businesses on Kimberley Road may incur extra cost due to the increased distance that delivery trucks will have to travel to get to and from these businesses.
- Increased distance for emergency services to get to the houses on Kimberley Road and Arapaepae Road.
- The increased distance to the properties on Kimberley Road may mean that the rural postal service will be lost, further increasing the cost to these residents.

There have also been concerns that McLeavey Road is not wide enough for use as an access road. McLeavey Road would need to be widened with parking bays and pedestrian/cyclist tracks provided to allow for sufficient room for this road to be used as an access road to SH57.

3.2.4 Potential Levin Bypass

There is a general consensus that drawing the heavy vehicles out of Levin would be desirable. Several submitters made suggestions as to possible routes for the bypass including shifting the main through road to Cambridge Street or alongside the railway; and creating a western bypass, either between Levin and Lake Papaitonga or on the west side of the lake.

There were some concerns that a Levin Bypass would harm existing businesses but if a Levin Bypass is not built, business is likely to improve when the new expressway is complete, as Levin will be the first stop when travelling from Wellington.

It appears from the range of comments made that the Levin community is overall open to the idea of a Levin Bypass, as long as the heavy vehicles can be drawn away without also drawing away all other through traffic.

4 CONCLUSION

The Stage 4 consultation undertaken to date has been in accordance with the Consultation Plan. It has furthered the intention of information exchange and building relationships. Feedback from the community has informed the next stage of the design process and will continue to do so as the project continues into the consenting phase and assessment of environmental effects.

This report will be updated with further information as the specific projects are further developed and consultation processes proceed.



MWH



NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4

Appendix A

Copy of Newsletters



Wellington Northern corridor

Ōtaki to North of Levin section

Issue 06 August 2013

Thanks for your feedback

It's been two months since we showed you our plans to improve the safety and efficiency of the highway between Otaki and north of Levin. We're pleased to say that we had a great response from the community to our call for feedback and attendance at information days. Thanks!

Overall we had 669 people through our three information days and 97 submissions, which is a fantastic result. Having this kind of input is all about reflecting what's important to you in the changes we propose to make to the highway and the way you travel in your community. So, to get the outcomes we all want, it's good to know we've got your side of the story.

We've now had time to consider your feedback and compile this into a report that considers all the consultation and feedback to date. Please visit our project website (www.nzta.govt.nz/otaki-levin-project) to download or review a copy of the report.

Results

What we've learned through consultation is that there is general support for our staged approach to upgrading SH1 to four lanes over time, concentrating first on safety and efficiency.

Across the different locations we identified, you have told us that you support most of our proposals. In particular, there is good support for the proposed improvements at:

- Forest Lakes (Taylors Road to Pukehou Railway overbridge)
- Manakau Township
- Ohau Township
- Waitarere Curves, and
- Whirokino Trestle & Manawatu River Bridge

You also told us you supported our proposal to realign the highway to the west of the railway line between the Manakau and Ohau Bridges, but there was no clear preference for the alignment at the southern end (ie whether the road should be west of the marae or along the current road alignment. You also have mixed feelings about realigning the road at Mokena Kohere Street, at Manakau.

There were mixed views about a new SH1 link road that would divert the highway away from Ohau Township, or upgrading the existing road. As a result there was a collective call for us to consider further alternatives to our initial proposals. This is something we are currently working on.

There was also strong feedback for us to look further at the potential of a Levin Bypass, so we are now considering long-term options for this along SH57 Arapaepae Road.

Outcomes

The key to our proposals is the outcomes we want to achieve. Not only do we want to improve safety and efficiency for SH1 users and the wider regional network with the Otaki to north of Levin section, we also want to connect people to employment, education, services and recreation. Helping people to safely and efficiently go about their daily lives is a key part of the NZTA's support for, and funding of, wider transport requirements beyond just roads. We also aim to better connect freight and agriculture so we can help support economic growth and productivity in the Manawatu/Wanganui and Wellington regions.

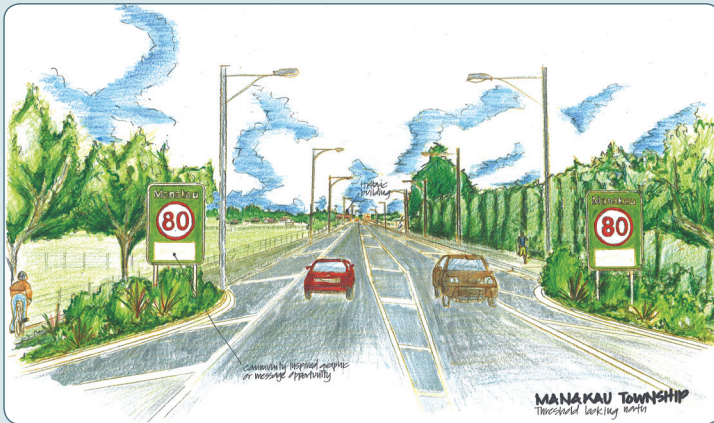
As the project crosses the boundaries between Greater Wellington and Horizons Regional Council, the Otaki to north of Levin project aims to meet the outcomes sought by both regions' land transport strategies. These aim to provide quick, safe and efficient connections and give people a choice about how they travel, by either bus, train, car, bicycle or on foot.



Next steps

Now that we have your feedback regarding the proposals for the Otaki to north of Levin section of the Wellington Northern Corridor, we are going to work on some key proposals. This work will take a few months to be completed and we expect to have more information about these proposals later in the year. In particular, we are going to:

- Focus on developing our safety plans for both Manakau and Ohau Townships. In both locations we will lower the speed limit, remove a short passing lane (southbound at Manakau and northbound at Ohau) and create a new entry to the township that makes it clear people are entering a local community and they should travel accordingly;
- Investigate the long-term options and viability of a SH57 Arapaepae Road connection with SH1 north of Levin's City Centre; and
- Consider other options for improving transport connections between SH1 and SH57 (Ohau to south of Levin link)



An artists' impression of how the entry to Manakau Township could be modified.

We will want to talk to you about our proposals and preferred options for Manakau and Ohau Townships, the Ohau to south of Levin link road and the SH57/SH1 connection north of Levin City Centre later this year. As we haven't finalised the timing of this consultation, we'll contact you closer to the date about getting involved and having your say.

This consultation, along with ongoing work regarding the proposals you have given us clear support for, will help us finalise plans for the full suite of safety improvements between Otaki and north of Levin. We want to talk to you again about the whole package of improvements, including preferred options and specific details about intersection changes and highway connections, in mid 2014.

In the meantime, you may like to have another look at the information boards that were on display at our information days. They will be at Te Takere (Levin Library) between 26–31 August and will give you a chance to see the details of our proposals again in light of the work we are currently doing.

While this display will not be staffed, you are always welcome to get in contact with us by either freephone, email, or in writing with any questions or concerns. Our contact details are listed on the bottom of this page.

Check out the website, www.nzta.govt.nz/otaki-levin-project, for other information as this site is home to all our up to date information on the project. It also has all our previous newsletters if you wanted to refresh your memory about what we said we were considering.

Update on Kapiti Expressway projects

Peka Peka to Otaki

Our RMA application to the Environmental Protection Agency (EPA) for the Peka Peka to Otaki section of the Wellington Northern Corridor was notified on 18 May and submissions closed on 17 June. We are now preparing for a September Board of Inquiry for this application. For more information on the RMA application please visit: www.nzta.govt.nz/projects/peka-peka-to-otaki-application/

MacKays to Peka Peka

A High Court appeal of the MacKays to Peka Peka section Board of Inquiry decision has been heard. The judge's decision has been reserved and we are awaiting a decision. Construction is still scheduled to start later this year, dependent on the outcome of the appeal.

Contact us

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

Email: info@O2L.co.nz

Freephone: 0508 O2L INFO (0508 625 4636)

Freepost: Ōtaki to Levin Project Team
FreePost 225938
PO Box 5084 Thorndon
Wellington 6145

Ōtaki to North of Levin

Issue **07**
November 2013

We are making progress on the Ōtaki to north of Levin section of the Wellington Northern Corridor. We're almost ready to make firm decisions on route options, so we'd like to update you on our progress and get your input before final decisions are made.

Since our last update, we've looked in more detail at the changes that could be made through the Manakau and Ohau Townships, considered other options for the SH1 and SH57 routes between Ohau and south of Levin and investigated the potential for a Levin Bypass.

This work is part of our staged approach to achieving a long-term goal of four-laning SH1 between Ōtaki and Levin.

Our current focus is improving safety and efficiency at:

- Forest Lakes
- Manakau
- Manakau to Ohau Bridges
- Ohau
- Ohau to south Levin
- Levin
- Waitarere Curves
- Whirokino Trestle



Our plans for Manakau and Ohau are now firmer; you can find more details on pages **2 and 3** about these proposals. Details about our work on a Levin Bypass are on **page 6**, including our assessment of its need versus its impact.

For the Ohau to south of Levin section, we have revised proposals for a new SH1/SH57 link road. We considered a number of new routes and have two main options with one clear preference. These new or revised routes take on board your feedback from consultation in May 2013. See **pages 4 and 5** for more information.

How to provide your feedback

Your views are important to help us refine our proposals. Please let us know what you think – talk to us at one of our open days, or send feedback via our website or in writing. The open day dates, times and contact information is on the back page.

We'll update you again in early 2014 with a summary of this feedback and any decisions.



Transport outcomes

The Wellington Northern Corridor aims to significantly improve safety and efficiency for SH1 users and the wider regional network. This year we have had a timely reminder that we need to build resilience into our transport network so it can withstand vicious weather and changing ground conditions if a major earthquake were to strike.

The good news is that when the Wellington Northern Corridor is completed we will have certainty that help can get to us more quickly. We know that projects like Transmission Gully will reconnect Wellington to the rest of New Zealand sooner and, like the Peka Peka to Ōtaki section, will be able to withstand more severe flooding.

This is more than just investing in roads for cars, because it is part of our approach to funding transport needs. It supports the movement of goods to market, helps make your community more liveable by making it more accessible, improves the road for pedestrians and cyclists and allows you greater choice over how you travel because you can more easily drive, get to a bus or train or feel safer about walking and cycling.

Manakau

Earlier this year, we explained the issues that people face when using SH1 through the township.

Since May, we have been developing options and recommendations that build on our earlier feasibility investigations. We've identified a package of improvements, concentrating on short-term safety and traffic management benefits while maintaining our long-term plan of creating a four-lane highway.

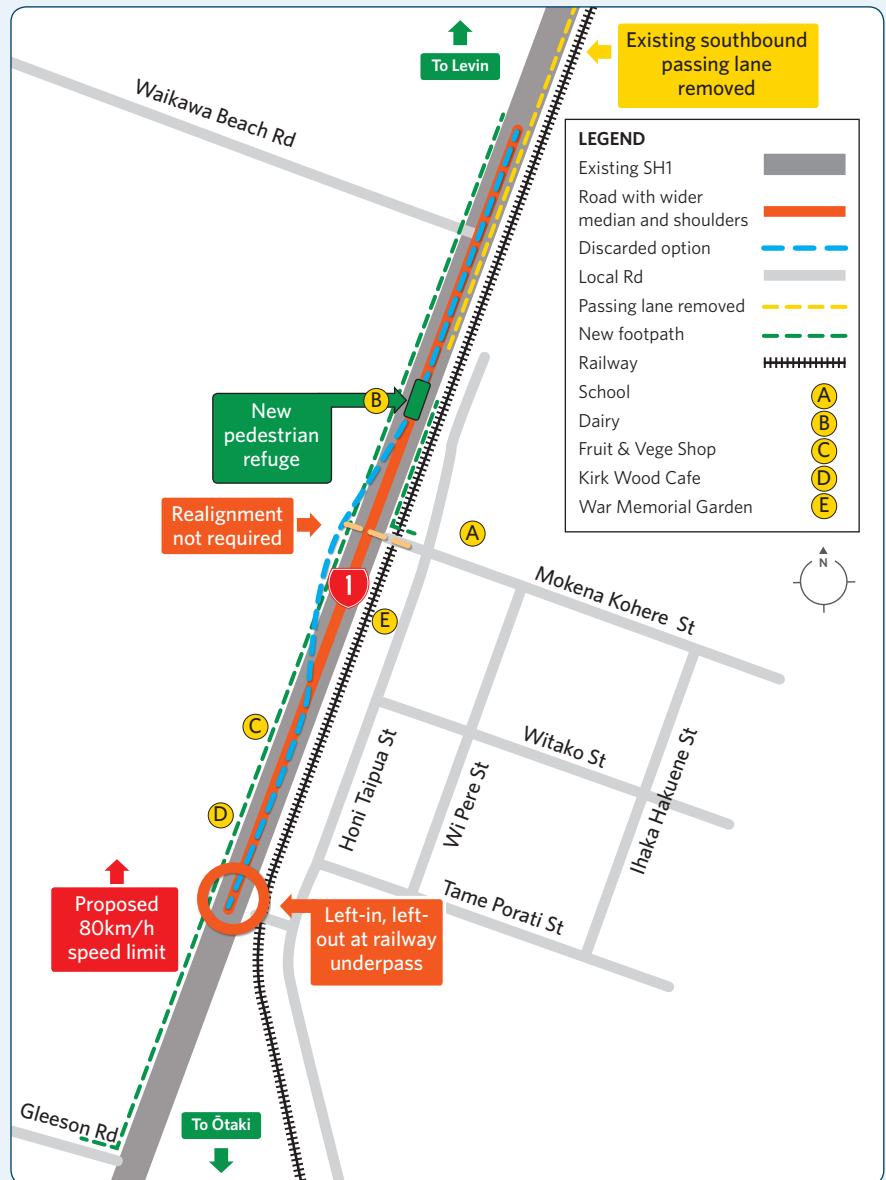
The key issues to be addressed by our improvement work are:

- High speeds through the township that create safety issues and conflict with the township identity
- The southbound passing lane being incompatible with the north end of the township
- Not having pedestrian and cycling facilities
- The way side roads affect SH1
- Heavy vehicle traffic movements conflicting with local traffic movements
- Issues with trains stopping in the train passing bay and blocking Mokena Kohere Street
- Roadside hazards.

What we are proposing

To address the safety issues along this section of SH1, we are still proposing to:

- Reduce the speed limit to 80km/h through the township
- Install treatments at either end of the township to identify to drivers that they are entering a different speed environment
- Widen SH1 and create a painted median strip with a wider road edge which will provide more space for cyclists and for vehicles turning to and from intersections and driveways
- Remove the southbound passing lane, which ends north of Manakau
- Restrict right turns at the SH1 intersection with the railway underpass link and redirect right turning traffic to the safer intersection of Mokena Kohere Street
- Provide a footpath on the western side of SH1 between just north of Waikawa Beach Road and south of the township
- Provide a pedestrian refuge opposite the dairy to provide a safer crossing point for pedestrians.



What has changed?

After listening to your feedback we have decided not to close the railway underpass to all traffic at this time. You have highlighted how important this connection is at present if Mokena Kohere Street is blocked, particularly for emergency purposes. We may revisit this decision in the longer term when, or if, the train passing bay is moved. We are in discussions with KiwiRail about this.

We are no longer planning to alter the Mokena Kohere Street intersection to provide greater separation between SH1 and the railway following your feedback. We carried out a survey which indicated that the number of heavy vehicles using the intersection was not high enough to need the alteration. The lower speed environment and keeping the railway underpass will ensure access to Manakau will be safer in future.

Is there anything else we should know before we make a decision to progress this work in Manakau?

Ohau

The issues through Ohau Township are very similar to those faced in Manakau. We previously proposed a new road connection between SH1 and SH57. Our revised proposals for this connection are detailed on the next two pages, with our proposals for Ohau Township outlined below.

A key consideration through Ohau is how to improve safety for SH1 users and maintain local network connections to and across SH1 through the township.

We have identified a general package of improvements, concentrating on short-term safety and traffic management benefits while maintaining our long-term plan of creating a four-lane highway.

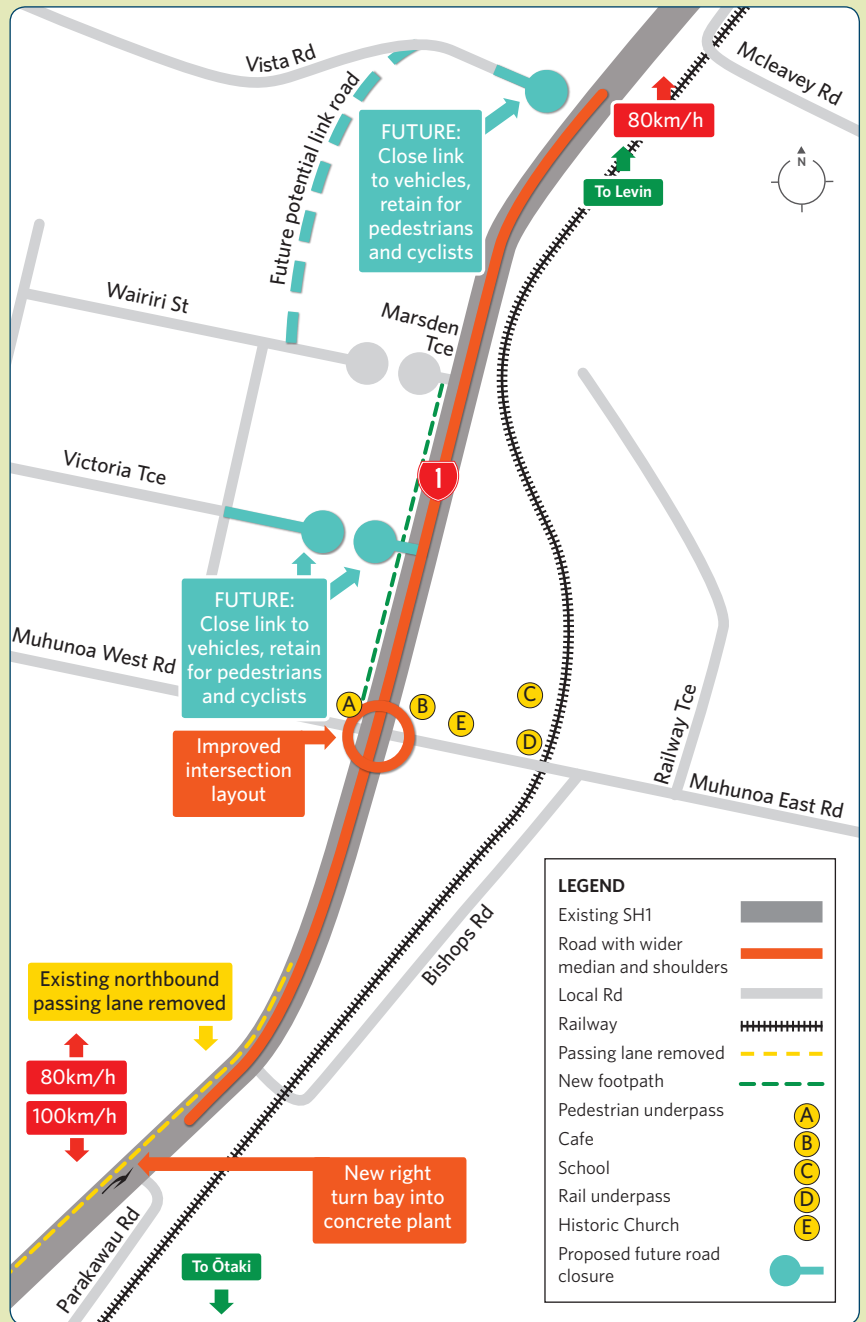
The key issues to be addressed by our improvement work are:

- High speeds through the township that create safety issues and conflict with the township identity
- A short northbound passing lane leading into township
- Limited pedestrian and cycling facilities
- Multiple side roads and a high number of vehicles crossing SH1
- Heavy vehicle traffic movements conflicting with local traffic movements
- Conflict created by traffic movements from houses and retail/commercial activities located on or close to SH1
- Issues with the roading geometry (i.e. narrow width, tight curves and limited sight distances)
- Roadside hazards

What we are proposing

To address the safety issues along this section of SH1, we are proposing to:

- Reduce the speed limit through Ohau to 80km/h
- Install treatments at either end of the village to identify that drivers are entering a different speed environment
- Widen SH1 and create a painted median strip with a wider road edge which will provide more space for cyclists
- Remove the northbound passing lane, which ends south of Ohau and provide a right-turn bay into the concrete processing plant
- Improve the layout of the SH1 intersection with Muhunua East/West Roads
- Provide a footpath on the western side of SH1 between Marsden Terrace and Muhunua West Road, connecting with the existing pedestrian underpass.



What has changed?

Other items have been reconsidered as a result of the work we have done since May. These proposals do not form part of our immediate plans. These include:

- Improving or relocating the Bishops Road intersection. This is being considered as part of our proposals for the SH1-SH57 connection so would occur in the future.
- Improving two road curves – one south of the village and the other between Marsden Terrace and Vista Road. These curves do not need to be improved given our plans to reduce the speed limit.
- Closing Vista Road and Victoria Street intersections and create a new link road within the township. We will consider these proposals again in future.

Is there anything else we should know before we make a decision to progress this work in Ohau?

SH1/SH57 Connection

Our previous proposals for a new state highway connection between Ohau and Arapaepae Road generated a mixed response. So we looked at some further ways to address the issues at the two state highway intersections at SH1/SH57 Kimberley Road and SH57 Kimberley Road/Arapaepae Road.

Given the high crash history in this area, we know that we need to do something, so we took on board your comments and suggestions and came up with a number of new alternatives.

Some of these routes are variations on our earlier proposals, such as 3C, 4A and 5A (noted on the map below), while others are completely different.

What we considered

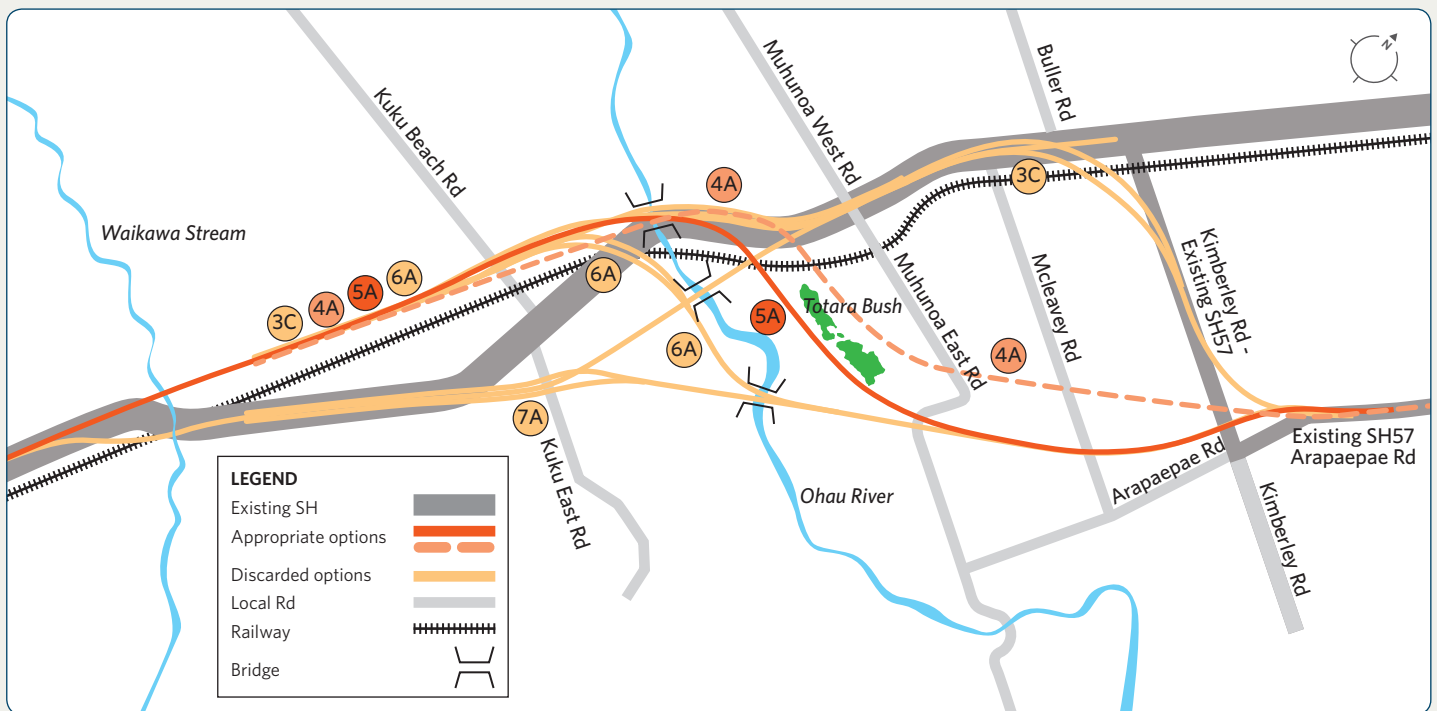
As you will see from the map, we have taken your suggestions and seen how they would work from an engineering point of view. Each has its own merits and issues.

While improving the existing highway and intersections (Option 3C) could be achieved, it would not meet our long-term objectives of eventually four-laning SH1 without a substantial impact on the character of Ohau Township and

properties either side of the existing SH1 and SH57 routes. Due to the severe impacts and the high costs, this option was discarded.

Suggestions of a route that deviated south of the Ohau River were also possible, but presented significant issues, particularly regarding property access, cultural impacts and flooding issues as well as potentially higher costs.

Each option was scrutinised and assessed in detail by independent experts through a formal multi-criteria analysis. Horowhenua District Council was also involved in this analysis. We identified two appropriate options and one distinct preference.



What we are proposing

We are continuing to propose a new connecting road, between SH1 south of Ohau and SH57 at Arapaepae Road. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/ Kimberley Road and replacing the Kimberley Road/Arapaepae Road intersection.

As indicated in May, a new road will be easier to turn into a four-lane road in future, compared with making upgrades and intersection improvements to the existing state highway.

The location of the new road is yet to be decided, however, we have a preference for Option 5A which moves the highway to an alignment south of the totara bush reserve located within the Ohau vineyards. Our preference minimises the landscape and visual impact of the road in this area, minimises impact on a potentially archaeologically significant area and on significant productive land. It also minimises property impacts south of Kimberley Road but still achieves a suitable route that maximises transport benefits. While we feel that Option 5A is the best option, we could also consider Option 4A should there be sufficient support for it.

We have illustrated how this new road might connect into the local roading system in future, and will continue to work on these details next year.

Issues to consider

Property impacts – the new alignments being considered mean there will be different property requirements. Some new properties will be affected.

Potential social and environmental effects – there will be impacts as a result of the new proposals, with further work required to fully identify all the effects.

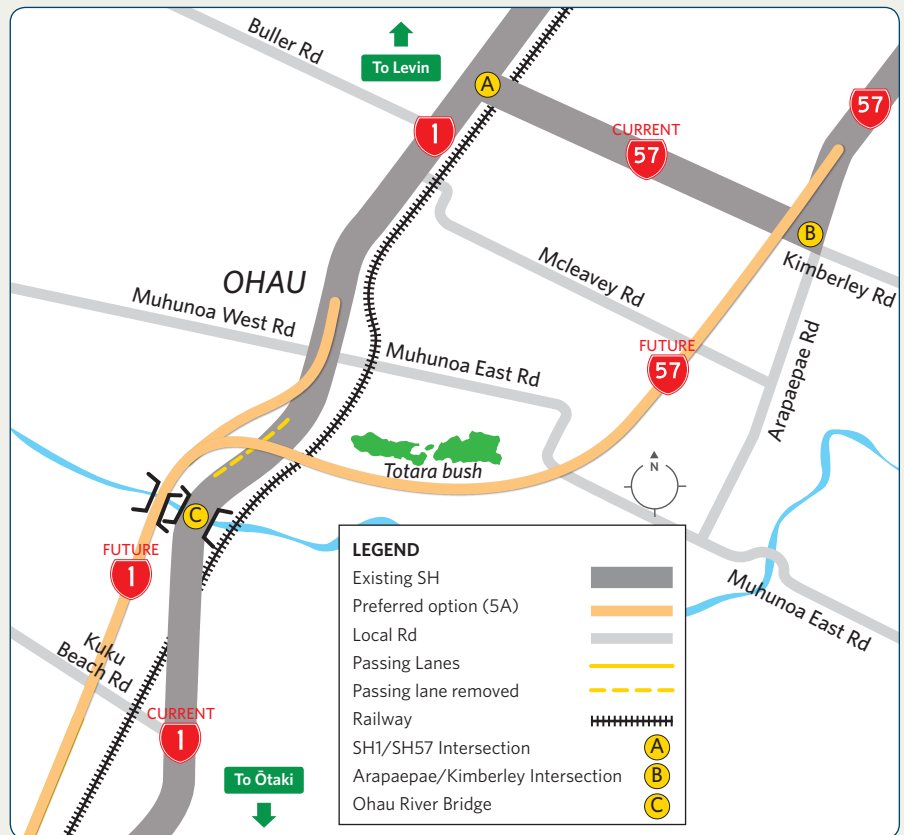
Cost – we will need to undertake more detailed investigations to clarify what the potential costs of our preferred route would be.

Future highway needs – we need to understand how these proposals will fit with our long-term approach of eventually providing a four-lane highway.

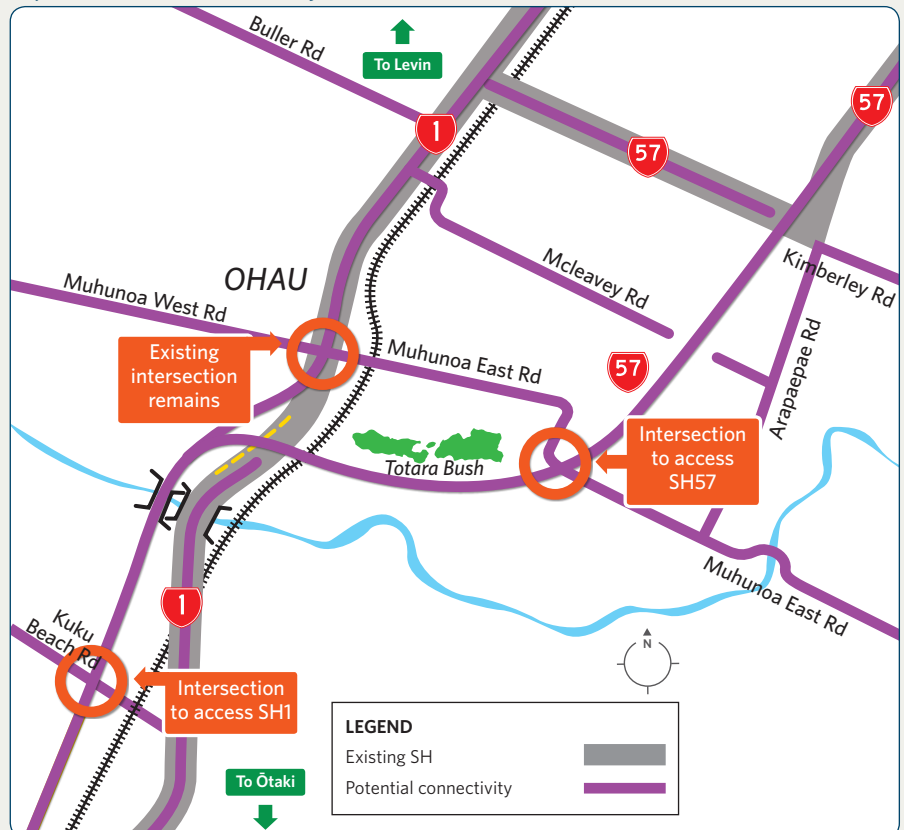
We are close to making our decision on a preferred option. At this stage 5A is our preference.

Is there anything else we should know about this route before we decide?

Option 5A Plan



Option 5A Connectivity



Potential Levin Bypass

In May, you told us you would like a potential heavy vehicle bypass of Levin to be investigated further. Since then we have developed and assessed some options.

Although we have yet to reach any conclusions, we have made good progress with our investigations and we would like to share this with you.

Our proposals for the SH1/SH57 connection mean that the southern part of a potential future bypass connecting SH1 with an eastern bypass of Levin using SH57 will be formed already. It would be possible to link SH57 back to SH1 to the north of Levin on a new road, forming a heavy vehicle bypass.

The aim of a bypass is to draw heavy vehicles away from the main street of Levin, while still keeping through traffic on the current route. In order to create a bypass that is attractive to heavy vehicles and that would be used, the bypass would need to be straight, wide and with a higher quality pavement to withstand the weight of vehicles using it. However, this would also make it attractive to other vehicles, and would require further work to ensure that the Levin centre remains an attractive destination.

Another issue is the cost and impact of creating a bypass. Of the options we have considered, the lowest cost option was just over \$20 million while the most expensive was nearly \$35 million. Each option would require us to buy property to construct a new road.

Lastly, by creating a bypass, the distance heavy vehicles would need to travel through Levin would become longer. This may mean it might not be as attractive to truckies who want to travel the shortest distance possible.

We are still working on the options and will confirm the outcomes of our Levin Bypass investigations in 2014.



Work on other Ōtaki to North of Levin proposals

Recently, we have been focussing on our proposals for the townships of Manakau and Ohau, the SH1/SH57 link road and a potential Levin Bypass. We will progress our work on these and our other focus areas (ie Waitarere Curves, Forest Lakes, Whirokino Trestle, investigating improvements to SH57 at Queen Street and SH1 in Levin) further in 2014. This includes incorporating your feedback and considering details about road alignments and connections to the existing highway.

We will be in a better position to tell you more about the proposals we haven't updated you on in this newsletter next year, including confirming property impacts and the timing of when we may do the work.

If you have any queries about other proposals please let us know as we're happy to help in any way we can.

How this all fits with Wellington Northern Corridor

Update on other Wellington Northern Corridor projects

The Ōtaki to north of Levin section is an important part of the Wellington Northern Corridor, we will be continuing to keep you updated about progress on all the parts of the Wellington Northern Corridor.

Peka Peka to Ōtaki

A Board of Inquiry considered our consent applications for the Peka Peka to Ōtaki section in late September. We expect a draft decision soon.

For more information about our RMA applications please visit: www.nzta.govt.nz/projects/peka-peka-to-otaki-application.

MacKays to Peka Peka

Construction work has begun on the MacKays to Peka Peka section, first concentrating on site preparation and archaeological investigations. Further work is expected to begin soon.

For more information about construction activities or the project in general please visit www.nzta.govt.nz/projects/mackays-to-peka-peka.

Transmission Gully

Proposals for a public private partnership to build Transmission Gully have been received from two consortia in October. A likely construction start could be as soon as mid 2014.

For more information about the project please visit www.nzta.govt.nz/projects/transmission-gully.



Wellington Northern Corridor
(Wellington Airport to Levin)
ROAD OF NATIONAL SIGNIFICANCE

LEGEND

- Airport to Mt Victoria Tunnel section
- Tunnel to Tunnel section
- Terrace Tunnel improvements
- Aotea Quay to Ngaurangi section
- Linden to MacKays section (Transmission Gully)
- MacKays to Peka Peka section
- Peka Peka to Ōtaki section
- Ōtaki to Levin section
- Existing State Highway

Location and time of information days

Saturday, 30 November	10am - 4pm	Levin Library - Te Takere
Tuesday, 3 December	4pm - 8pm	Ohau School Hall

Next steps

We welcome your feedback as it will help us further refine our plans for the Ohau to south of Levin section of this project.

Please either visit us at one of our public open days in November or December or send us your feedback via our website or email address. We will summarise your feedback in a report that will be made publicly available early next year. Your personal details will remain private.

We expect to refine all our proposals and make key decisions for the remaining sections between north of Otaki and north of Levin by the middle of next year. This will include the order in which different improvements will be made as the projects will be done in order of their priority and construction funding being available. We will keep you informed of how our plans develop between now and then.

We currently expect to lodge Resource Management Act applications for some of the proposals either in late 2014 or 2015 after further assessments have been carried out for the different projects. Detailed designs are expected to start in 2016 or 2017, and construction scheduled

to start from 2019. Because a priority order will be determined in future work, some projects (eg Manakau and Ohau safety improvements) could be constructed sooner than 2019 based on the improvements that deliver the most benefits. Approaching the work as smaller projects is giving us a better opportunity to do the work faster.



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

Appendix B Sample Landowner Letters

15 November 2013

«Owners»
«Addressline1»
«Addressline2»
«Suburb» «PostCode»

Dear «FirstName»

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, and in particular the State Highway 1/State Highway 57 connection. We recently met with you in regards to roading proposals affecting your property.

As a result of our consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options. 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. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley/Arapaepae Road intersection.

We are writing to you to keep you informed and to confirm that the previous options that affected your property are still being considered. As in the past we must stress that the plans being consulted on are at this stage still only conceptual. The extent of any property impacts will only be known at a later stage in the project when public consultation and detailed engineering and planning assessments are completed.

The NZ Transport Agency acknowledges that the uncertainty of the past few months is very stressful, we are working as quickly as possible through options to find the most appropriate route for the area. We wish to assist you during this 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.

You are also invited to an Information Day to be held at the following venues:

Saturday 30 November,	Levin:	10am – 4pm	Levin Library (Te Takere)
Tuesday 3 December,	Ohau:	4pm – 8pm	Ohau School Hall

Plans and information on the new option and updates on the other roading projects in the area will be on display at Te Takere from the end of November to 3 December. A newsletter will also be sent out towards the end of November with progress updates.

Yours sincerely

Josephine Draper

Principal Transport Planner

15 November 2013

«Owners»

«Address»

Dear «Name»

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

I am writing to advise that the NZ Transport Agency has developed proposals for improving the connection between State Highway 1 and State Highway 57 between Otaki and Levin.

This is an important transport development for the Horowhenua District and part of the Government's desire to make the improvement of roads on the Wellington Northern Corridor a top priority to improve safety and efficiency.

As a result of recent consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options. 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. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley/Arapaepae Road intersection.

We are writing to property owners whose properties may, based on the work completed to date, potentially be affected by the proposed improvements to keep them informed and so that we can hear back from them. However we must stress that the plans being consulted on are at this stage only conceptual. The extent of any property impact will be known at a later stage in the project, when public consultation and detailed engineering and planning assessments are completed.

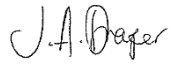
The NZ Transport Agency wishes to assist you during this difficult time and if you would like to speak with a representative about the proposed improvements on the Otaki to Levin section of the Wellington Northern Corridor or about impacts on your own property, please call our freephone number 0508 O2L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

You are also invited to an Information Day to be held at the following venues:

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Yours sincerely

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

Josephine Draper
Principal Transport Planner

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, and in particular the State Highway 1/State Highway 57 connection. We recently met with you in regards to roading proposals affecting your property.

As a result of our consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options. 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. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley/Arapaepae Road intersection.

While the previous option that affected your property is still considered an option, we are writing to you to keep you informed of a preferred variation to this option that has been identified. This variation runs further to the south, and thereby does not affect your property. Plans showing the variation will be on display at Te Takere and at Open Days (details provided below).

As in the past we must stress that the plans being consulted on are at this stage still only conceptual. The extent of any property impacts will only be known at a later stage in the project when public consultation and detailed engineering and planning assessments are completed.

The NZ Transport Agency acknowledges that the uncertainty of the past few months is very stressful, we are working as quickly as possible through options to find the most appropriate route for the area. We wish to assist you during this 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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Plans and information on the new option and updates on the other roading projects in the area will be on display at Te Takere from the end of November to 3 December. A newsletter will also be sent out towards the end of November with progress updates.

Yours sincerely

Josephine Draper

Principal Transport Planner

DRAFT

11 November 2013

«AddressBlock»

«GreetingLine»

Otaki to Levin Project

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor. We recently met with you in regards to roading proposals affecting your property.

As a result of our consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options. Between SH1 and SH57, 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. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley/Arapaepae Road intersection.

As a result of investigations around these alternative options, your property will no longer be affected by this project's proposals.

In Manakau, as a result of additional work, we are no longer proposing that SH1 is deviated around Mokena Kohere Street.

If you wish to meet with us to further discuss what this means for you and to find out more about the current proposals, you are invited to an Information Day to be held at the following venues:

Saturday 30 November,	Levin:	10am – 4pm	Te Takere (Levin Library)
Tuesday 3 December,	Ohau:	4pm – 8pm	Ohau School Hall

Plans and information on the new option and updates on the other roading projects will be on display at Te Takere from the end of November to 3 December. A newsletter will also be sent out towards the end of November to the community with progress updates.

If you would like to speak to one of our team members please contact us by calling 0508 625 4636, or emailing info@o2l.co.nz.

Yours sincerely

Josephine Draper
Principal Transport Planner

15 November 2013

Dear

Otaki to Levin Project

I am writing on behalf of the NZ Transport Agency about the Otaki to Levin section of the Wellington Northern Corridor. We recently met with you in regards to roading proposals affecting your property.

As a result of our consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options, in particular the State Highway 1/State Highway 57 connection.

We are writing to you to keep you informed and to confirm that the previous option that affected your property is still being considered. As in the past we must stress that the plans being consulted on are at this stage still only conceptual. The extent of any property impacts will only be known at a later stage in the project when public consultation and detailed engineering and planning assessments are completed.

The NZ Transport Agency acknowledges that the uncertainty of the past few months is very stressful, we are working as quickly as possible through options to find the most appropriate route for the area. We wish to assist you during this 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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Plans and information on the new option and updates on the other roading projects in the area will be on display at Te Takere at the end of November to 3 December. A newsletter will also be sent out towards the end of November with progress updates.

Yours sincerely

Josephine Draper

Principal Transport Planner

25 November 2013

New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

Dear Landowner

Manakau and Ohau Safety Improvements

The NZ Transport Agency (NZTA) is investigating a number of ways to improve safety on State Highway 1 (SH1) through Manakau and Ohau. The recent consultation on the Otaki to Levin section of highway provided valuable feedback on long term proposals that the NZTA is investigating.

The NZTA recognises that two key elements to safer journeys on our roads are safer roads and roadsides, and safer speeds. This letter serves to inform property owners of Manakau and Ohau of plans 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)
- Widen SH1 and create a painted median strip with a wider road edge to provide more space (for safety purposes and for parking and cyclists)

Manakau

- Remove southbound passing lane
- Restrict right turns into Honi Taipua Street (at the rail underpass)
- Provide pedestrian refuge opposite the dairy
- Pedestrian footpath through the township

Ohau

- Remove northbound passing lane
- Improve SH1 intersection with Muhunua East/West Roads and Victoria Terrace
- Provide footpath on western side between Marsden Terrace and Muhunua West Road

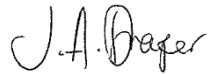
We are writing to you because you may be affected by these safety improvements and we want you to have all the information you need about the proposals. The proposals are still at a preliminary stage and are dependent on funding. We will confirm details of the design with you once the proposals are more advanced but in the interim you are invited to an Information Day to be held at the following venues:

Saturday 30 November,	Levin:	10am – 4pm	Levin Library (Te Takere)
Tuesday 3 December,	Ohau:	4pm – 8pm	Ohau School Hall

Plans and information on the improvements and updates on the other roading projects in the area will be on display at Te Takere from the end of November to 3 December. A newsletter will also be sent out towards the end of November with progress updates.

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.

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

15 November 2013

«Owners»
«Postal_address»

Dear «Salutation_Name»

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, and in particular the State Highway 1/State Highway 57 connection. We recently met with you in regards to roading proposals affecting your property.

As a result of our consultation with landowners and residents during April and May 2013, we have taken on board some of the concerns of the community and have developed some alternative options. 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. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley/Arapaepae Road intersection.

While the previous option that affected your property is still considered an option, we are writing to you to keep you informed of a preferred variation to this option that has been identified that also affects your property. As in the past we must stress that the plans being consulted on are at this stage still only conceptual. The extent of any property impact is likely to be known in the early part of 2014, when public consultation and detailed engineering and planning assessments are completed.

The NZ Transport Agency acknowledges that the uncertainty of the past few months is very stressful, we are working as quickly as possible through options to find the most appropriate route for the area. We wish to assist you during this 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.

You are also invited to an Information Day to be held at the following venues:

Saturday 30 November,	Levin:	10am – 4pm	Levin Library (Te Takere)
Tuesday 3 December,	Ohau:	4pm – 8pm	Ohau School Hall

Plans and information on the new option and updates on the other roading projects in the area will be on display at Te Takere from the end of November to 3 December. A newsletter will also be sent out towards the end of November with progress updates.

Yours sincerely

Josephine Draper

Principal Transport Planner

Appendix C

Display Boards from Open Days

Have your say and stay connected

We've been looking in more detail at the changes that could be made through the Manakau and Ohau townships, considered other options for the SH1 and SH57 routes between Ohau and south of Levin and investigated the potential for a Levin Bypass. We now want to talk to you about these proposals further as part of our staged, long-term approach to creating a four-lane highway on SH1 between Otaki and Levin.

Why have the open day

This open day is your chance to learn more about the work we have done since we asked you about improvements between Ōtaki and Levin in May this year.

Our plans for Manakau and Ohau are now firmer and we have further details about our work on a Levin Bypass for you to consider. We have also revised proposals for a new SH1/SH57 link road between Ohau and south of Levin and want to get your feedback on this before making decisions on these elements of the Ōtaki to north of Levin package.

As you read and discuss the information presented today, think about what you believe we need to know before we make decisions. While we have identified preferences, these proposals are not finalised and need your input. Tell us how the options affect you, what may have changed since we last spoke to you in May and how we can make decisions with the best information you can provide.

Have a look at the display material and talk to our project team before completing a feedback form and leaving it at our information desk. Otherwise, have a look at the newsletter we sent to households between Ōtaki and Foxton recently and send your comments to us by email or freepost. Your feedback is important.

Have your say

We would appreciate hearing what your thoughts are on our proposals so please talk to one of the project team members and/or fill out a feedback form.

You can also email us on info@O2L.co.nz or call us on **0508 O2L INFO (0508 625 4636)**.

Want to find out more

Visit the project website at www.nzta.govt.nz/otaki-levin-project.

Next steps

We expect to refine our proposals further and make key decisions by mid 2014. This will include the order in which different improvements will be made as the projects will be done in order of priority, rather than starting with the southernmost project and working our way north. We will keep you informed of how our plans develop between now and then.

We currently expect to lodge Resource Management Act applications for some of the proposals in 2015 after further assessments have been carried out for the different projects. Detailed designs are expected to start in 2016 or 2017, and construction is scheduled to start from 2019. If funding becomes available sooner, some of the projects could be constructed earlier than 2019. We know that splitting the full route into smaller projects could give us a better opportunity to do work faster than if we progressed the proposals as one package..



Timeline



Background to the project

In July 2012 we decided to take a staged approach to achieving our long-term goal of four-laning SH1 between Ōtaki and Levin. This initially focuses on improving safety and efficiency at key locations. It also follows on from previous work we did identifying constraints and asked for feedback on in 2011.

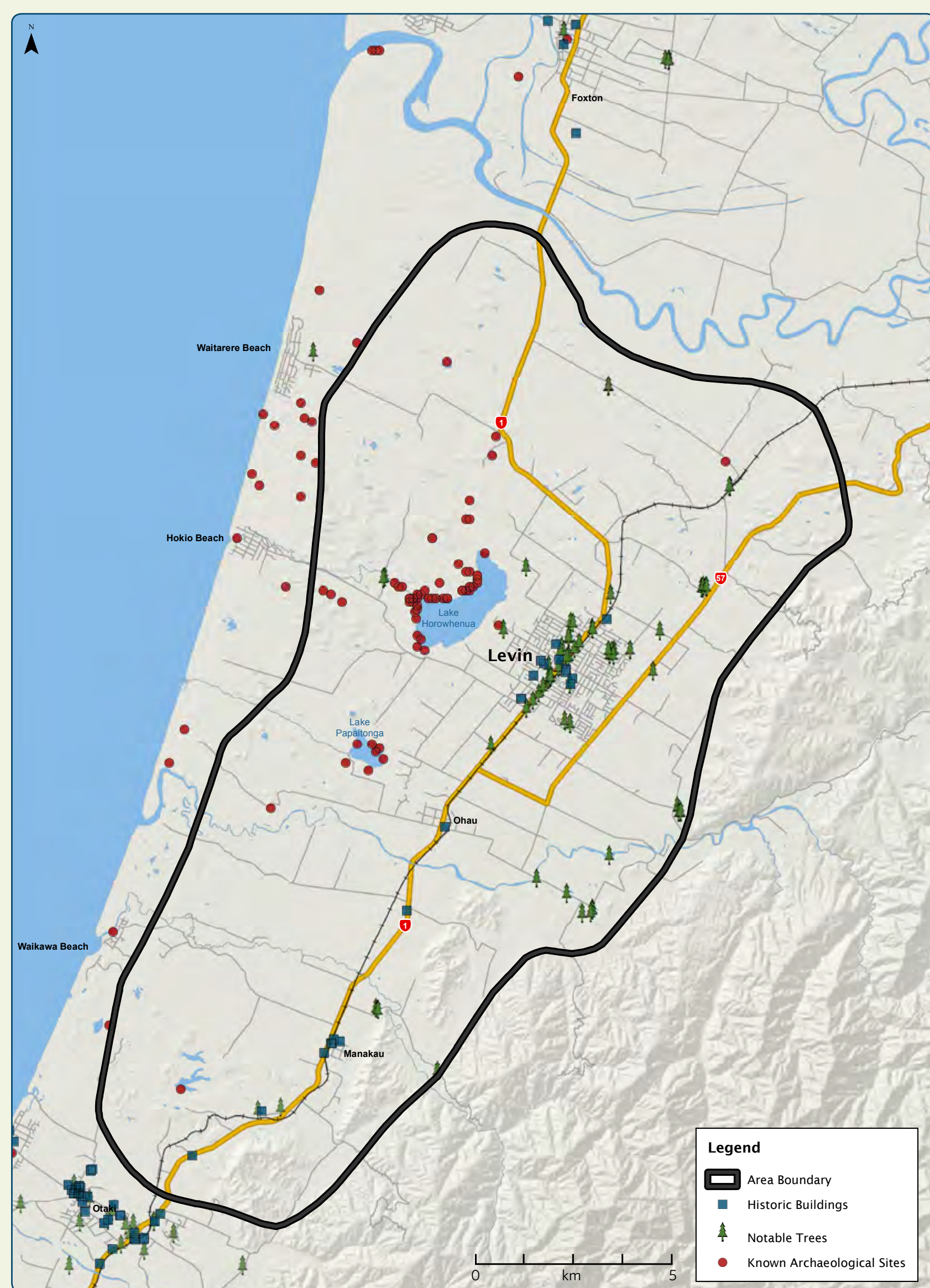
We showed a series of maps that identified potential areas we would want to avoid, such as areas of ecological significance, heritage value or importance, landscape/urban design constraints and areas significant to tangata whenua. Your local knowledge helped us understand the values of the areas, which in turn helped us to identify areas where it would be challenging to construct a road. We particularly noted that the area around Lake Horowhenua has many ecological and cultural values, along with geological constraints. This useful feedback helped shape our earlier investigations and informed our choice to concentrate on safety and efficiency improvements, generally to the existing SH1 alignment, as this offers better value for money than building a new expressway away from the existing road.

The broad issues identified in 2011 gave us the opportunity to identify a range of problems we need to resolve, such as managing traffic flow, safety and alignment issues with the existing highway, intersection improvements and managing connections with the state highway. Rather than consider improvements to the route as a whole, we have split the highway into smaller packages of work. This allows us the opportunity to prioritise different packages on the basis of need and seek funding for them sooner, once they have received consent.

The different proposals we have developed for these specific locations along SH1 and SH57 are explained in some detail across our information display boards. They will also let you know about how we're looking to consistently improve travel across the whole route, by including changes such as:

- installing more passing lanes on SH1
- widening the existing highway road edges to improve safety for all types of travel
- installing median barriers, such as wire rope barriers
- making road edges safer
- replacing old and narrow bridges
- changing intersection layouts, and
- improving walking and cycling opportunities.

For more information on these issues please view the board headed "A consistent approach to improving your travel".

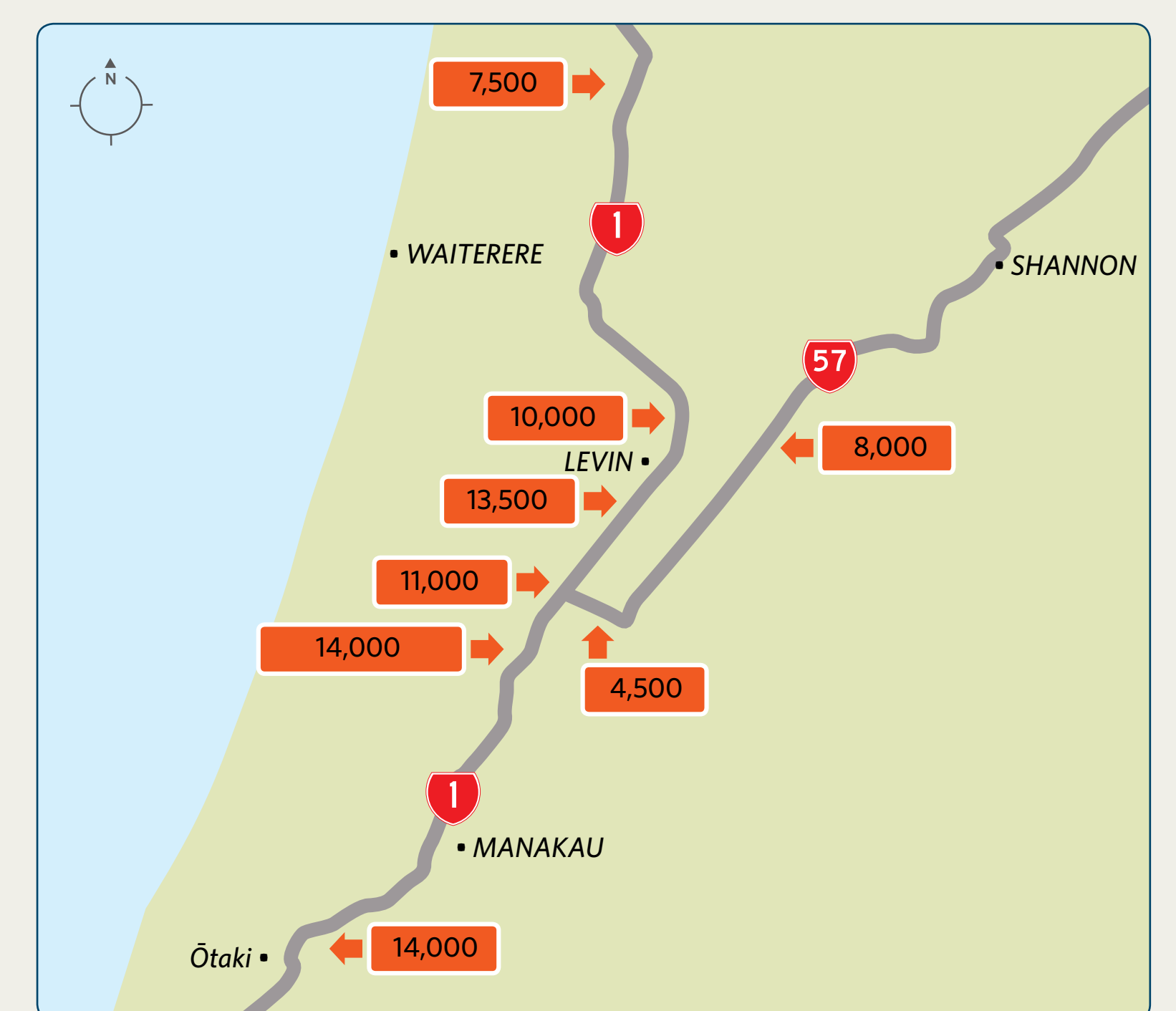


One of our constraints maps developed from consultation in 2011, showing heritage areas.

Daily traffic flows

As you can see from the diagram to the right, the highest annual daily traffic counts on SH1 are south of Levin, and in particular south of the SH1/SH57 intersection. North of Levin, traffic flows are much lower.

Our information shows that the amount of traffic travelling on SH1 and SH57 has been growing between 1% and 2% every year (recently this growth has been slower). Traffic volumes are expected to increase at a similar rate, or even accelerate, in future as the population in the lower North Island continues to grow.



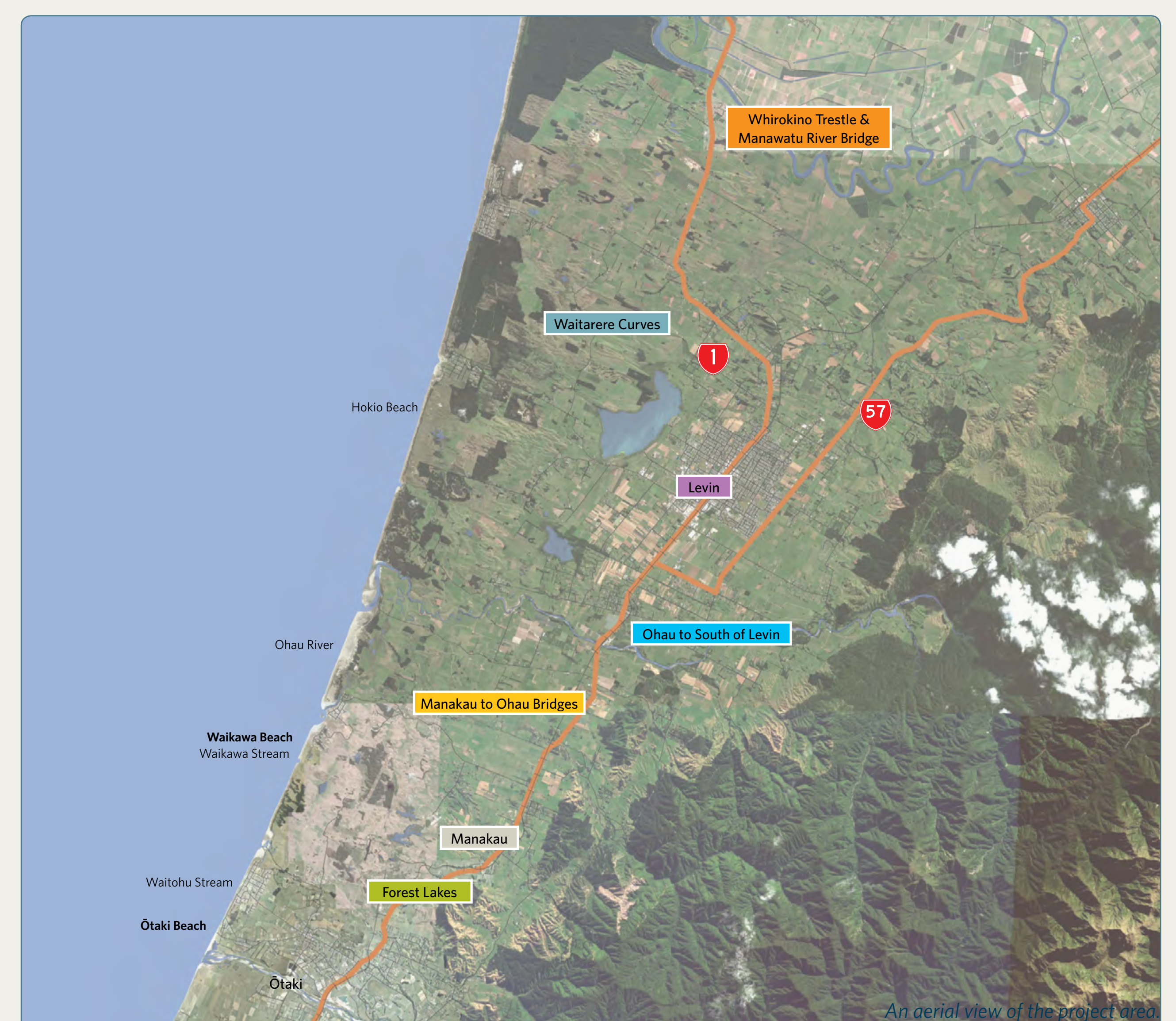
2012 Daily Vehicle Traffic counts on State Highways

The projects

Our proposed improvements are targeted in these different locations:

- Forest Lakes (Taylors Road to Pukehou Railway Bridge)
- Manakau
- Manakau to Ohau Bridges
- Ohau to south of Levin
- Levin
- Waitarere Curves
- Whirokino Trestle & Manawatu River Bridge

We have identified the needs and key safety and efficiency issues in these locations, what we are proposing and what needs to be considered further to refine our designs.



An aerial view of the project area

Manakau Safety Improvements

The package of work in and around Manakau township covers the 1km stretch of SH1 from south of Honi Taipua Street to north of Waikawa Beach Road. It connects with three local roads – Honi Taipua Street, Mokena Kohere Street and Waikawa Beach Road. The rail line runs to the east and the land has been developed on both sides of the road.

Earlier this year, we explained the issues that people face when using SH1 through the township.

Since May, we have been developing options and recommendations that build on our earlier feasibility investigations. We've identified a package of improvements, concentrating on short-term safety and traffic management benefits while maintaining our long-term plan of creating a four-lane highway.

The key issues to be addressed by our improvement work are:

- High speeds through the township that create safety issues and conflict with Manakau's township identity
- The southbound passing lane is not compatible with the northern end of Manakau
- A lack of pedestrian and cycling facilities
- How side roads connect and affect State Highway 1
- Heavy vehicle traffic through the township conflicting with people travelling locally in Manakau
- Issues with trains stopping in the train passing bay and blocking Mokena Kohere Street
- Hazards at the roadside or road's edge that are a safety issue if someone were to crash into them.

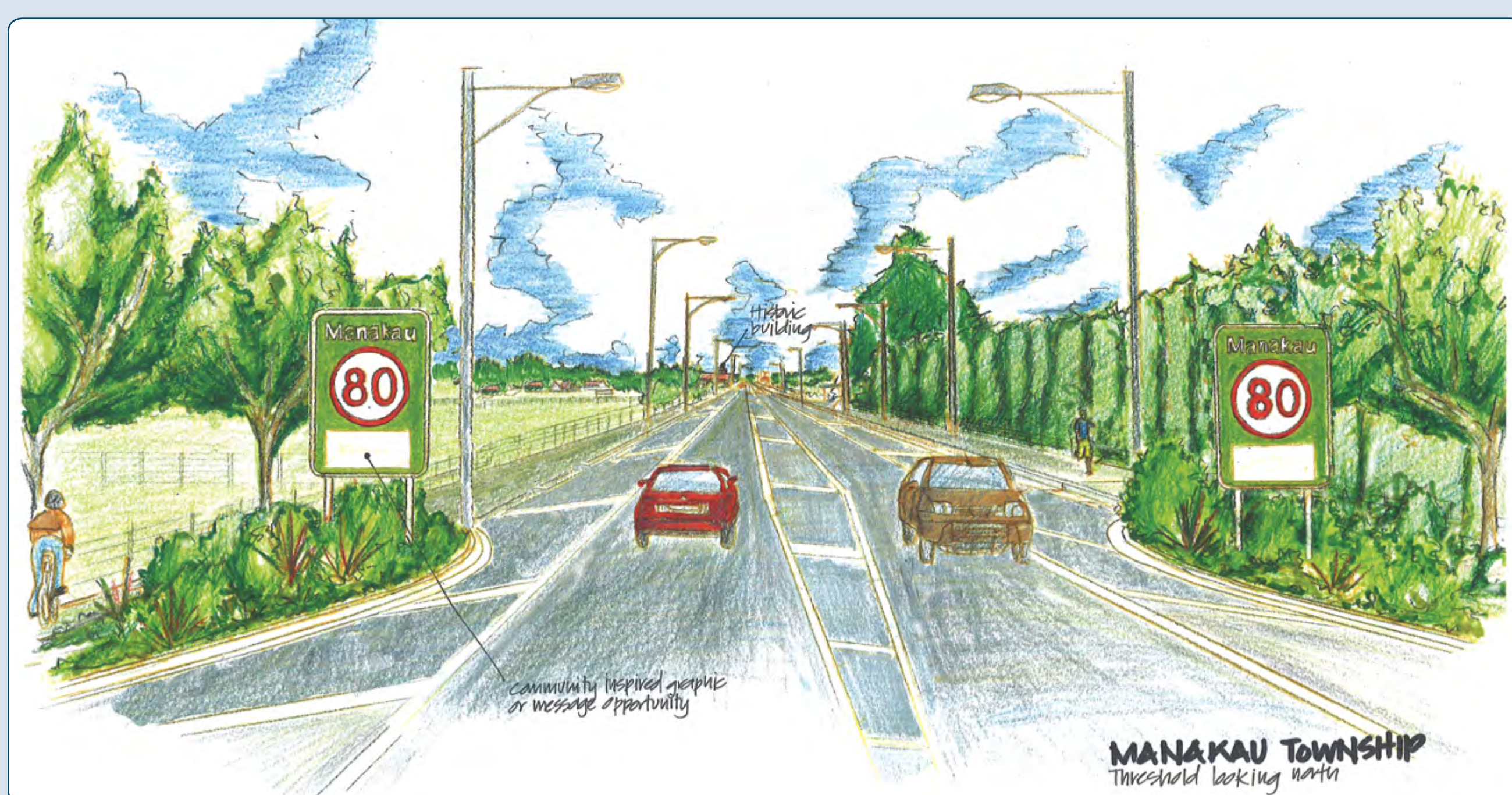
What we are proposing

We originally proposed to make this section of state highway safer by implementing a number of changes. Most of these remain.

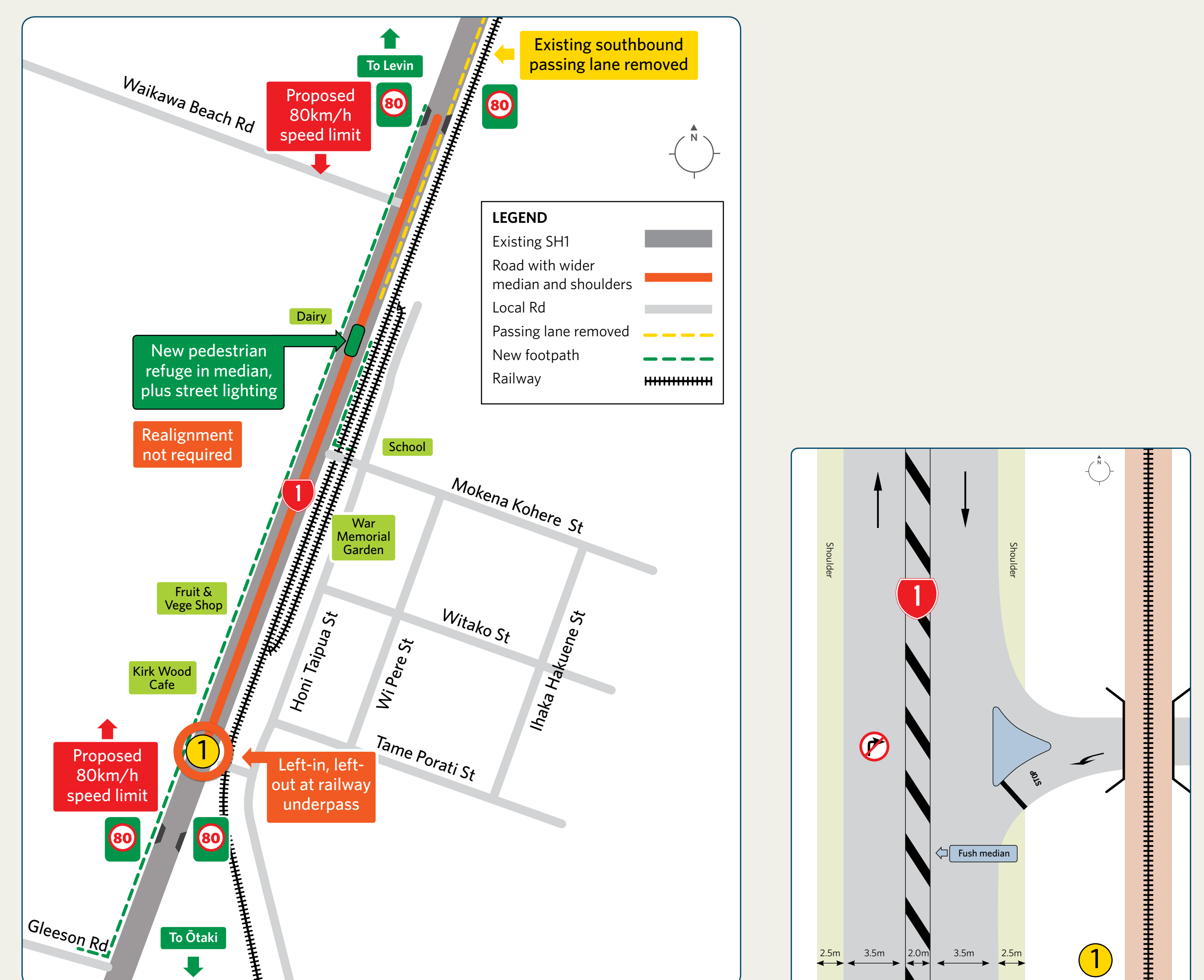
We are still proposing:

- Reducing the speed limit to 80km/h through Manakau township
- Creating entry "gateways" at either end of Manakau to make it clear to drivers that they are entering a different speed environment
- Widening the highway and creating a painted median strip with a wider road edge, which will provide more space for cyclists and for vehicles turning to and from intersections or driveways
- Removing the southbound passing lane, which ends north of Manakau
- Restricting right-hand turns at the highway intersection with the railway underpass link and redirect right turning traffic to the safer intersection of Mokena Kohere Street
- Providing a footpath on the western side of the highway extending just north of Waikawa Beach Road and south of the township to Gleeson Road, and
- Providing a pedestrian refuge opposite the dairy to make crossing safer for pedestrians

Our proposals are mostly within the existing highway, but we may need to use private land temporarily to construct the final design. We will liaise with landowners over this issue when we are closer to starting construction.



An artists' impression of how the entry to Manakau Township could be modified.



What has changed?

After listening to your feedback we have decided not to close the railway underpass to all traffic as previously proposed. You have highlighted how important this connection is at present if Mokena Kohere Street is blocked, particularly for emergency purposes. We may revisit this decision in the future when, or if, the train passing bay is moved. This is something we are discussing with KiwiRail.

Also, we are not planning to alter the Mokena Kohere Street intersection. While we previously intended to create a bigger gap between the highway and railway we took your feedback into account on this issue and changed our decision. We surveyed the number of heavy vehicles using the intersection and found the number was not high enough to need changes to the intersection. We expect that access to Manakau will be safer in future by reducing the speed limit through the township and by modifying the railway underpass access point.

Is there anything else we should know before we make a decision to progress this work in Manakau



Ohau Safety Improvements

This 1.5km section of State Highway 1 extends from south of Bishops Road, through Ohau Township to north of Vista Road. The speed limit through this area is 100km/h and this limit extends approximately 300m through the built-up Ohau township. There are five intersections in close proximity to each other.

The issues through Ohau township are very similar to those faced in Manakau. In addition we previously proposed a new road connection between SH1 and SH57. Our revised proposals for this connection are detailed on separate information boards and our proposals for the township are outlined below.

A key consideration we have been working on since May is how to improve safety for state highway users and maintain local network connections to and across SH1 through Ohau township.

We have identified a general package of improvements, concentrating on short-term safety and traffic management benefits, while maintaining our long-term plan of creating a four-lane highway.

The key issues to be addressed by our improvement work are:

- High speeds through the township that create safety issues and conflict with Ohau's township identity
- A short northbound passing lane leading into the township
- Limited pedestrian and cycling facilities
- Multiple side roads interacting with the highway and a high number of vehicles crossing SH1
- Heavy vehicle traffic through the township conflicting with people travelling locally in Ohau
- The clash created by traffic going to and from houses and retail/commercial activities located on or close to the state highway
- The road's geometry creating safety issues (i.e. a narrow width, tight curves and limited sight distances)
- Hazards at the roadside or road's edge that are a safety issue if someone were to crash into them.

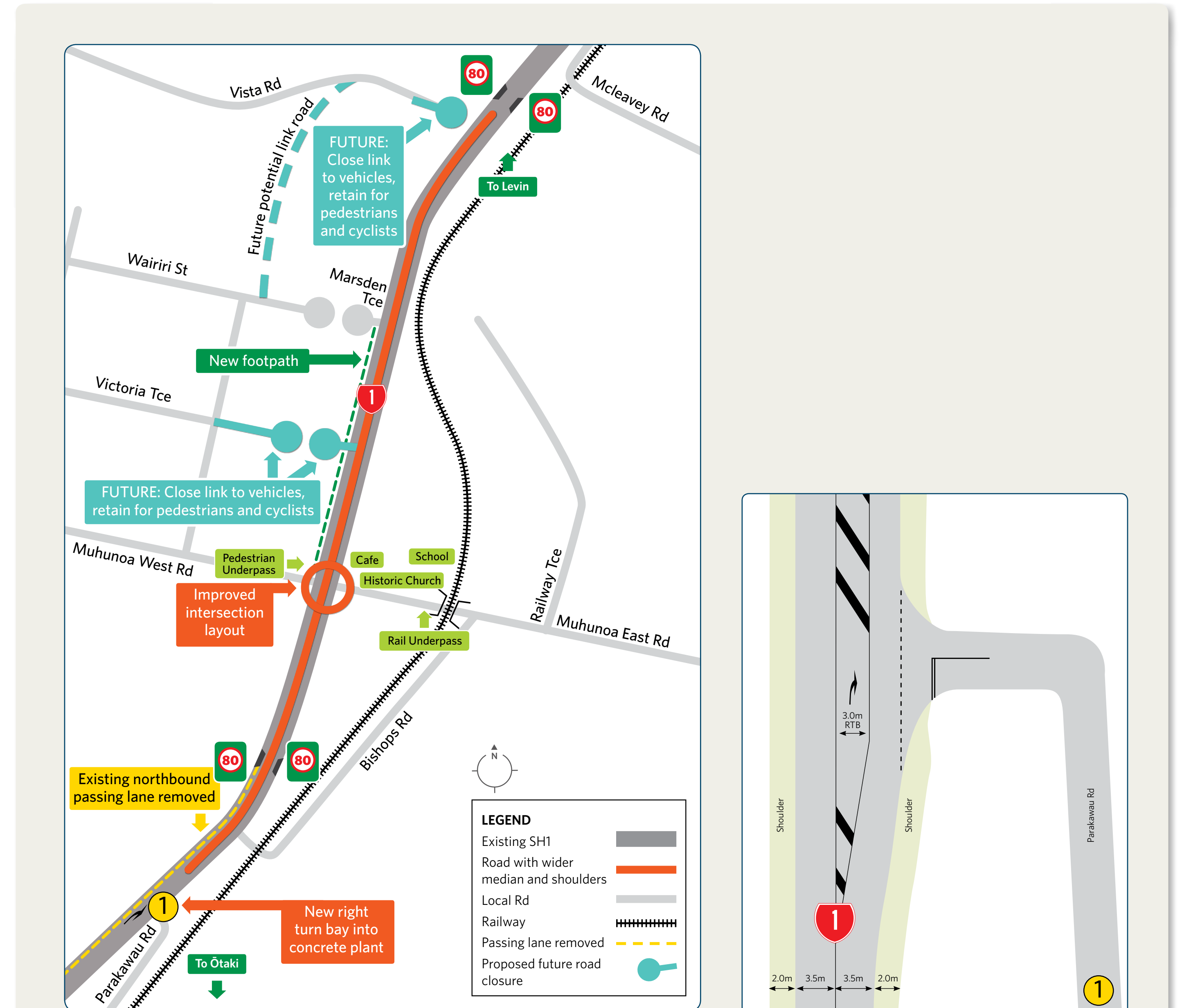
What we are proposing

We originally proposed to make this section of state highway safer by implementing a number of changes. Most of these remain.

We are still proposing:

- Reducing the speed limit to 80km/h through Ohau
- Creating entry "gateways" at either end of Ohau to make it clear to drivers that they are entering a different speed environment
- Widening the highway and creating a painted median strip with a wider road edge, which will provide more space for cyclists
- Removing the northbound passing lane, which ends south of Ohau and provide a right-hand turning bay into Parakawau Road and the concrete processing plant
- Improving the layout of the state highway intersection at Muhunua East/West Roads
- Providing a footpath on the western side of the state highway between Marsden Terrace and Muhunua West Road, connecting with the existing pedestrian underpass.

Our proposals are mostly within the existing highway, but we may need to use private land temporarily to construct the improvements. We will liaise with landowners over this issue when we are closer to starting construction.



What has changed?

As a result of the work we have done since May we have reconsidered other proposals we told you about. Rather than discarding them completely, we are putting these proposals on hold and they do not form part of our immediate plans.

These include:

- Improving or relocating the Bishops Road intersection. This is being considered as part of our proposals for the SH1/SH57 connection, therefore any changes here would happen in future
- Improving two road curves – one south of the township and the other between Marsden Terrace and Vista Road. These curves do not need to be improved given our plans to reduce the speed limit.
- Closing Vista Road and Victoria Street intersections and creating a new link road within the township. We will consider these proposals again in future.

Is there anything else we should know before we make a decision to progress this work in Ohau?



SH1/SH57 Connection

We have previously highlighted there are a number of safety and efficiency issues on the existing section of SH1 between the Ohau River and Levin that need to be addressed. In May we told you about two main options we had identified and these drew mixed responses.

Since then we have looked at some further ways to address the issue at the two state highway intersections at SH1/SH57 Kimberley Road and SH57 Kimberley Road/Arapaepae Road.

Given the high crash history in this area, we know that we need to do something, so we took on board your comments and suggestions. We have now come up with a number of new alternatives.

Some of these routes are variations on our earlier proposals, such as 3C, 4A and 5A (noted on the proposals map), while others are completely different.

What we considered

Looking at the proposals map, you may see we have taken community suggestions on board and then seen how they would work from an engineering point of view. We have also looked at a longer section of highway improvements combining our preferred option to improve safety and efficiency between Manakau and Ohau Bridges with the SH1/SH57 connection. Each of the new proposals has their own merits and issues. The full report and analysis of the options is available on our website at www.nzta.govt.nz/otaki-levin-project.

While improving the existing highway and intersections (Option 3C) could be achieved, it would not meet our long-term objectives of eventually four-laning SH1 without a substantial

impact on the character of Ohau Township and properties either side of the existing SH1 and SH57 routes. Due to the severe impacts and the high costs, this option was discarded.

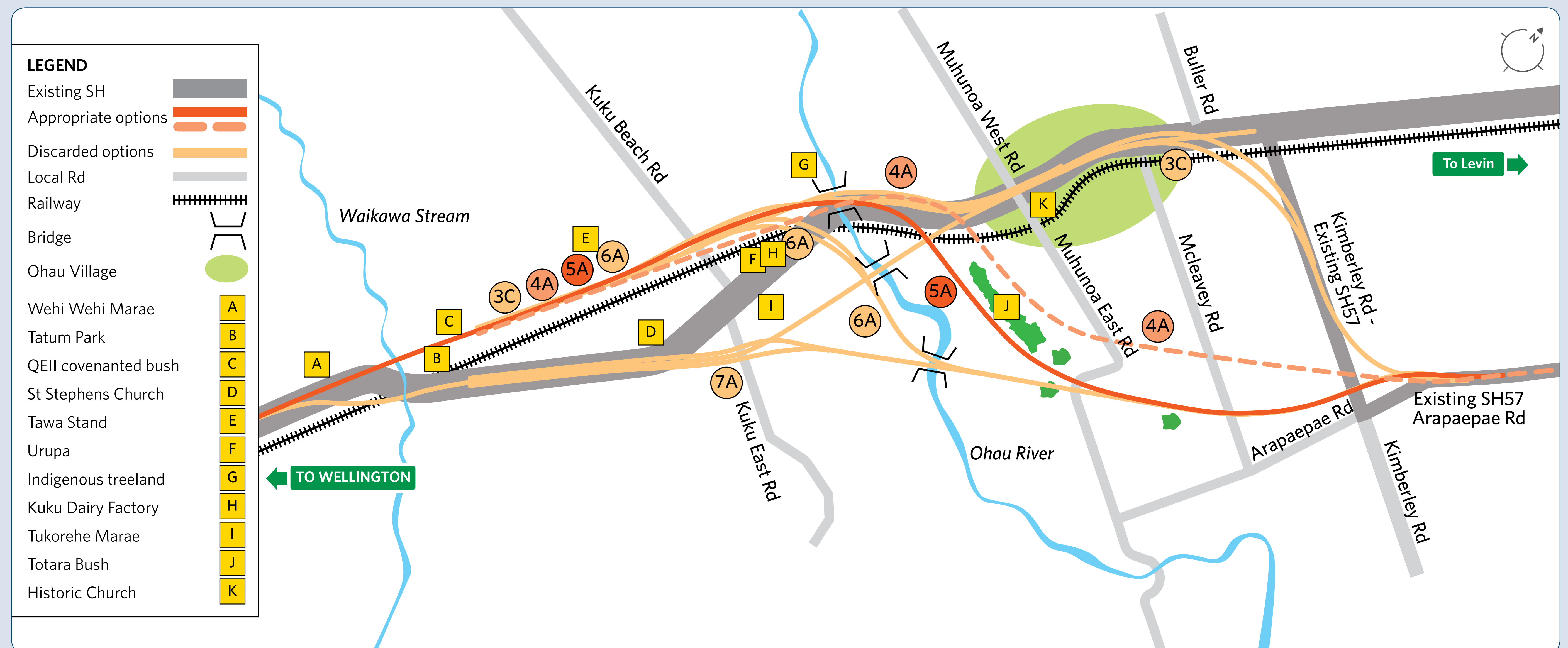
Suggestions of a route that deviated south of the Ohau River were also possible, but presented significant issues, particularly regarding property access, cultural impacts and flooding issues as well as potentially higher costs.

Each option was scrutinised and assessed in detail by independent experts and through a formal multi-criteria analysis. Horowhenua District Council was also involved in this analysis. We identified two appropriate options and one distinct preference.

Analysing the options

As noted, a formal multi-criteria analysis has been carried out so the different options that had been developed or reconsidered since May could be evaluated.

This evaluation includes discussion and scrutiny of any opportunities or benefits the different options would have if constructed. The different scores for criteria such as archaeology, ecology, social/community, tangata whenua values and landscape/visual effects, to name a few, are further considered and weighted to help the project team identify a preferred option or options.



SH1/SH57 Connection - what we are proposing

We are continuing to propose a new connecting road, between SH1 south of Ohau and SH57 at Arapaepae Road. This new road will significantly improve safety and provide efficiency benefits by removing traffic from Ohau Township, reducing conflicts at SH1/Kimberley Road and replacing the Kimberley Road/Arapaepae Road intersection.

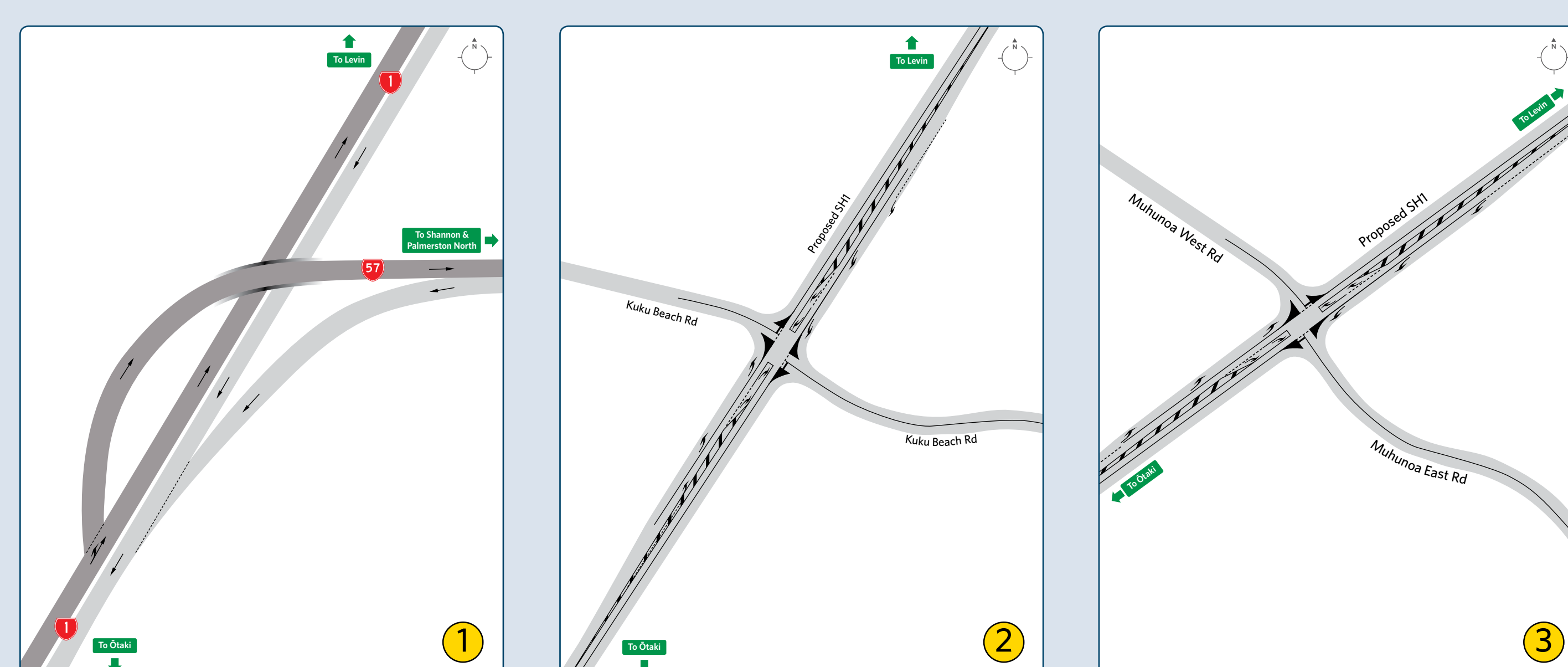
What we are proposing

As indicated in May, a new road will be easier to turn into a four-lane road in future, compared with making upgrades and intersection improvements to the existing state highway.

The location of the new road is yet to be confirmed, however, we have a preference for Option 5A which moves the highway to an alignment south of the Totara bush reserve located within the Ohau vineyards. Our preference minimises the landscape and visual impact of the 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 but still achieves a suitable route that maximises transport benefits. The constraints map on this board shows you the key historic and cultural landmarks we have to be mindful of when considering locations.

While we feel that Option 5A is the best option, we could also consider Option 4A should there be sufficient support for it.

We have illustrated how this new road might connect into the local roading system in future and the layout of some key intersections. We will continue to work on these details next year.



Issues to consider

Property impacts - the new alignments being considered mean there will be different property requirements. Some new properties will be affected.

Potential social and environmental effects - there will be impacts as a result of the new proposals, with further work required to fully identify all the effects.

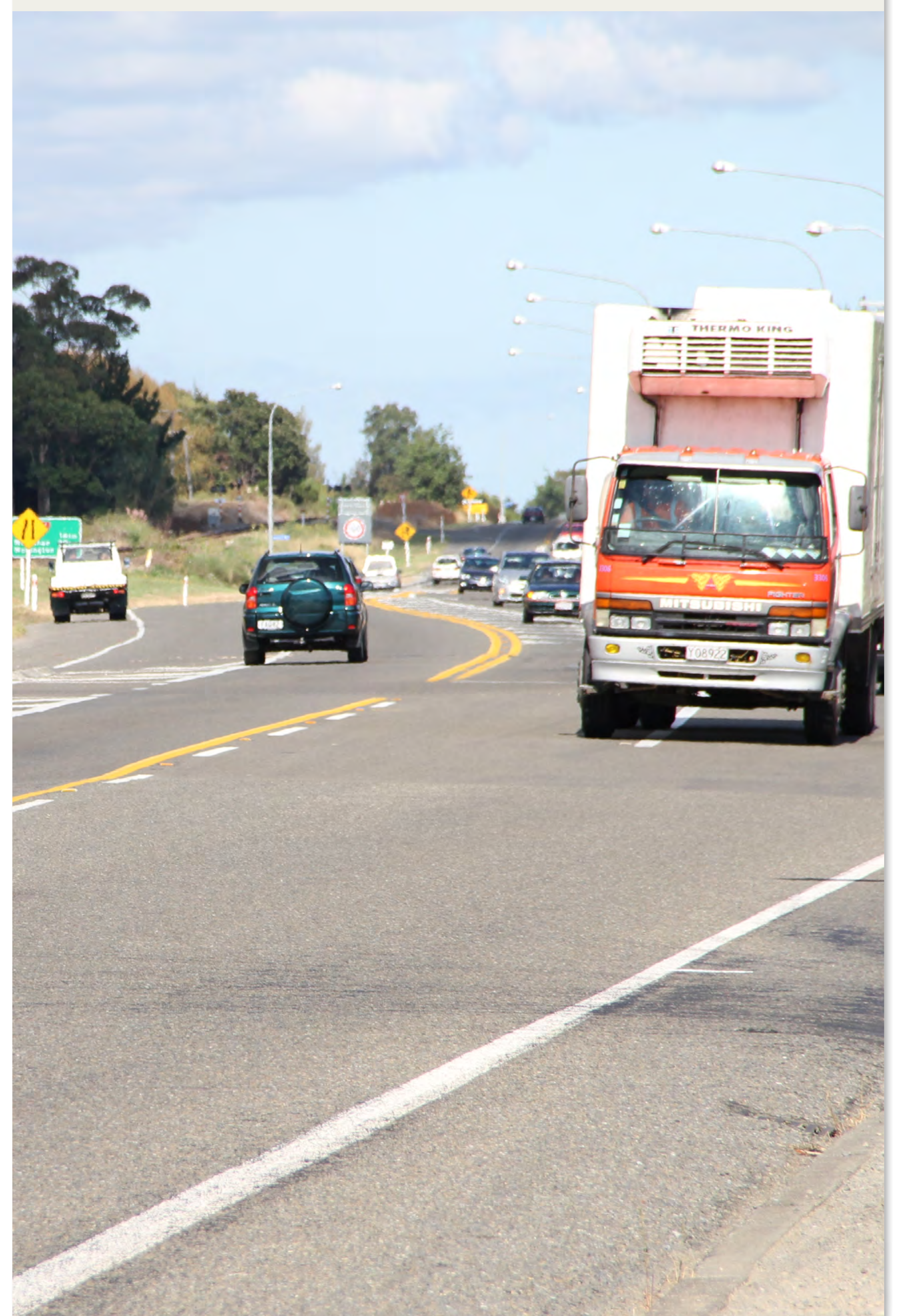
Cost - we will need to undertake more detailed investigations to clarify what the potential costs of our preferred route would be.

Future highway needs - we need to understand how these proposals will fit with our long-term approach of eventually providing a four-lane highway.

We are close to making our decision on a preferred option. At this stage 5A is our preference.

Is there anything else we should know about these routes before we decide?

What are your thoughts about the different local road intersections we have illustrated?



Potential Levin Bypass

We previously talked about proposed improvements through Levin and the connection to SH57 via Queen Street. One of the key proposals we discussed was the suggestion of a Levin Bypass for heavy vehicles. You told us you would like us to investigate this bypass further and since then we have developed and assessed some options.

Although we are yet to reach any conclusions, we have made good progress and want to share some of the results of our investigations with you.

Our proposals for the SH1/SH57 connection means that the southern part of a potential future bypass connecting SH1 with an eastern bypass of Levin, using SH57, will be formed already. It would be possible to link SH57 back to SH1 to the north of Levin on a new road, forming a heavy vehicle bypass.

Issues to consider

The aim of a bypass is to draw heavy vehicles away from the main street of Levin, while still keeping most traffic on the current route. In order to create a bypass that is attractive to heavy vehicles and that would be used, the bypass would need to be straight, wide and with a higher quality pavement to withstand the weight of vehicles using it. However, this would also make it attractive to other vehicles, and would require further work to ensure that the Levin centre remains an attractive destination.

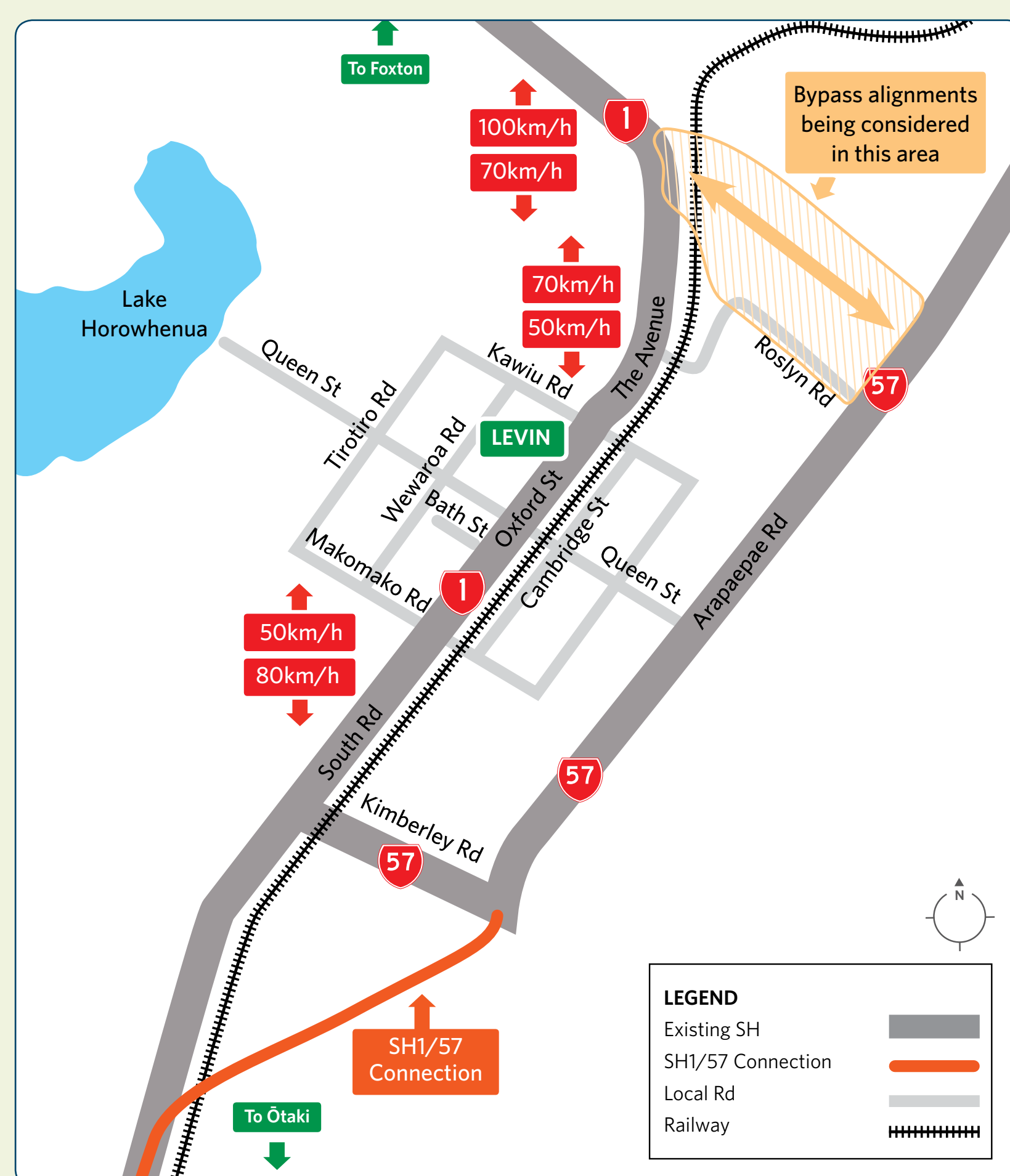
Another issue is the cost and impact of creating a bypass. Of the options we have considered, the lowest cost option was just over \$20 million. The best, but most expensive, was nearly \$35 million. Each option would require us to buy property to construct a new road.

Lastly, by creating a bypass, the distance heavy vehicles would need to travel through Levin would become longer. This may mean it might not be as attractive to truckies who want to travel the shortest distance possible.

Next steps

We are still working on the options and will confirm the outcomes of our Levin Bypass investigations in 2014.

What information do you want us to know about a potential Levin Bypass before we make a decision?



A high number of vehicles travel through Levin, including heavy vehicles.



The SH57/ Arapaepe Road intersection is seen as problematic from a safety and efficiency perspective.

Work on other proposals

While you will have seen information that relates to Manakau, Ohau, the Ohau to south of Levin connection and potential Levin Bypass at our open days or in our newsletter, there are a number of other projects included in the Ōtaki to North of Levin section of the Wellington Northern Corridor.

We received feedback on these other projects from our last round of consultation in May. They are still being considered and are at a different stage of investigation. Our focus needed to be on the other proposals at this time.

The other projects are:

- Forest Lakes,
- Waitarere Curves and
- Whirokino Trestle & Manawatu River Bridge

Manakau to Ohau Bridges

As noted, our proposal for this section has been combined with the SH1/SH57 Connection. As a reminder, we previously proposed two options:

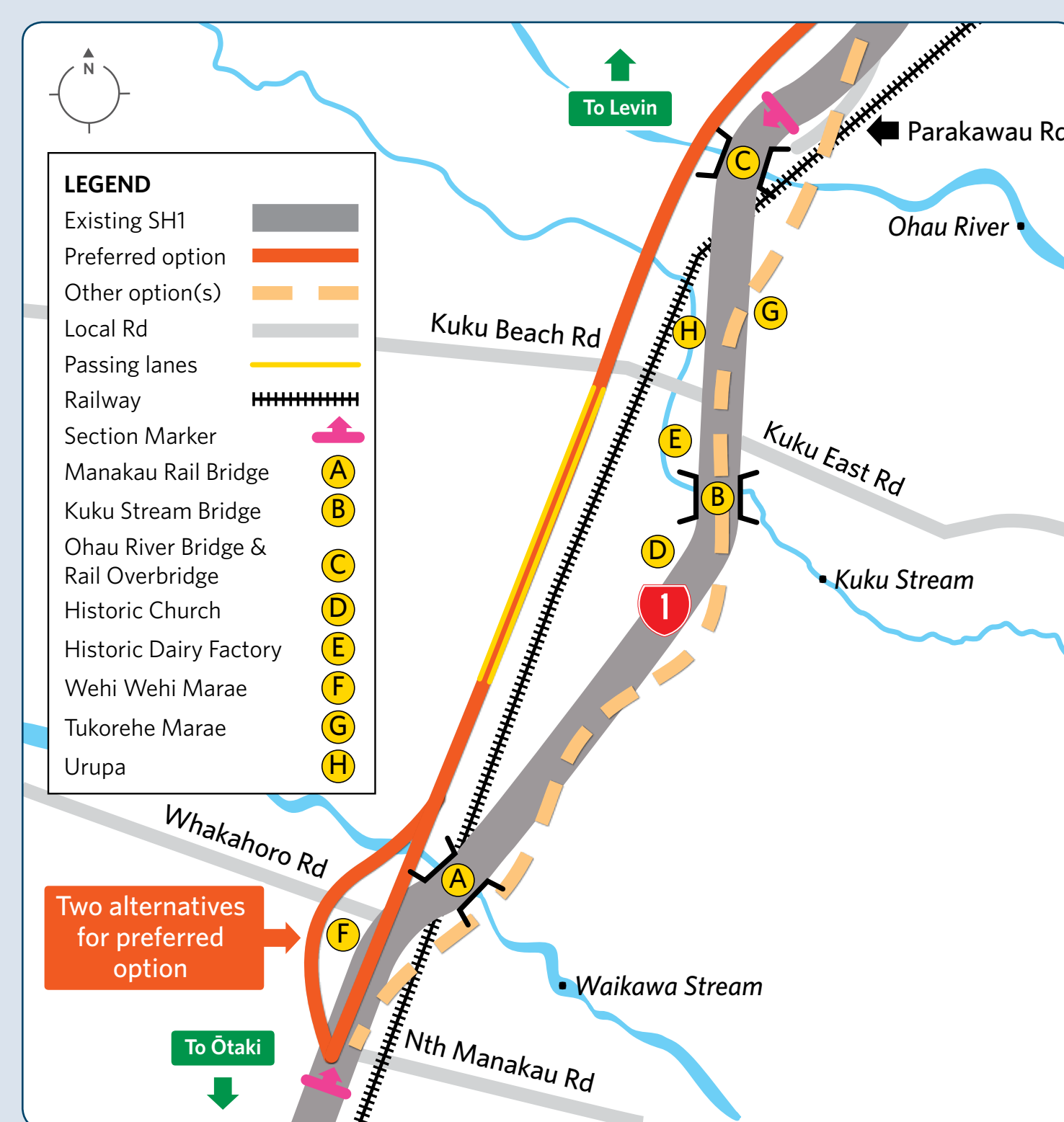
Make various safety and efficiency improvements along the existing SH1, or

Divert the highway along the western side of the railway line.

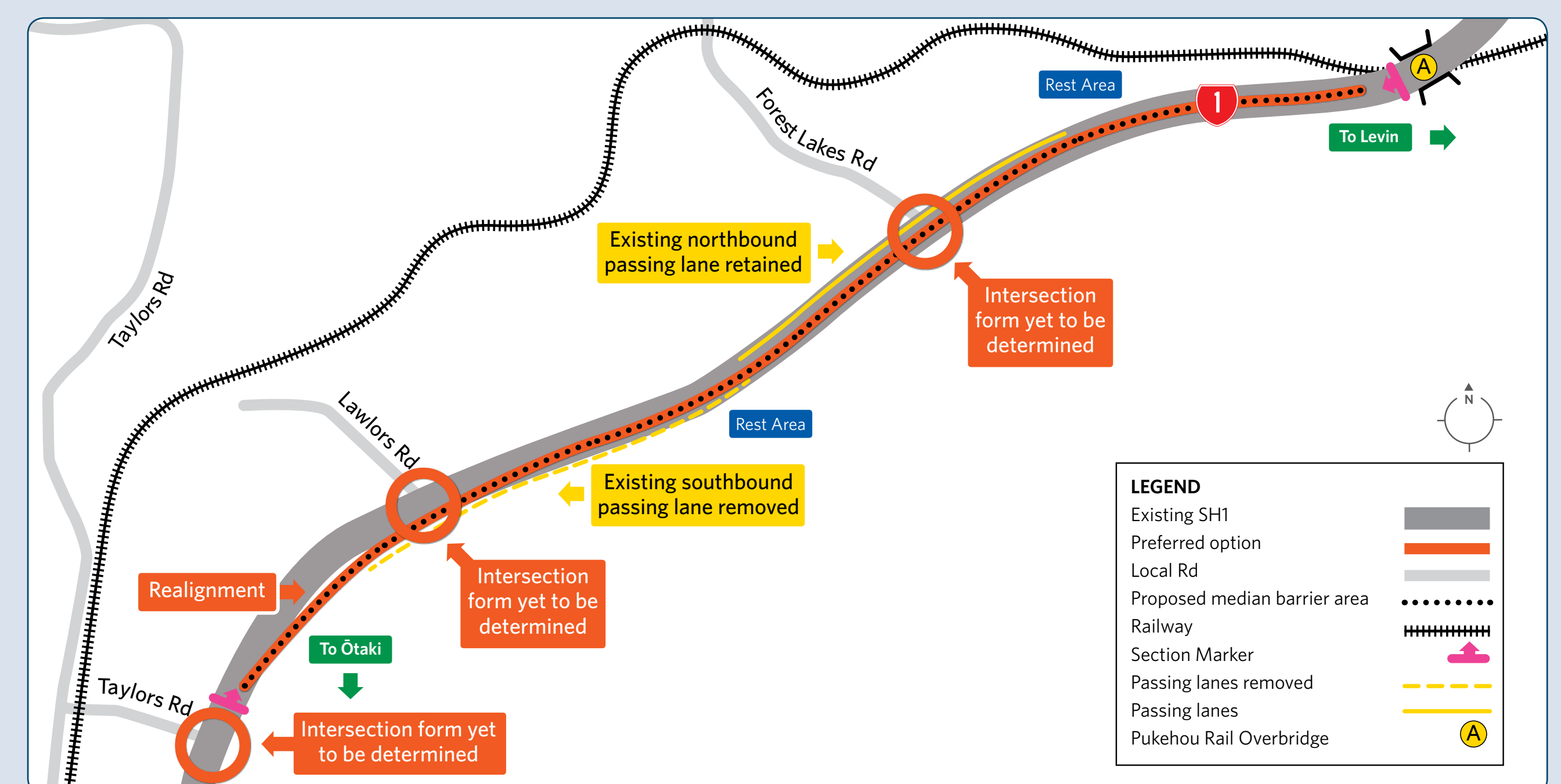
Our preference is to divert the highway and this has become part of our preferred option for the SH1/SH57 Connection. This option avoids having to build replacement bridges over the railway line, provides a more direct route (reducing journey times), affects fewer properties and avoids listed or cultural buildings of significance, which are generally located alongside the existing highway.

The new route can be built to provide four lanes in future, and would involve constructing passing lane in a section divided by a wire rope median barrier. Three bridges would be constructed at Waikawa Stream west of the existing bridge, over Kuku Stream and at Ohau River west of the existing bridge.

In the meantime, here is a reminder of what we are proposing for the other projects:



Forest Lakes



In order to address the safety issues along this section of SH1, we propose the following improvements:

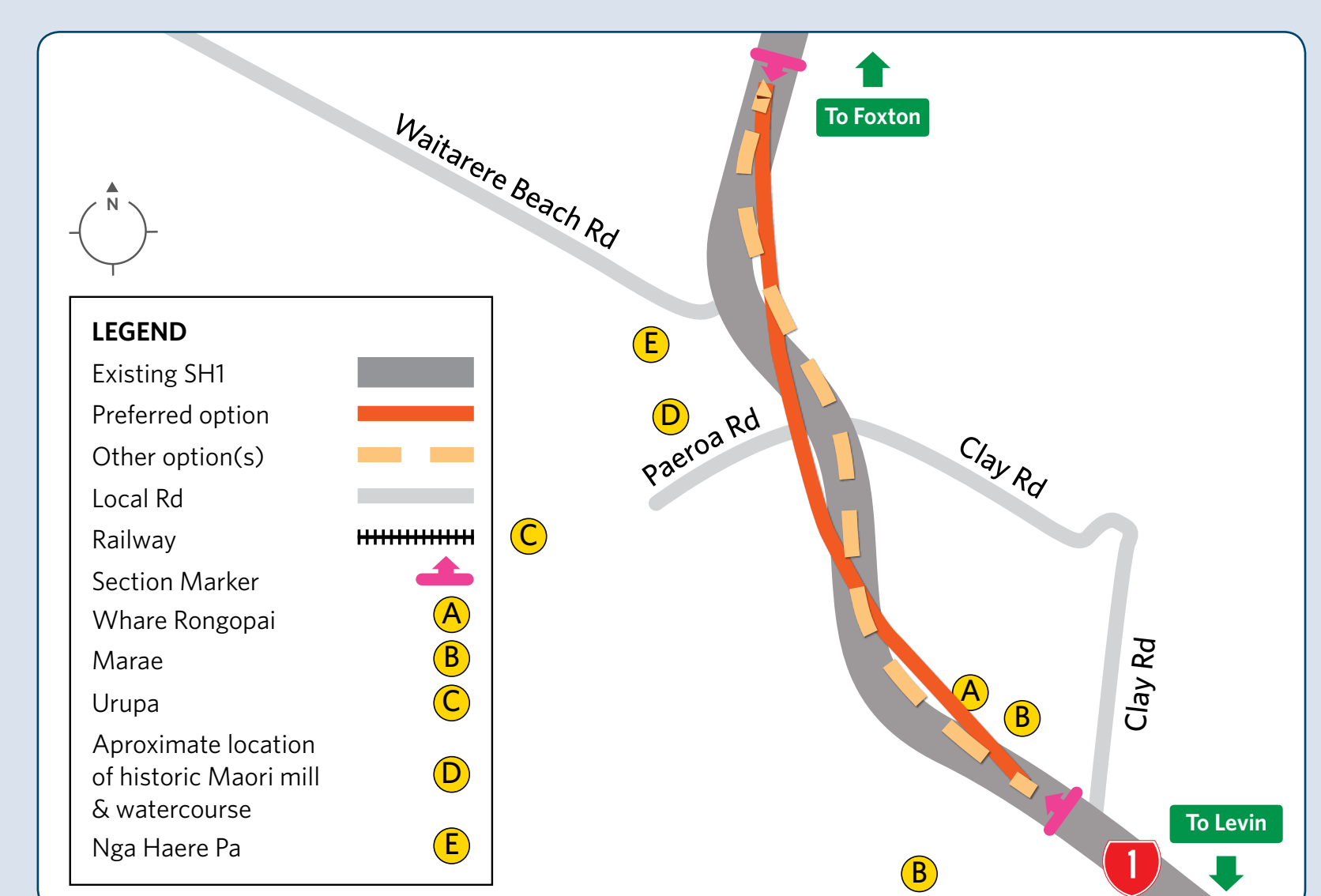
- a wire rope median barrier
- 1.5 metre median strip
- realigning the curve north of Taylors Road
- maintaining the current speed limit
- removing the southbound passing lane (as the Peka Peka to Ōtaki Expressway to the south provides passing opportunities)

Waitarere Curves

Two options were considered to improve the area from north of Clay Road to north of Waitarere Beach Road. The two options were:

- Improving the existing three curves on the road, or
- realign the road.

Our preferred option is to realign the road making this section 330m shorter and creating a new Waitarere Beach Road intersection.

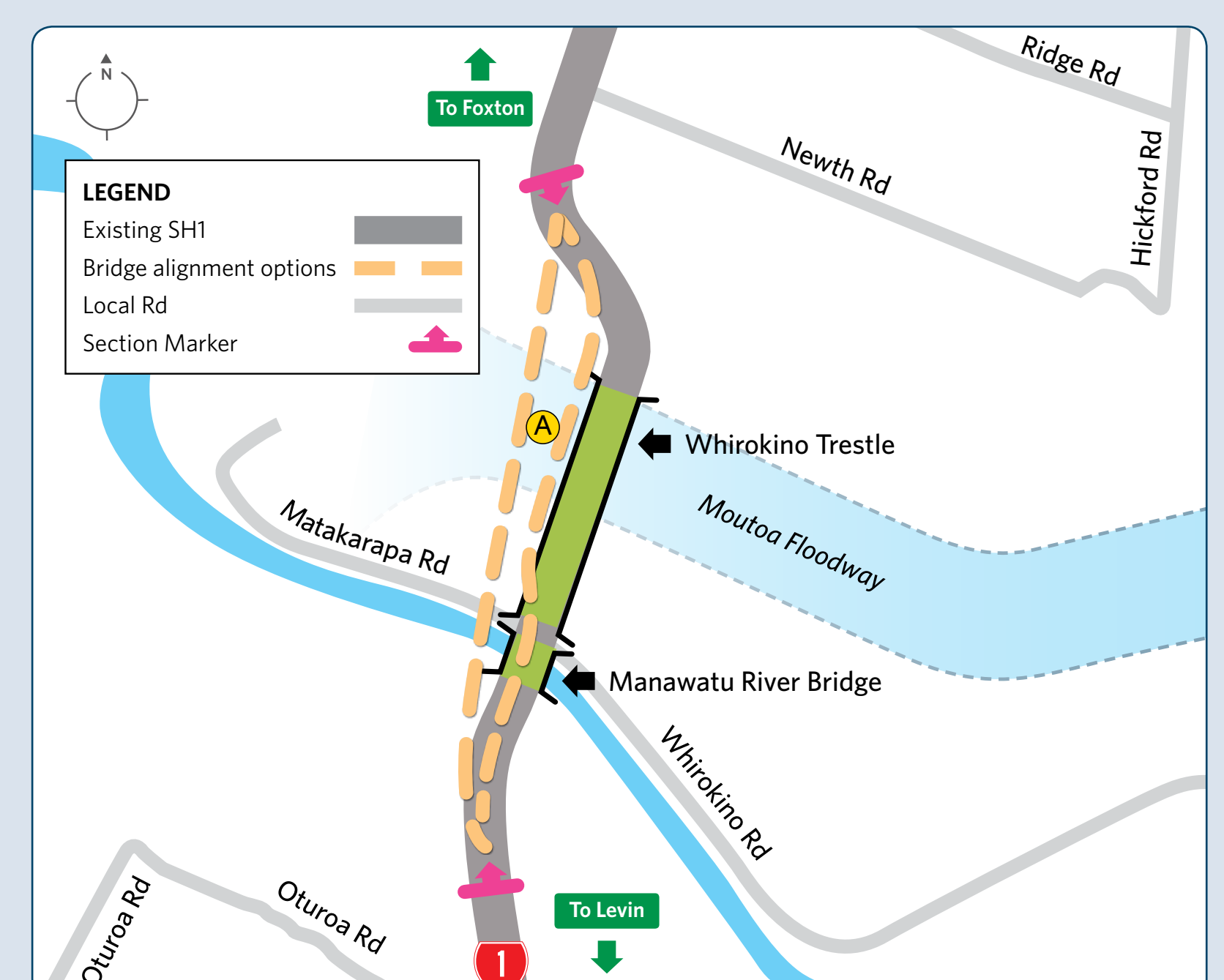


We will also consider installing a section of median barrier with appropriate local road connections in this area to reduce the risk of crashes caused by cars crossing into opposing traffic.

Whirokino Trestle

We are considering upgrade and replacement options for both bridges. Our initial investigations show that the Manawatu River Bridge could be upgraded or replaced, but it is more than likely that the Whirokino Trestle will need to be replaced.

If both bridges are replaced, we need to consider if we keep them more or less on their existing alignment or choose a new alignment for them. The form of the bridges also needs to be considered further.



How this section fits within the Wellington Northern Corridor

The Ōtaki to North of Levin section of SH1 is important to ensuring the Wellington Northern Corridor provides a safe and efficient connection that communities and businesses can rely on to grow and prosper.

In keeping with the rest of the Wellington Northern Corridor, the changes outlined for this section will improve how people get around, to and through the region, allowing them to spend more time on the things that are important to them.

When completed, the Wellington Northern Corridor will make journeys between Wellington and Levin 40 minutes faster than they are now. This helps not only individuals, but businesses and freight movers, who can rely on efficient transport for their economic prosperity.

Travel times will also become more reliable. This allows people to plan their journeys with more certainty and switch between different modes of travel with ease because they can expect to reach public transport stations in time for scheduled services.

The route will be safer once the Corridor has been constructed with 40 fewer fatal and serious crashes expected in the first five-year period after the Wellington Northern Corridor's construction has been completed.

The highway will be able to manage unforeseen events much better because of its design and because it offers an alternative route. This is important given this year we have had a timely reminder that we need to build resilience into our transport network so it can withstand vicious weather and changing ground conditions if a major earthquake were to strike.

And lastly, the Corridor will contribute to 865 additional permanent jobs in the region. This does not include the 8000 new construction jobs that will be required to construct the Corridor, peaking in 2018 with 1000 active jobs.

The map on this board shows the expected completion timeframes with a brief update on the progress of projects closest to the Ōtaki to North of Levin section noted below.

Peka Peka to Ōtaki

A Board of Inquiry considered our consent applications for the Peka Peka to Ōtaki section in late September. We expect a draft decision soon.

For more information about our RMA applications please visit www.nzta.govt.nz/projects/peka-peka-to-otaki-application.

MacKays to Peka Peka

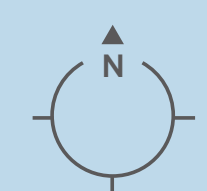
Construction work has begun on the MacKays to Peka Peka section, concentrating on site preparation and archaeological investigations. Further work is expected to begin soon.

For more information about construction activities or the project in general please visit www.nzta.govt.nz/projects/mackays-to-peka-peka.

Transmission Gully

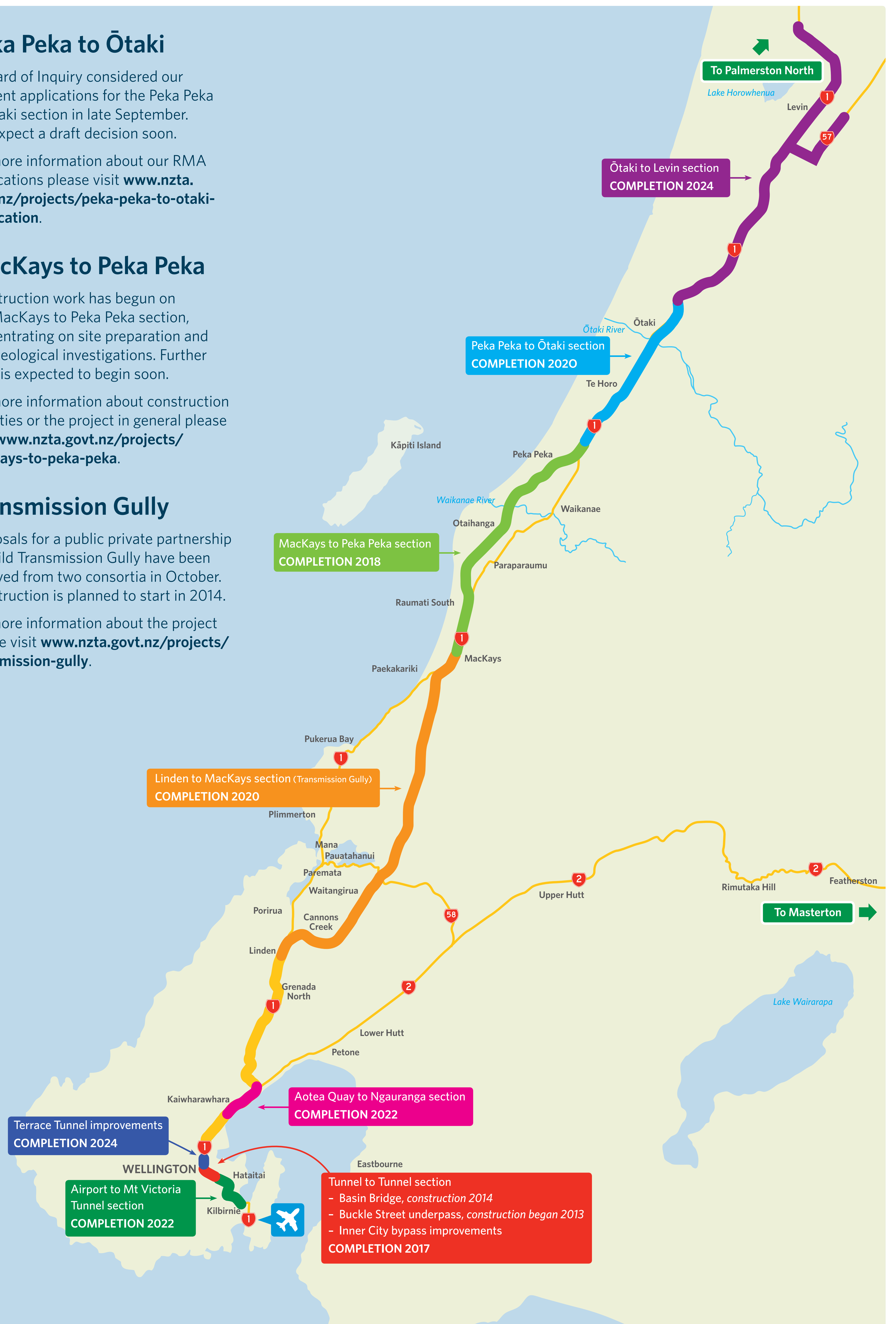
Proposals for a public private partnership to build Transmission Gully have been received from two consortia in October. Construction is planned to start in 2014.

For more information about the project please visit www.nzta.govt.nz/projects/transmission-gully.



Wellington Northern Corridor (Wellington Airport to Levin) ROAD OF NATIONAL SIGNIFICANCE

- LEGEND**
- █ Airport to Mt Victoria Tunnel section
 - █ Tunnel to Tunnel section
 - █ Terrace Tunnel improvements
 - █ Aotea Quay to Ngauranga section
 - █ Linden to MacKays section (Transmission Gully)
 - █ MacKays to Peka Peka section
 - █ Peka Peka to Ōtaki section
 - █ Ōtaki to Levin section
 - █ Existing State Highway





MWH



NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4

Appendix D Open Day Notes

OPEN DAY NOTES

ŌTAKI TO NORTH OF LEVIN PROJECT

OPEN DAY WITH THE PUBLIC

Saturday 30th November 2013, 10:00am to 4:00pm
Te Takare, Levin

Purpose of Open Days: To provide information to the public on the proposals for the RoNS project between Otaki and north of Levin and give them the opportunity to talk to project team members about their comments and/or questions.

Project Team Attendees:	Jo Draper	NZTA
	Rowan Oliver	NZTA
	Susan Rawles	NZTA
	Phil Peet	MWH Project Team
	Sylvia Allan	MWH Project Team
	Caroline van Halderen	MWH Project Team
	Simon Stewart	MWH Project Team
	Jon England	MWH Project Team

Public Attendees: Over 170 people were counted as attending. An attendance register was kept for those who wanted to sign in. Because of the nature of the venue, with several ways to enter the area, it is likely that not everyone was counted during busy periods, and up to 200 people may have attended.

The table below outlines particular comments made during the day. Not all comments were recorded, typically just those that provided a particular point of view or added information of which the project team was unaware.

Project	Feedback
SH1 - SH57 Connection	There is concern with the lack of information on access in the vicinity of Kimberley Road and Arapaepae Road, particularly Kimberley Road east. Residents raised questions around the additional time emergency services would take to access them, and also about the additional travel for a return trip to Levin. There were suggestions of a roundabout option at Kimberley/Arapaepae Roads.
	It is noted that the Kimberley Reserve is used by many people from Levin on a daily basis for dog walking (a designated area), river swimming in summer (free and very popular) and for events and festivals (e.g. annual Organic River Festival), including camping.
	Some residents would be happy with a left slip from SH57 into Arapaepae Road, which would give one-way access to Kimberley Road east, but note that this would be the absolute minimum level of access needed and would not resolve the issue of getting into Levin without a long trip.
	The school bus route currently uses Kimberley and Arapaepae Roads.
	It is noted that there are a number of businesses down Kimberley Road - including a dairy farm, market garden and a berry farm.



	<p>There are long haul trucks that regularly pick up produce at three properties on McLeavey Road entering from SH1 and exiting onto Arapaepae Road.</p>
	<p>Proposed arrangement will put more traffic through the substandard McLeavey Road/Arapaepae Road intersection.</p>
	<p>Some residents are disappointed in the level of detail. They want a median barrier wherever possible, for safety reasons. They also want a safe separate cycleway facility, as people do cycle on both SH1 and SH57.</p>
	<p>There was a request from a resident to link Muhunoa East Road and Kuku East Road and keep the existing bridge over the Ohau River (“Kirkcaldy’s Bridge”) open for emergency use.</p>
	<p>Drainage is cited by several residents as a problem throughout this general area. There is an old drain running parallel to Kimberley Road, between Kimberley, McLeavey, Arapaepae and SH1. It has not been cleared in 20 years but has quite high flows. This was also identified as the same as, or alongside old Drivers’ Road (has oak trees alongside it), so may have some historic significance. Some old drains have been filled in.</p>
	<p>It is understood that Horizons Regional Council has taken over the responsibility for land drainage here.</p>
	<p>There was a suggestion to shift the route (Option 5a) west to align with property boundaries.</p>
	<p>Landowners located between Options 4a and 5a raised concern that they had not been contacted and were only informed of the proposals through the newsletter.</p>
	<p>Landowners located west of the proposed intersection with Kuku Beach Road are concerned about the visual proximity of and noise from the intersection, which will be raised above the surrounding ground level.</p>
Ohau	<p>Note that there is a railway loop that runs past Bishops and Parakawau Roads.</p>
	<p>There was a suggestion of a new link from Bishops to Parakawau Roads so that one of the intersections and one of the railway crossings can be closed.</p>
	<p>There was general interest in cycle access into Levin and design details of the highway.</p>
Manakau	<p>There is a culvert under SH1 near railway underpass which tends to flood on both sides of the highway. This is also a side drain there which is quite deep.</p>
	<p>Some residents find the road very noisy and are looking for opportunities to reduce noise, such as using different seal and/or planting opportunities on road side of railway (as in the artist’s impression).</p>
Waitarere Beach Road Curves	<p>There are suggestions for a right turn bay into Clay Road for the marae.</p>

OPEN DAY NOTES

ŌTAKI TO NORTH OF LEVIN PROJECT

OPEN DAY WITH THE PUBLIC

Tuesday 3rd December 2013, 4:00pm to 8:00pm
Ohau School Hall

Purpose of Open Days: To provide information to the public on the proposals for the RoNS project between Otaki and north of Levin and give them the opportunity to talk to project team members about their comments and/or questions.

Project Team Attendees:	Jo Draper	NZTA
	John Jones	NZTA
	Cole O'Keefe	NZTA
	Aideen Larkin	NZTA
	Phil Peet	MWH Project Team
	Sylvia Allan	MWH Project Team
	Caroline van Halderen	MWH Project Team
	Steve Kerr	MWH Project Team
	Simon Stewart	MWH Project Team
	Jon England	MWH Project Team
	James Young	MWH Project Team

Public Attendees: 95 people were counted as attending. An attendance register was kept for those who wanted to sign in.

The table below outlines particular comments made during the day. Not all comments were recorded, typically just those that provided a particular point of view or added information of which the project team was unaware.

Project	Feedback
SH1 - SH57 Connection	There is concern regarding the lack of access in the vicinity of Kimberley Road and Arapaepae Road, and access to Levin. (See Levin Open Day notes).
	There is also concern about cycle access to and from Levin.
	Some residents prefer a connection point with Kimberley Road/Arapaepae rather than Muhunua Road which has fewer residents.
	It was noted that there is swampland to the west of Arapaepae Road.
	There was mention of a taonga buried somewhere in the area which had been brought down from the Waikato (perhaps around 1905?). It was thought to be located somewhere to the west of the railway line, south of the Ohau River on the opposite side of the railway line from the urupa.
	There were suggestions that the intersection of the new alignment at Muhunua needs work and that it needs to be a top quality link without curves on the local road immediately adjacent.
	Residents commented on how pleased they were to see public feedback being taken on board.



	<p>The owner of a property fronting Arapaepae Road/McLeavey Road is knowledgeable about Browns Bush. There is an owl nest that has been there for many years. The general area is a natural sump and there is a small wetland on farm land in the vicinity, running east-west. He confirmed that there is a lot of drainage running east-west. In Browns Bush there are a couple of springs and a locally-significant wetland. He is concerned about possible contaminated water in the drainage to wetland with the roading project. The old Drovers Road (see Levin notes) is a significant drain with heavy local rain (which happens about every 7-10 years). This area needs to be looked at carefully.</p>
	<p>There was a suggestion of a connecting road parallel to Arapaepae road on east side to give connection through to Queen Street. There is already a race which goes straight through and is not used.</p>
	<p>There was general support for the amended route now aligning south of the Totara Trees.</p>
	<p>There were comments about Kuku Stream that floods west of SH1.</p>
	<p>There is a former Whanake Pa to the north of Kuku Beach Road, east of the railway (thought to be called Wehipeihana Bush?). There was the suggestion of investigating the possibility of expanding through an environmental enhancement with local Iwi, and there was interest in new constructed wetlands and other planting which could lie between road and railway in vicinity of Kuku Beach Road intersection.</p>
Manakau	<p>There was a suggestion to reduce speed limit to 80km/h across Manakau overbridge as far as Tatum Park.</p>
	<p>There was support for a connection at Kimberley Road rather than Muhunoa Road.</p>
General Comments	<p>General support for the consultation process.</p>
Forest Lakes	<p>There were confusing messages between the PP2O project and O2L project over what is proposed at Taylor's Road, especially since a draft decision on the proposals for PP2O from Taylor's Road to Peka Peka has now been released.</p>

Appendix E Copy of Feedback Form

Feedback Form

Otaki to North of Levin

1. Is there anything else we should know before we make a decision to progress our work in Manakau?
2. Is there anything else we should know before we make a decision to progress our work in Ohau?
3. Is there anything else we should know about the proposed SH1/SH57 Connection route before we make a decision?
4. Any other comments?

Once completed please return via email to: info@O2L.co.nz

Alternatively you can post your feedback for to:
The Ōtaki to Levin Project Team
Freepost 225938
PO Box 5084 Thorndon
Wellington 6145



MWH



NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation Ōtaki to North of Levin Project
Supplementary Consultation Report
Stage 4

Appendix F Collaboration Workshop Notes



MWH

BUILDING A BETTER WORLD



MWH Ref: 80500902

Stakeholder
Address 1
Address 2
Address 3

Attention: Name1

Dear Name2,

Otaki to Levin Investigations

As you are aware, the NZ Transport Agency (NZTA) and MWH are undertaking investigations into the Otaki to Levin section of the Wellington Northern Corridor Road of National Significance.

We have been investigating in more detail changes that could be made through the Manakau and Ohau townships, considering other options for the SH1 and SH57 routes between Manakau and south of Levin and investigating the potential for a Levin Bypass

We have reached a stage where we are meeting those landowners affected by preferred options and will be commencing public consultation at the end of November.

We would like to invite you to another collaboration workshop with our key stakeholders and treaty partners to further discuss the proposals and to obtain your feedback.

The details of the workshop are as follows:

Date: Wednesday 11 December 2013

Time: 1:30pm to 3:30pm

Place: Horowhenua District Council

You are also welcome to invite a couple of your colleagues. Please confirm numbers and names to me by 28 November 2013.

Yours sincerely

Phil Peet
Team Leader
MWH New Zealand Limited

phil.peet@mwhglobal.com

Otaki to Levin Consultation: Invitees to Collaboration Meeting (11 December 2013)

Stakeholder	Address1	Address2	Address3	Name1	Name2
Access and Mobility				Roger Coles	Roger
Cultural				Jessica Stevenson	Jessica
Department of Conservation	PO Box 5086	Wellington 6145		Richard Gill	Richard
Economic Development				David Hoskin	David
Environment				Richard Forgie	Richard
Greater Wellington Regional Council	PO Box 11646	Wellington 6142		Sonia Baker	Sonia
Health				Nigel Fitzpatrick	Nigel
HHA	PO Box 1778	Wellington 6140		Jonathan Bhana-Thomson	Jonathan
Historic Places Trust	PO Box 19173	Courtenay Place	Wellington 6149	Ann Neill	Ann
Horizons				Bruce Gordon – Chair	Bruce
Horizons				Vern Chettleburgh	Vern
Horizons				Wayne Wallace	Wayne
Horizons Regional Council	Private Bag 11025	Manawatu Mail Centre	Palmerston North 4442	Anne Redgrave	Anne
Horowhenua District Council	Private Bag 4002	Levin 5540		Wally Potts	Wally
Kapiti Coast District Council	Private Bag 60601	Paraparaumu 5254		Jane Gunn	Jane
KiwiRail	PO Box 593	Wellington 6140		John Skilton	John
Manawatu DC				Howard Voss	
Muaupoko Tribal Authority Inc	PO Box 1080	Levin 5540		Steve Hirini	Steve
Ngati Kapamanawawhiti	Te Pou o Tainui Marae	Convent Road	Otaki 5512	Rupene Waaka	Rupene
Ngati Kikopiri Maori Marae Komiti Society Inc	63 Todman Street	Brooklyn	Wellington 6021	Heeni Collins	Heeni
Ngati Tukorehe	Tukorehe Marae	613-615 Main Road South	Kuku 5570	Yvonne Wehipeihana-Wilson	Yvonne
NZ Automobile Association	PO Box 1044	Palmerston North 4440		Nadine O'Dea	Nadine
Palmerston North CC				Jim Jefferies	Jim
Police – Safety and Security				David White	David
Rangitikei DC				Chalky Leary	Chalky
Road Transport Association New Zealand	16 Symons Street	Parkvale	Hastings 4122	Sandy Walker	Sandy
Road Transport Forum NZ				Ken Shirley	Ken
Ruapehu DC				Sue Morris	Sue
Tarua DC				Roly Ellis	Roly

Stakeholder	Address1	Address2	Address3	Name1	Name2
Te Kotahitanga o te Iwi o Ngati Wehi Wehi	PO Box 9	Manukau	Levin 5541	Richard Orzecki	Richard
Te Runanga o Raukawa Inc	PO Box 144	Otaki 5542		Te Waari Carkeek	Te Waari
Manakau District Community Association	10 Nikau Lane	Manakau Heights RD3	Otaki 5583	Pam Edwards	

AGENDA
ŌTAKI TO LEVIN PROJECT
**FOURTH COLLABORATION MEETING WITH
KEY STAKEHOLDERS AND TREATY PARTNERS**

Wednesday 11th December 2013, 1pm to 2:30pm
Ngati Wehi Wehi (on SH1 south of the Manakau Rail Overbridge)

Purpose of Meeting: To bring all parties up to date with the work undertaken so far and to get feedback on the next stage of the process.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, the Department of Conservation, tāngata whenua representatives, KiwiRail, and Historic Places Trust.

Facilitator: Jo Draper, NZTA Project Manager.

Time	Component	Person
1:00 – 1:10pm	Welcome	Ngati Wehi Wehi Kaumatua
1:10 – 1:20pm	Overview of projects	Jo Draper
1:20 – 2:00pm	Information boards, plans and project discussions with team members	All
1:45	Tea and Coffee	All
2:00 – 2:20pm	Feedback from wider group	Phil Peet
2:20 – 2:30pm	Next steps, timelines, closing comments	Jo Draper
2:30	Finish	All

Notes:

1. The intention is to have an open and discussive meeting. While there will be some ground rules, active participation is strongly encouraged by all.

MEETING NOTES
ŌTAKI TO NORTH OF LEVIN PROJECT
**FOURTH COLLABORATION MEETING
WITH KEY STAKEHOLDERS AND TANGATA WHENUA**

Tuesday 11 December 2013, 1:30pm to 3:30pm
Wehiwehi Marae (on SH1 between Otaki and Levin)

Purpose of Meeting: To bring all parties up to date with the work undertaken so far and to get feedback on the next stage of the process.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, the Department of Conservation, tāngata whenua representatives, KiwiRail, and Historic Places Trust.

Facilitator: Jo Draper, NZTA Project Manager.

Attendees:	Jo Draper	NZTA
	Phil Peet	MWH Project Team
	Morrie Love	MWH Project Team
	Sylvia Allan	MWH Project Team
	Richard Orzecki	Ngati Wehi Wehi
	Joe Matehaere	Ngati Wehi Wehi
	Bob Miratana	Ngati Wehi Wehi
	Dolly Miratana	Ngati Wehi Wehi
	Lossy Meaclem	Ngati Wehi Wehi
	Janine Gardiner	Ngati Wehi Wehi
	Jan Suwan	Ngati Wehi Wehi
	Liqin Mi	Ngati Wehi Wehi
	Jesse Jin	Ngati Wehi Wehi
	Simon Shi	Ngati Wehi Wehi
	Lindsay Poutama	Ngati Tukorehe
	Huhana Smith	Ngati Tukorehe
	Yvonne Wehipeihana-Wilson	Ngati Tukorehe
	Moira Poutama	Ngati Tukorehe
	Two others	Ngati Tukorehe

Apologies were received from Historic Places Trust, the Manakau District Community Association and other members of Ngati Wehi Wehi and Ngati Tukorehe.

Time	Component	Person
1:00 – 1:10pm	<u>Introductions/Confirmation of Agenda</u> Richard Orzecki and Morrie Love opened the meeting. Jo welcomed everyone and presented the information boards.	Richard Orzecki, Morrie Love, Jo Draper

<p>1:10 – 1:30pm</p>	<p><u>Overview of projects</u></p> <p>Jo outlined a summary of progress on the O2L project, focussing on recent developments at Manakau, Ohau, the connection between SH1 and SH57 and options for a Levin bypass.</p> <p>Following this overview the project team responded to questions from those in the meeting.</p>	<p>Jo Draper</p>
<p>1:30 – 3:00pm</p>	<p><u>Points raised by the wider group</u></p> <p>The group mentioned a meeting held at Tukorehe marae in October attended by Morrie Love from the project team at which attendees suggested that Option 7a (or a variation upon it) was raised as a preferred option and that all of those present at that meeting agreed that this was the best option. The group felt that option 7a (or a variation on it, called Option T by the project team) offered greater benefits than the now preferred option (5a), particularly from a cultural point of view.</p> <ul style="list-style-type: none"> Jo explained the reasons why Option 7a (and Option T) were discarded, primarily the requirement for additional rail and river bridges, and additional road construction required to accommodate access provision along the road. <p>It was inquired whether the decision on a preferred option was made or whether anything could change the decision.</p> <ul style="list-style-type: none"> Jo explained that a rigorous multi-criteria analysis process had been followed with specialists to determine the preferred option and that while no firm decision had been confirmed, there was a clear preference for option 5a. The project team would have to be supplied with new information which was not currently available, or for feedback to be overwhelmingly in favour of one option or another to reinstate a discarded option. There was more discussion on the methodology and outcomes and people were encouraged to read the report and appendices. <p>At the Wehiwehi marae area, there is a clear preference for an option which passes in front of Wehiwehi marae. There was concern about realigning the highway around the back of Wehiwehi marae which would sever valuable farmland which is already severed by the current SH1. This would also leave affected landowners being unable to access the road, so not benefiting from its presence – and a feeling that the affected landowners should be able to access the new SH1.</p> <p>There was discussion about better access to affected properties, including the option of a minor access road behind the marae.</p> <p>There was a comment that there may be an option to re-zone land between the present and future SH1 routes for residential purposes if the SH is diverted around the back of the Wehiwehi marae and land is severed, since severed farmland is unlikely to be useful for</p>	<p>Jo Draper</p>

	<p>farming.</p> <p>It was noted that there are often heavy vehicles inappropriately passing through Manakau by using Manakau North Road as a bypass route, particularly when there is congestion on SH1.</p> <p>There was general feedback from the group that they would like to be further engaged before a decision is made on a preferred option. There was concern that insufficient project team members had been sent to consult with the local iwi prior to the current public engagement, indicating that iwi feedback was not sufficiently valued. Early meetings are valued, but enough data must also be presented to enable comment.</p> <p>There was concern about runoff and flooding in Kuku to the west of the rail line, especially if the road is elevated.</p> <p>There was a question about compensation and/or mitigation for increased noise levels and what mitigation would be appropriate.</p> <ul style="list-style-type: none"> • Phil replied that the next stage of works would consider the necessary mitigation against any increased noise levels. <p>It is believed that the Whanaki pa site is located away from the proposed realignment to the west of the rail line.</p> <p>Lindsay reported that mere are buried near the Wehipeihana bush. Lindsay will determine the GPS co-ordinates of any sites of interest in the immediate vicinity and report them to the project team.</p> <p>The Multi Criteria Analysis report was provided to Lindsay and Huhana and the will come back to the NZTA with comments.</p>	
3:00 – 3:30pm	<p><u>Next steps, timelines, closing comments</u></p> <p>Hope to come back early next year with final proposals. Lodge RMA approvals from late 2014/early 2015. Construction from 2019 (but hopefully earlier)</p>	Jo Draper



NZ TRANSPORT AGENCY
WAKA KOTAHI

Roads of national significance



Ōtaki to north of Levin

Collaboration Meeting

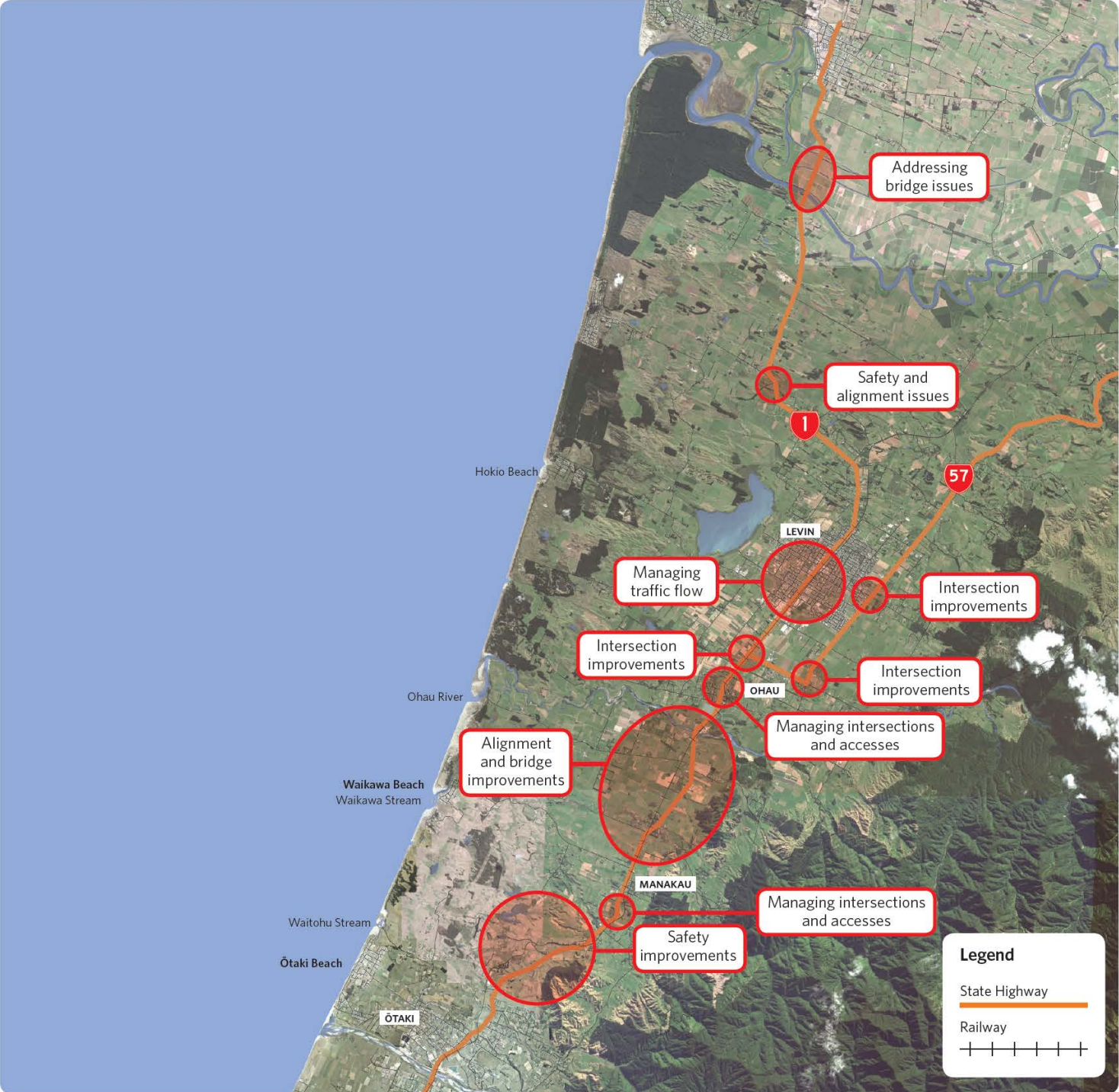
Projects for Consultation

11 December 2013

Jo Draper, Project Manager, NZTA

History

- In 2012, NZTA decided to proceed with a series of improvements along the present highway rather than an expressway.
- A number of PFRs were produced and these were consulted upon in April 2013
- Since then work has focussed on:
 - Manakau and Ohau townships
 - SH1 –SH57 Connection
 - Levin Bypass



Addressing bridge issues

Safety and alignment issues

Managing traffic flow

Intersection improvements

Intersection improvements

Intersection improvements

Managing intersections and accesses

Alignment and bridge improvements

Managing intersections and accesses

Safety improvements

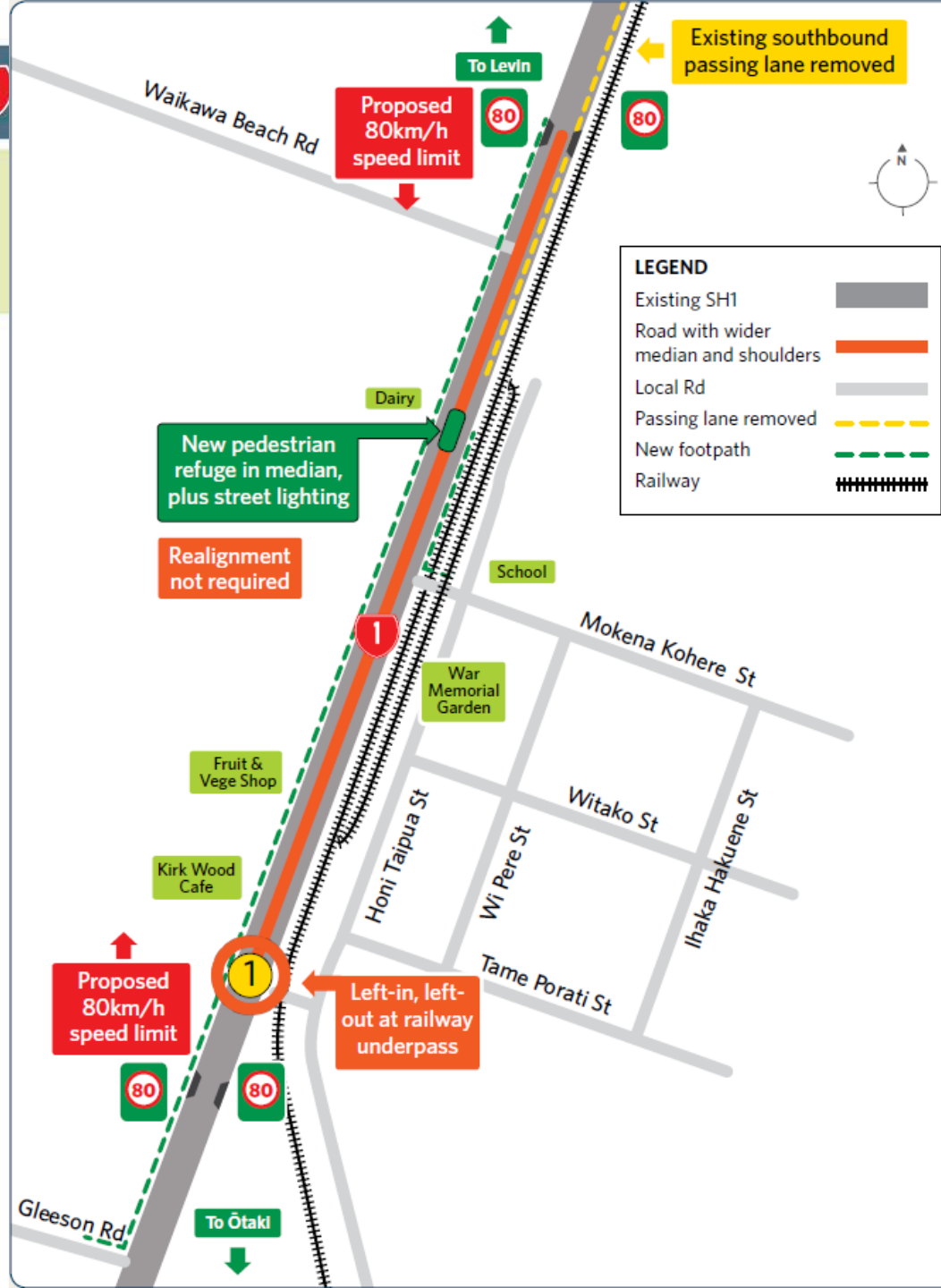
Legend

- State Highway
- Railway

Roads of national significance

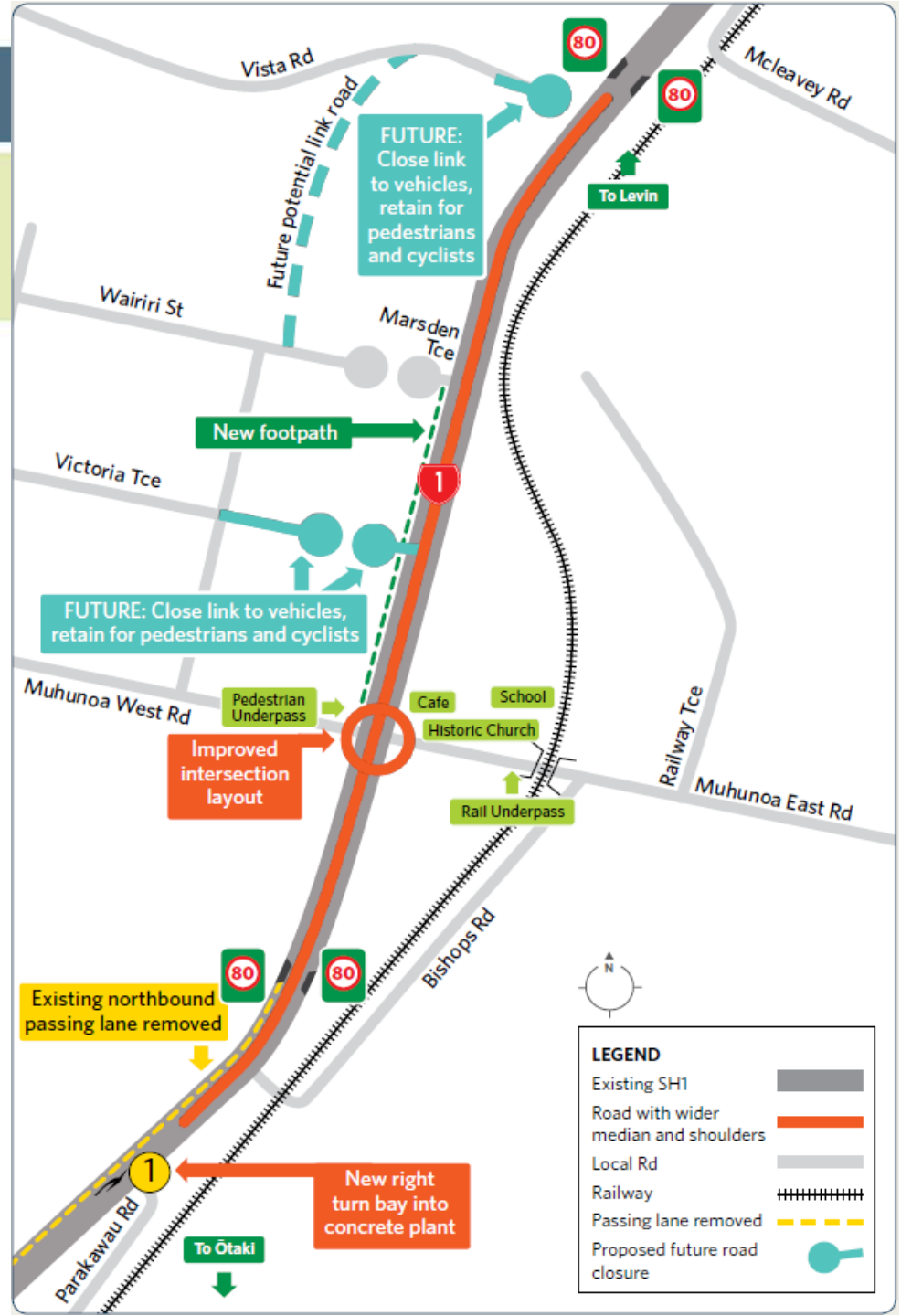


Manakau

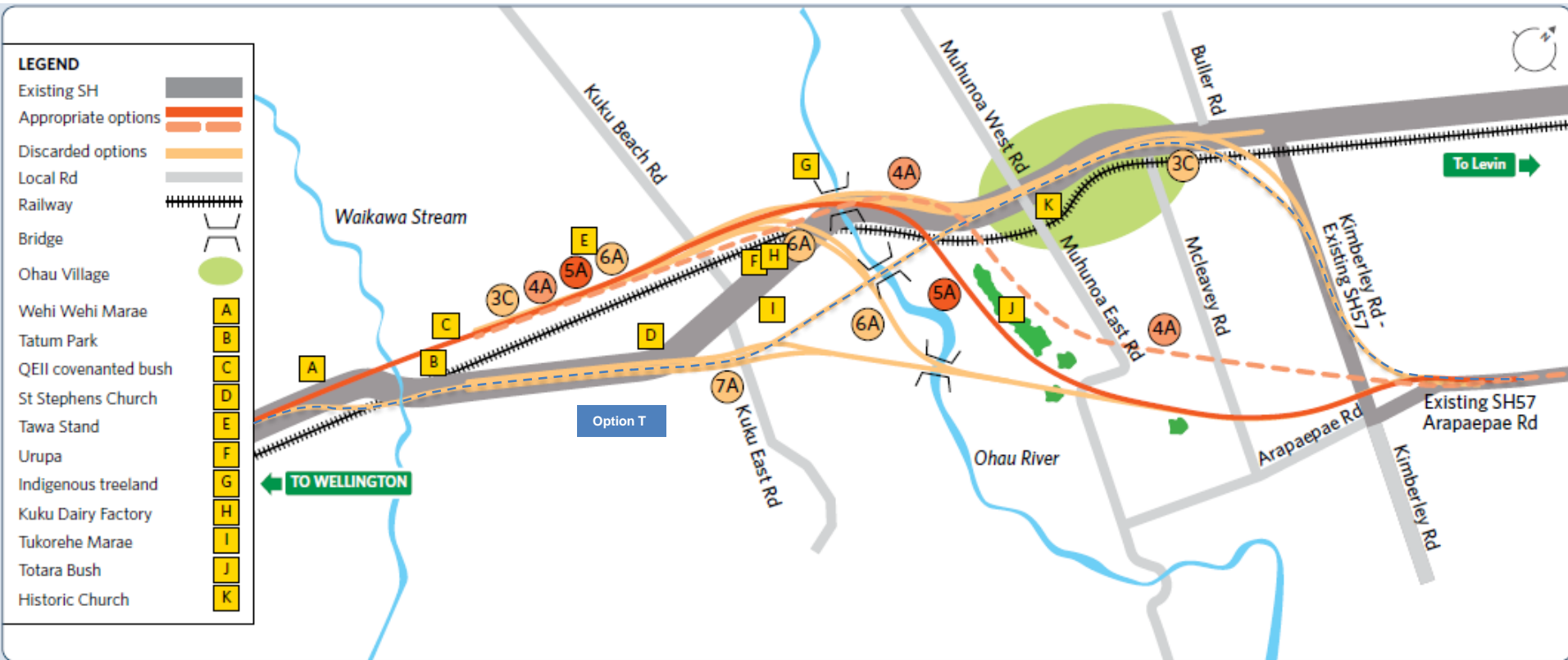




Ohau



SH1 SH57 Link



MCA Approach

- Evaluating several options which are distinctly different to find “preferred option”
- Numerous aspects to take into account
- Method relies on sharing knowledge and a structured analytical approach
- Workshop method – agreeing on criteria and scoring them
- Testing results with different weightings

Additional Studies

- archaeology
- landscape/visual
- ecological values
- productive land values
- tāngata whenua values

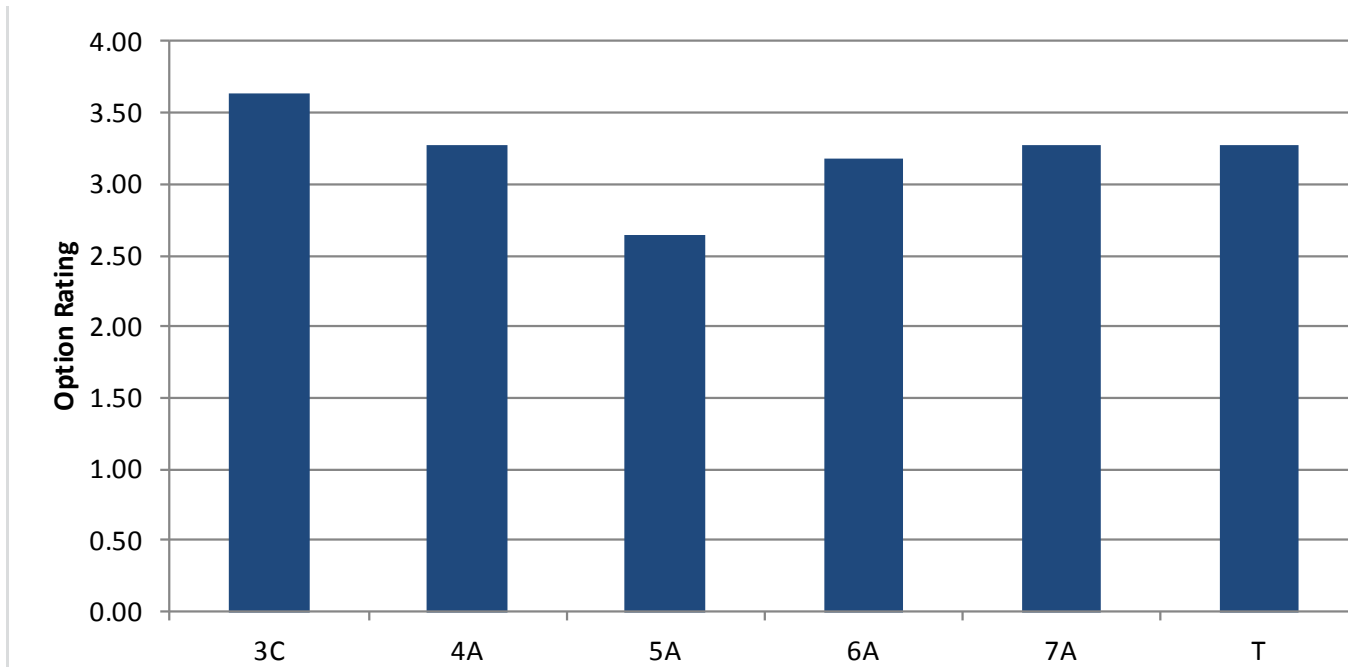
Other Criteria

- social/community impacts
- consentability (district and regional plans)
- fit to project objective
- specific land owner/land use effects
- engineering degree of difficulty (incl natural hazards)
- cost

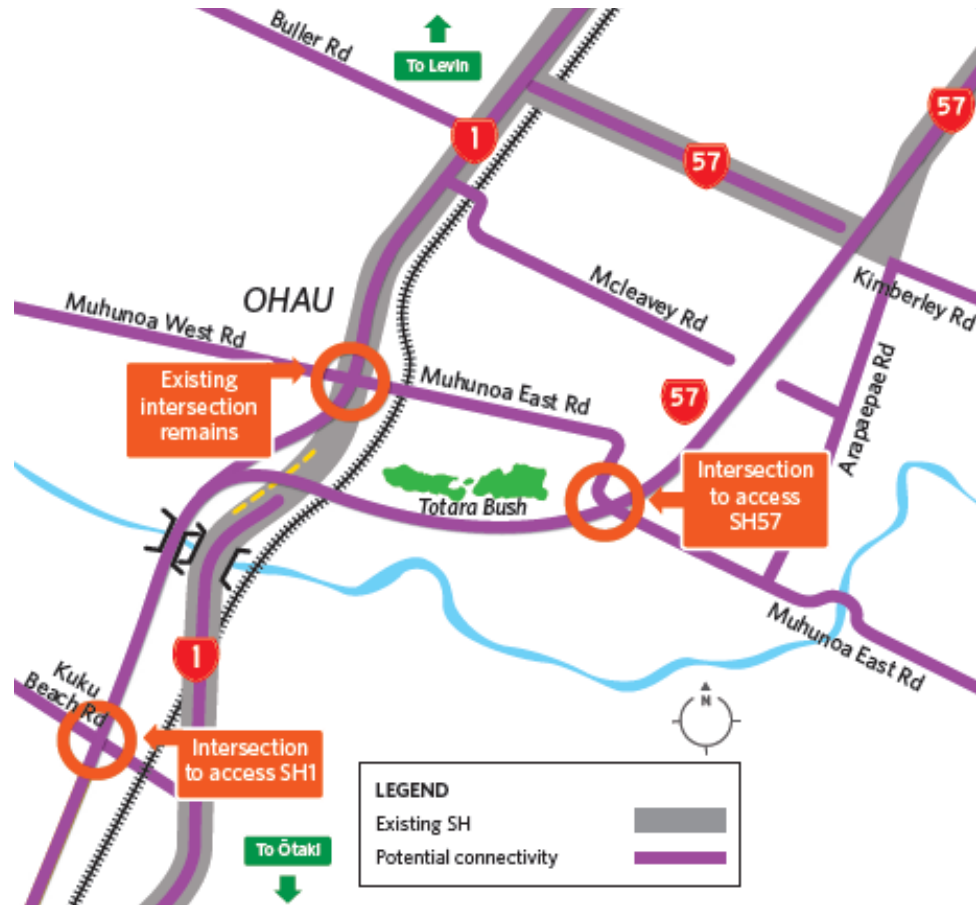
Scoring (1=good, 5=bad)

Option	Landscape/visual	Ecology	Archaeology/heritage	Tāngata whenua values	Productive land use	Social/community	District & Regional Plan fit	Transport effectiveness and project objectives	Specific landowner effects	Engineering degree of difficulty	Cost
Option 3C	5	3	3	3	2	5	3/4	2	4	5	4
Option 4A	4	5	3/5	4	5	2	3	1	3	2	2
Option 5A	2	5	3	4	3	2	2	1	3	2	2
Option 6A	3	5	2	3/5	4	3	2	2	3	4	2
Option 7A	4	4	1	5	4	4	2	2	4	3	3
Option T	5	3	3	2	2	5	2	2	3	5	4

Outcome (typical example)

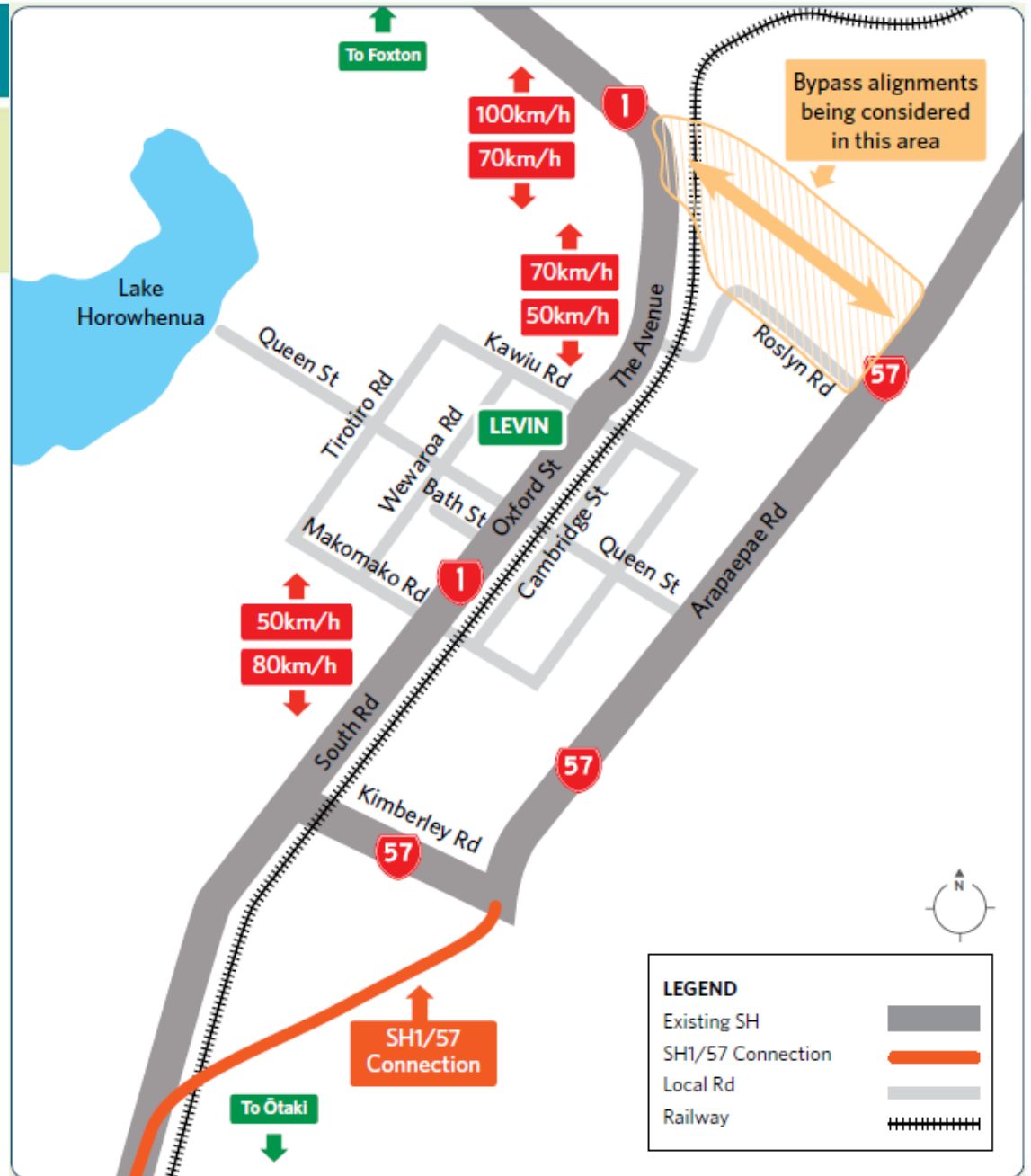


Initial Ideas for Connectivity



Roads of national significance

Levin



Consultation

- Directly Affected Landowner Consultation now
- Public Consultation Began 28 November April
- Open Days on 30 November and 3 December
- Collaboration Meeting 11 December



Next Steps

- Further Investigations early 2014
 - Manakau and Ohau Safety Improvements commence design 2014
 - Other projects move to SAR stage
- Lodge RMA applications from early 2015
- Design from 2016
- Construction from 2019 (or hopefully earlier)



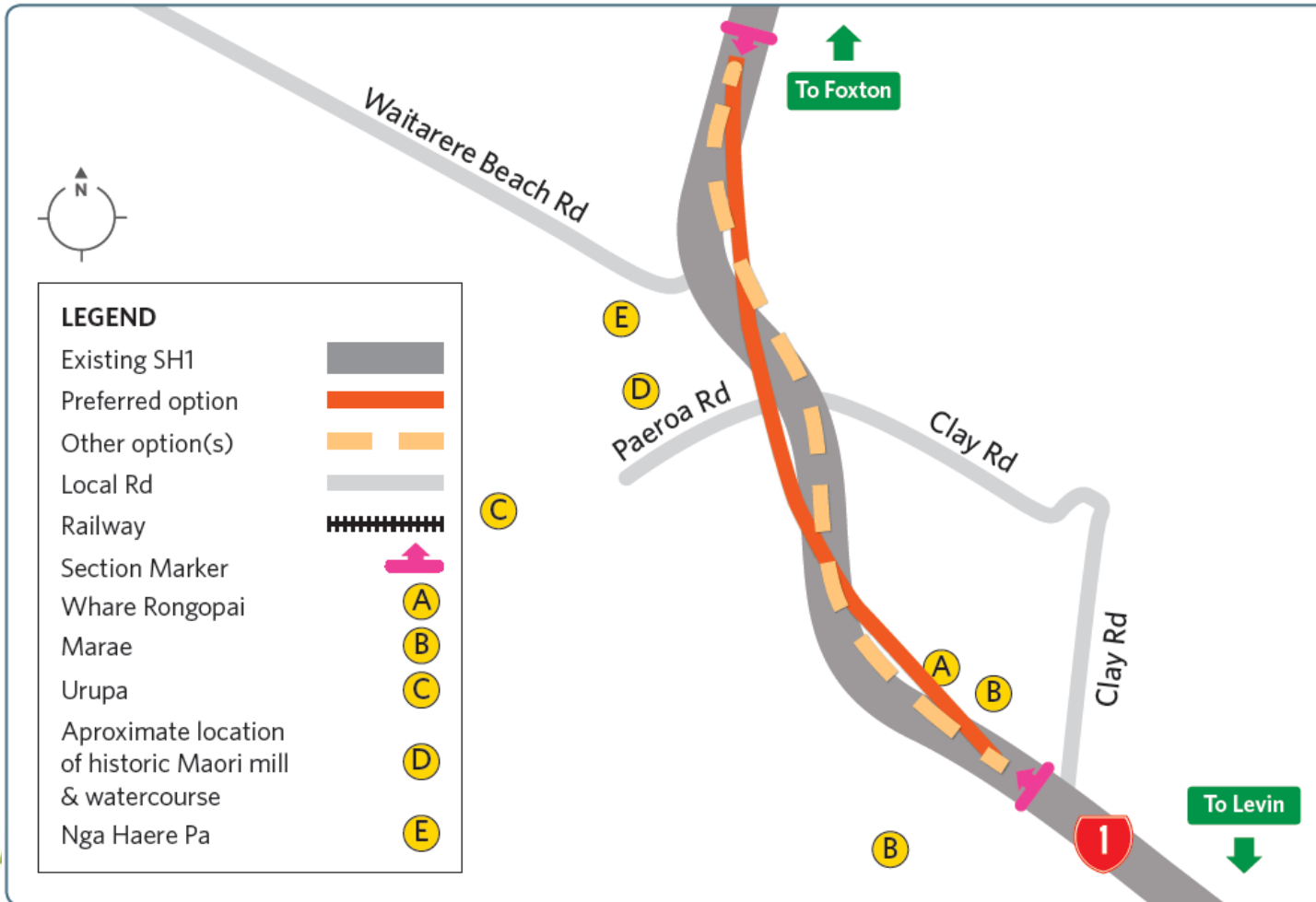
Questions



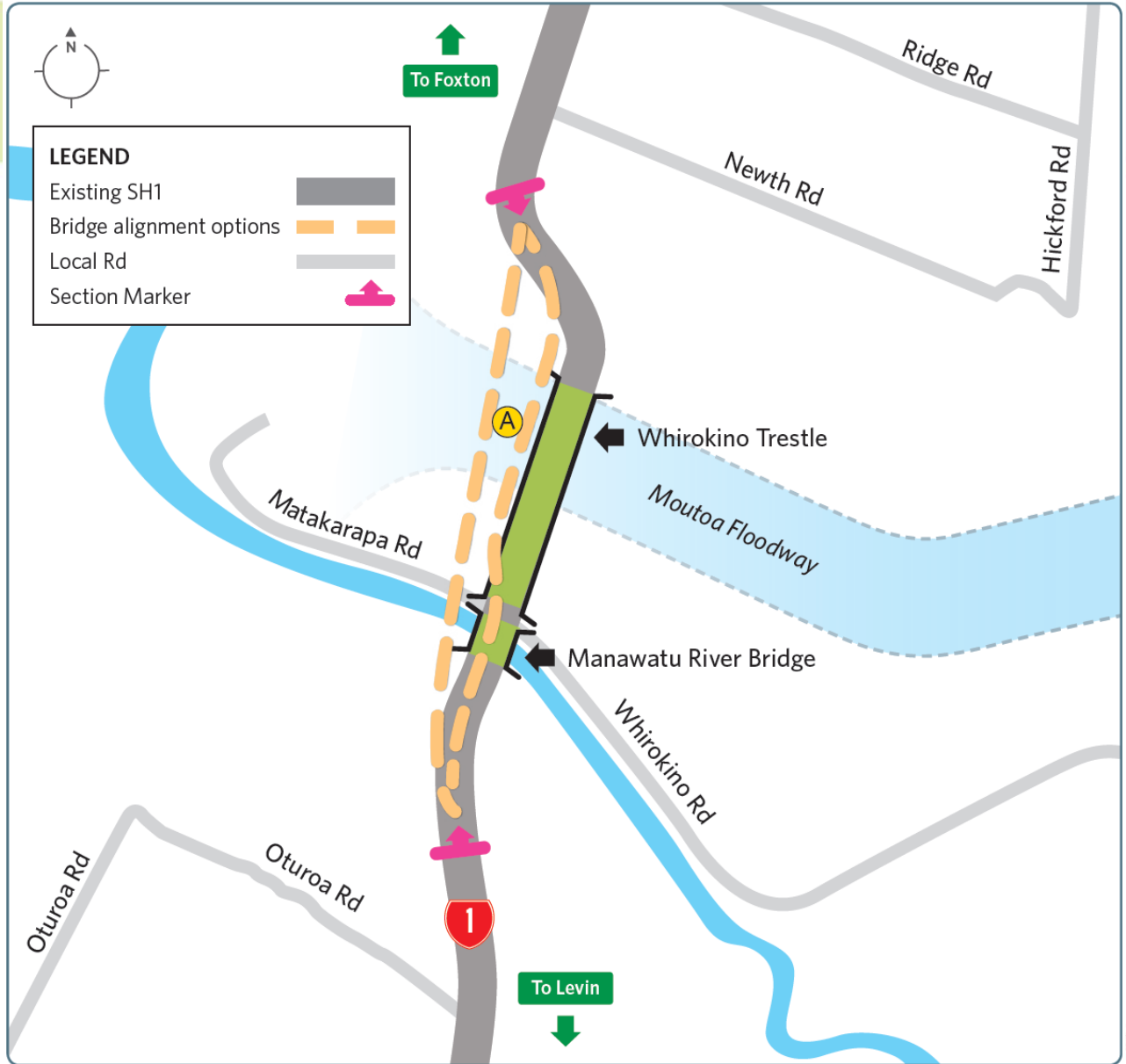
Forest Lakes



Waitarere Curves



Whirokino Trestle



Other Aspects

- Passing Lanes
- Walking and Cycling
- Safer Roadsides
- Access and connections

Meeting Minutes

Meeting Name	Tukorehe Marae Hui		
Meeting Venue	Tukorehe Marae		
Date Of Meeting	6 March 2014	Time Of Meeting	2:00pm
Chairperson	Lindsay Poutama	Recorder	Jon England

Project Details

Client Name NZTA
 Project Name Otaki to Levin
 Project Number 80500902

Attendees

Jo Draper
 Sylvia Allan
 Jon England
 Morrie Love
 Lindsay Poutama
 Trevor Himona
 Yvonne Wehipeihana-Wilson
 Carol McDonald
 Toby Norton
 Diane Taylor
 Maira Poutama
 Laurie Duncan
 Janet Duncan

Organisation

NZ Transport Agency
 Allan Planning and Research
 MWH
 Raukura Consultants
 Ngāti Tukorehe Chairman
 Ngāti Tukorehe
 Ngāti Tukorehe
 Ngāti Tukorehe Kaumātua
 Ngāti Tukorehe
 Ngāti Tukorehe
 Ngāti Tukorehe
 Ngāti Tukorehe

Item	Discussion	Action
Introductions	<p>Lindsay Poutama opened the hui. Morrie Love responded on behalf of the NZ Transport Agency</p> <p>Jo advised that she understood from previous meetings that there was a lack of understanding of the project process and of the option selection process and that the future direction of the project was not clear to Tukorehe.</p> <p>Lindsay advised that it was not only a non-understanding but a rejection of the proposal as a key element as well as understanding of the direction of the project.</p> <p>Sylvia noted that there was a need for clarity on both sides regarding both the understanding of the project and the methodology.</p>	
Explanation of the Project	<p>Jo advised that the main purpose of this hui from NZ Transport Agency's perspective was:</p> <ul style="list-style-type: none"> to explain the Multi Criteria Analysis (MCA) process to find out from Tukorehe any information that we may not be aware of regarding the project. <p>Jo explained the NZ Transport Agency's key project issues in this area:</p> <ul style="list-style-type: none"> to improve safety by addressing known safety issues along the route address the major issues with the two railway over-bridges which are nearing the end of their design life. Improve efficiency on the state highway network Long term plan – beyond 30 years is to provide four lanes 	

	<p>from Wellington up to this area.</p> <ul style="list-style-type: none"> • Where we are building a new road we need to make sure there is sufficient land to allow for the provision of four laning in the future whenever it may occur. • The four lanes would continue up to the bifurcation point – the point where the state highway splits between SH1 (towards Levin) and SH57 (towards Palmerston North) • Full grade separated intersections are required on four lane highways • No direct access to the new route will be allowed from properties • Access to the new route will be via the new intersections only. 	
<p>Option Development</p>	<p>Jo then discussed the option development.</p> <ul style="list-style-type: none"> • Needs to cater for four lanes to the bifurcation point • Needs to improve road safety <p>Jo noted that she would focus on the effects of the option within the nearby area:</p> <ul style="list-style-type: none"> • There are two rail over-bridges which are near the end of their economic life and need to be replaced • It is significantly cheaper to build the road west of the railway line so there is no need to cross the railway line twice (fewer bridges) • Building a road west of the railway line is mainly on greenfield land affecting few properties • If the road was to follow the existing route there would be a need to take more land to provide for access roads for properties currently fronting onto SH1 (particularly south of Kuku Beach Road). 	
<p>MCA Process</p>	<p>Sylvia explained the Multi Criteria Analysis (MCA) process:</p> <p>There is a need to ensure that Resource Management Act considerations are taken into account and that best practice process is followed. There is a need to consider a wide range of diverse matters.</p> <p>We started with six options – including Option T suggested by iwi. We needed to evaluate all options by bringing together information, much of which can't be expressed in \$ values, such as</p> <ul style="list-style-type: none"> ○ Landscape / visual values ○ Ecology – aquatic values ○ Archaeological values ○ Tangata whenua – cultural values ○ Land use – production land use ○ River systems – hydrology ○ Social Effects – community ○ District Plan alignment ○ Project Objectives ○ Landowner effects ○ Engineering impacts (design related) ○ Cost <p>As part of this process we engaged a number of experts in their respective fields. These included:</p>	

	<ul style="list-style-type: none"> - Landscape Architect - Ecologist - Archaeologist - Iwi Liaison – Morrie Love - Soils Expert - Hydrologist - Planner <p>The Multi-Criteria-Analysis involved the team assessing each option and ranking it as good or bad. There was consensus on the impacts for each option for each item. The scores were then totalled and then assessed with various weightings.</p> <p>MCA is a methodology that was first developed during the 1960s and 70s. It is used internationally. It is an accepted methodology for integrating different types of information about impacts and values. It is used in government and council decision making and accepted by the Environment Court.</p>	
Discussions	<p>Laurie asked why not do the four laning now? As would need to redo it later – eg M25</p> <p>Jo advised that the upfront cost is a concern. There are savings in the design process if the four laning is designed now – e.g. on bridges, the construction could involve the foundations for the four laning initially with the full construction later when demand warrants it.</p> <p>Jo noted that essentially the government is spending the taxpayers' money and therefore it is important to spend it appropriately. If the four laning is not required for 30 years then it is better to design it now and ensure the land is designated for the four-laning but not built until it is required.</p> <p>Lindsay questioned "what if we do not give consent". Lindsay noted that the offer of a cultural impact assessment had been made to NZTA but not yet taken up.</p> <p>Jo noted that yes that would be good to have a cultural impact assessment undertaken. Sylvia noted that we would certainly ask for a cultural impact assessment – as it is appropriate to understand any issues regarding the preferred option as well as to start looking for any mitigation.</p> <p>The question was raised from the floor as to whether there had been any consultation undertaken. Sylvia advised that yes consultation had been undertaken – both with directly affected landowners (ie those where the proposed route passed over their land) and also through Public Open Days. It is acknowledged that nobody wants to have their land taken.</p> <p>Jo noted that there is a significant land take required for the four laning. Toby asked whether it was two lanes in each direction. Jo confirmed that "four laning" means two lanes in each direction.</p> <p>Maira questioned whether the cultural impact assessment should be</p>	

	<p>combined with Wehi Wehi. Lindsay advised that Tukorehe would not presume to speak for what issues would affect Wehi Wehi and therefore it would be better to have separate cultural impact assessments.</p> <p>Trevor advised that he was very happy with the consultation to date.</p> <ul style="list-style-type: none"> - It has been regular - There has been a high level and quality of information provided. - He also noted that the improved understanding by Tukorehe would be based on the quality of the information provided. - They wanted to understand the key issues - It would be useful to have a cultural impact assessment so the issues can be conveyed more clearly. - They need more information <p>Morrie requested that additional information from the meeting should be shown on the plans using the “post it” notes.</p>	
<p>Plan Discussions around the tables</p>	<p>There was then a general discussion around the plans that were laid out on the tables – these included:</p> <ul style="list-style-type: none"> • Plan showing Options 3C, 4A, 5A, 6A and 7A – note that Option T involves the southern part of Option 7A and the northern part of Option 3C • Plan showing Option 7A • Plan showing Option 5A <p>The question was asked – What is the attraction of (being in close proximity to) the railway line?</p> <p>Jo responded that</p> <ul style="list-style-type: none"> • it makes for more efficiency when transport links (i.e. road and rail etc) are in one corridor – this also allows other services to be provided in the one corridor (eg power, telecommunications) and minimises redundant land • it is a greenfields project and doesn't affect as many houses • There is no need to rebuild the two rail overbridges • It is a shorter route and cheaper <p>The point was also made that it is important that when bridges are provided that they are made as short as possible to reduce the cost – so best to have bridges cross at right angles.</p> <p>There was some discussion around Kuku Beach Road Interchange – it was noted that this intersection would initially be an at-grade staggered T-intersection arrangement in the short to medium term. Kiwirail no longer allow new at-grade (level) railway crossings and so Kuku Beach Road would eventually need to go over the top of the railway line.</p> <p>There were further discussions around the plans for Option 7A and Option 5A and Lindsay annotated the plans with post it notes with information that NZ Transport Agency should be aware of. There was also discussion about effects on mana and mauri relating to some of the maori-owned land that would be affected, particularly land to the</p>	

	west of the railway line and south of Kuku Beach Road. This is land of particular importance to Toby Norton's family. There is also concern about any intrusion into maori-owned land in the vicinity to the north of Kuku Beach Road, and some of the people at the hui live in this area. There are also important stands of bush south of Kuku Beach Road, and the locality of some former pa sites was shown (Refer to photos at end of minutes showing annotated notes).	
Issues north of the Ohau River	<p>Lindsay advised that Ngāti Tukorehe had no input north of the Ohau River and any enquiries should be directed to:</p> <p>Suggested contacts:</p> <ul style="list-style-type: none"> • Darrell Royal - Ngāti Kikopiri (Morrie knows Darrell) • Uncle Iwikatea Nicholson - Ngāti Pareraukawa 	
Land immediately south of Ohau River and west of Railway Line	<p>Diane Tenana – phone number supplied by Lindsay Poutama</p> <p>Lindsay advised that he thought this piece of land was under a Treaty claim</p>	
Copies of Plans	<p>Trevor requested a copy of the plans for Option 5A, Option 7A and the plan showing the five options considered.</p> <p>Send hard copies (prefer laminated) to Lindsay Poutama care of PO Box 162 Private Bag Levin</p>	
Actions and Next Steps	<p>Send copies of Plans to Lindsay</p> <p>Carry out a walk along the route west of the railway line – particularly near Kuku Beach Road. Phil to contact Lindsay regarding the timing of this walkover.</p> <p>Sylvia to contact Daniel Parker (Archaeologist) to enable him to attend walkover.</p> <p>Jo to review timing of when cultural impact assessment is appropriate as project progresses. Noting that there are separate issues for each marae.</p> <p>Phil to send link to Lindsay regarding the access to the plans on the NZTA website. http://www.nzta.govt.nz/projects/otaki-to-north-of-levin/</p> <p>Jon to prepare the draft minutes of the hui to be circulated to all attendees for their feedback as necessary.</p> <p>Meeting closed at 3:45pm.</p>	<p>Jon</p> <p>Phil</p> <p>Sylvia</p> <p>Jo</p> <p>Phil</p> <p>Jon / All</p>



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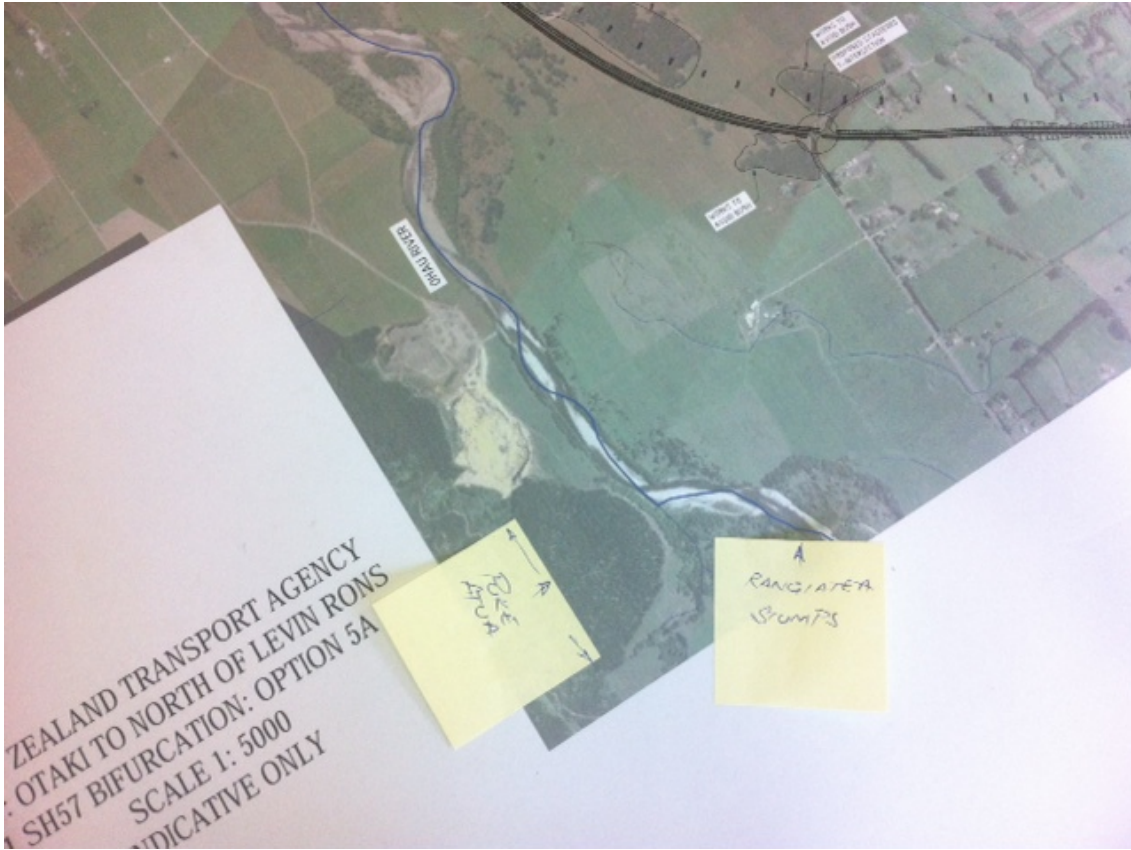


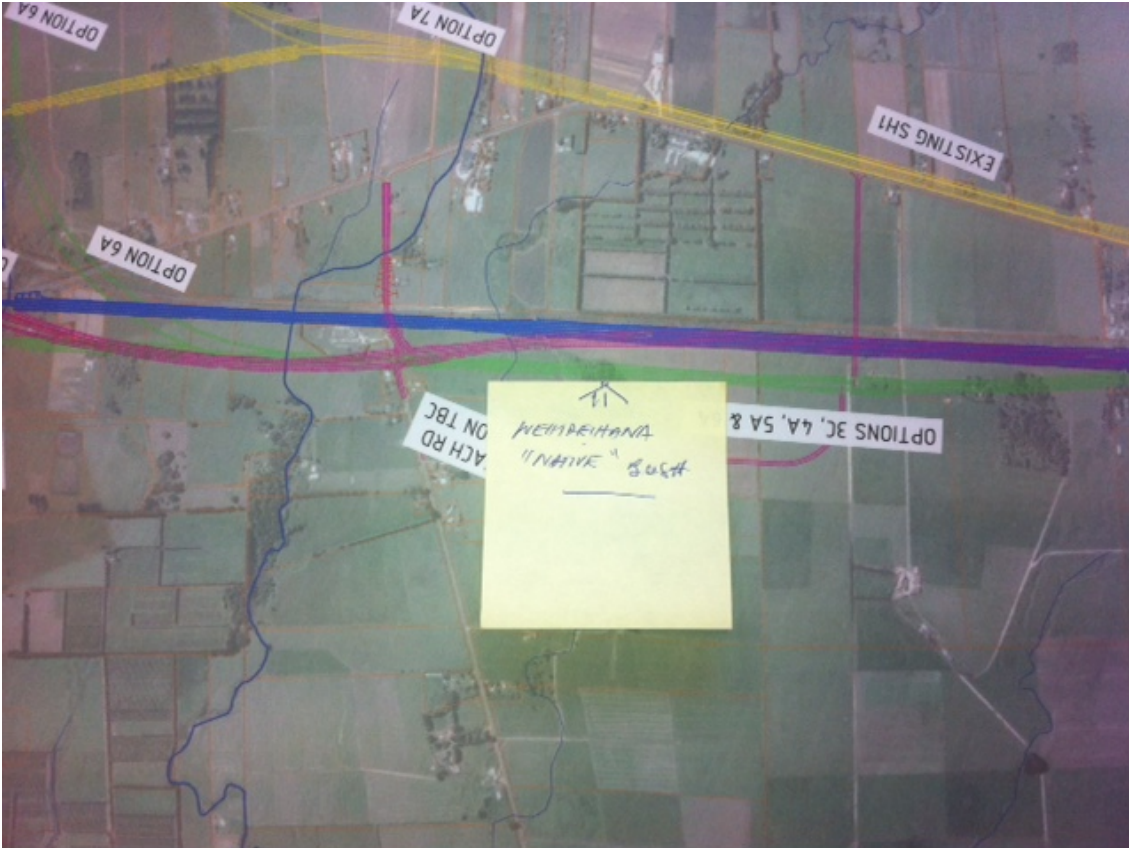


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Caroline Van Halderen

From: Lindsay Poutama <lindsay.poutama@tukorehe.iwi.nz>
Sent: Tuesday, 18 March 2014 9:15 a.m.
To: Jon England
Cc: Caroline Van Halderen; Phil Peet
Subject: RE: 20140306 Tukorehe Marae Meeting Minutes - Draft for Comment.docx

Kia ora Jon,

There are pretty firm views about the Waikawa – Ohau .. West of the railway line Option, the majority of it is negative and that was made clear during the last meeting. I spoke with Dianne Tenana also regarding this option, she said that a person from your project had been in contact with her, both for permission to drill and to consider purchase. Her father Horomona (Sol) Heperi has a Waitangi claim on the land before the Ohau river, dating back to the earlier take for the bridge and railway crossing.

The Wehipeihana whānau affected by this Option believe that they have already ceded land for the railway track, and this Option will leave them virtually landless. They cite the lack of a Turangawaewae and the cessation of their mana whenua and mauri whenua as key elements (as I mentioned at the hui on their behalf). I will advertise a date through our Social Media forum and let you know what days will suit by the end of this week.

Ngā mihi

Lindsay Poutama

From: Jon England [<mailto:Jon.C.England@mwhglobal.com>]
Sent: Monday, 17 March 2014 3:50 p.m.
To: lindsay.poutama@tukorehe.iwi.nz
Cc: Caroline Van Halderen; Phil Peet
Subject: RE: 20140306 Tukorehe Marae Meeting Minutes - Draft for Comment.docx

Kia Ora Lindsay,

Can you please provide any feedback regarding the minutes of the hui held at Tukorehe Marae on March 6 which were sent to you last Tuesday 11 March.

In particular if you can advise suitable dates to carry out the walkover of the preferred route between Waikawa Stream and the Ohau River west of the railway line.

We need to contact the relevant landowners five days in advance of any access to their properties.

We are wanting to progress this project and need your input so if you can provide your response urgently that would be greatly appreciated.

Many thanks

Jon

Jon England BE (Civil), MIPENZ, CPEng, IntPE(NZ), RPEQ
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From: Jon England
Sent: Tuesday, 11 March 2014 10:36 a.m.
To: 'lindsay.poutama@tukorehe.iwi.nz'
Subject: 20140306 Tukorehe Marae Meeting Minutes - Draft for Comment.docx

Kia Ora Lindsay,

Please find attached a copy of the draft meeting minutes from the Tukorehe Hui held last Thursday 6 March 2014.

If you could please review the minutes and make any changes you think are required.

If you could also please check the spelling of the attendees from Ngāti Tukorehe that would be appreciated.

Phil has also asked me to check with you as to what dates would be suitable to carry out the walkover of the preferred route. Also if you could confirm that you are interested in the section between Waikawa Stream and the Ohau River for the walkover. This information is necessary as we need to contact the landowners five days in advance of any access to their properties.

Many thanks

Jon

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