

Chapter 10
Part F
VOLUME 2

Consultation and Engagement

Overview

Consultation for the Expressway has occurred over an extended period of time, commencing in 2001. The most recent consultation processes began in August 2009 with the final consultation period beginning in June 2012. Throughout these processes there has been input from and consultation with, key stakeholders, affected land owners and the general public.

A range of methods for seeking people's views through consultation have been utilised. This has included direct one-on-one meetings, engagement with specific stakeholders, workshops, letters, newsletters, brochures and open days.

Engagement with iwi, regulatory authorities and several key stakeholders has been on-going over a number of years, in particular since the current phase of the Project commenced.

Consultation has resulted in numerous changes to the Project, as set out in Chapter 10.14.

10 Consultation and Engagement

10.1 Introduction

This chapter outlines the strategy and methodology for carrying out consultation and engagement on the Project and sets out:

- The statutory framework;
- The objectives and purpose of consultation;
- History of consultation;
- Consultation phases;
- Parties consulted with;
- Consultation methods;
- Consultation reporting and feedback 2011-2012; and
- Summary of consultation.

The consultation and methods adopted were developed to provide targeted and effective engagement with iwi and consultation with stakeholders and the public. A consultation strategy was developed to assist in the progressing of the investigation and design development of the Expressway.

Consultation processes are described in more detail in the consultation materials in Volume 3, Technical Report 22A and 22B. Included in the Technical Reports are the brochure and newsletters that were also released as part of the consultation.

10.2 Statutory Framework

10.2.1 Resource Management Act 1991 (RMA)

There are no specific statutory requirements for consultation under the RMA for either NoR or resource consent applications. However, undertaking consultation is considered best practice and it is the NZTA's and KiwiRail's policy to do so. Where consultation has been undertaken the RMA requires this to be identified as part of the application.

10.2.2 Land Transport Management Act 2003 (LTMA)

Section 96(1) of the LTMA requires the NZTA to exhibit a sense of 'social and environmental responsibility' in meeting its objectives and undertaking its functions. This is further detailed to include avoiding, to the extent reasonable in the circumstances, adverse effects on the environment. The LTMA also has a statutory obligation under section 18H to establish and maintain opportunities for Māori to contribute to the Agency's decision-making functions. To enable this involvement the NZTA has considered ways in which Māori can contribute to decision-making.

10.2.3 NZTA Public Engagement Policy 2008

The NZTA Public Engagement Policy provides guidance for deciding when and how to engage the public. It explains the steps involved and provides a number of engagement resources.

The NZTA Public Engagement Policy identifies four key commitments to public engagement:

- Providing opportunities for public consultation;
- Ensuring people are informed;
- Adopting an inclusive and representative approach to public engagement; and
- Maintaining high professional public engagement standards.

The NZTA's Public Engagement Policy has been adhered to in undertaking consultation in relation to the Project.

10.3 History of Consultation 1998 - 2002

As stated in several previous chapters, an alternative to the current SH1 has long been a topic of discussion and investigation. Consultation has occurred over an extended period throughout the development of the Project. Several key consultation events prior to this are now briefly outlined below.

10.3.1 1998 Consultation

A study between Himatangi and Waikanae was undertaken in 1998 and consultation as part of that project also occurred. The two routes within the Project area that arose out of the 1998 investigations, and on which consultation was undertaken, were a coastal route and a central route.

10.3.2 2001 Consultation

The objective of the consultation in 2001 was to focus on development of a specific proposal and effects on the environment and properties.

The consultation process started with a presentation to the Ōtaki Community Board in July 2001. This was followed by the general distribution of a newsletter that was also printed in the Kāpiti Observer of 23 July, and a public open day in Ōtaki on 25 July. A second newsletter was distributed in June 2002.

The 2001 consultation raised awareness of Expressway options in the Ōtaki and Te Horo communities. Over 150 people attended the open day. Written submissions were received from about 50 people and groups, while others made telephone enquiries.

10.3.3 2002 Consultation

The 2002 consultation process was undertaken to focus on the preferred route of an Ōtaki – Te Horo expressway. This followed on from the 2001 consultation on alternative options. The purpose of the 2002 consultation was to provide widespread public

knowledge of the preferred route and a range of opportunities for potentially affected landowners and interested people to meet with the then Transit representatives to discuss the proposal and its effects.

Key features of the 2002 consultation process included the following:

- Letters were sent to all landowners whose land could possibly be directly affected by the preferred route;
- Follow-up meetings were held with landowners who asked for more detail;
- A newsletter was distributed widely advising people about the preferred route;
- Letters were sent to local authorities, Government agencies, and utility companies advising them of the preferred route;
- A website provided information and plans of the proposal;
- The media were briefed in a tour of the preferred route and a media kit was distributed;
- Two open days were held at the Rotary Hall, Ōtaki, on 4 December 2002 and at Te Horo School on 5 December 2002;
- Graphic displays, along with comment forms, were set up in the New World supermarket, Ōtaki Library, Ōtaki Information Centre and a storefront window in Mill Road; and
- A presentation was made to the Ōtaki Community Board.

10.4 Consultation for the Expressway 2009 - 2012

10.4.1 2009 Consultation

As part of investigations into improvements into this section of SH1, it was announced on 20 August 2009 that an expressway would be restarted, and there would be consultation on four-lane expressway options from M2PP and from Peka Peka to North Ōtaki. These two sections formed the Kāpiti Expressway.

The NZTA's objectives for consulting on an expressway proposal at that time, as identified in the consultation report, were to:

- Inform affected communities, key stakeholders, iwi and the general public about the proposal;
- Provide an opportunity for these parties to give feedback to the NZTA on the proposal;
- Provide the NZTA Board with an understanding of the views of the affected community, key stakeholders, iwi and general public regarding the proposal; and
- Provide a method of community, stakeholder and general public engagement on the preferred route for a four-lane expressway from Peka Peka to North Ōtaki, which meets the requirements of the LTMA.

The consultation ran for 10 weeks from 24 August to 30 October 2009. It included sending brochures to over 26,500 postal addresses in the Kāpiti district, open days and meetings with stakeholders. These included potentially affected property owners and key stakeholders such as KCDC and local iwi.

A total of 1,720 submissions were received on the Peka Peka to North Ōtaki section of the Kāpiti Expressway. Of those submissions, 1363 supported the proposal and 231 opposed it.

The 2009 consultation can be considered as the beginning of the current phase of consultation as feedback formed the basis for considering and assessing locations of interchanges and cross-corridor connections for the scoping process leading up to the 2011 consultation. Feedback from the 2009 consultation highlighted substantial support for an expressway throughout the district however there were concerns about the effects it

may have on local communities and those people directly affected. Route options were not consulted on as part of this phase of consultation.

10.4.2 2011 Consultation

The primary objective of the consultation undertaken in 2011 on the Peka Peka to North Ōtaki section of the Kāpiti Expressway was to:

- Gain public feedback on the form, function, and location of interchanges and connections.

The secondary objectives were to:

- Provide balanced and objective information on the intent of the Project, the proposed route of the Expressway, and impending Project decisions that key stakeholders and the community could provide input into;
- Gather data to help the Project team understand stakeholder aspirations and concerns about connectivity and safety for all road users and pedestrians, and potential concerns about the social and environmental effects of the Project;
- Gather community input to the decisions about interchanges, land purchases and transport linkages that could be influenced by stakeholders; and
- Build positive relationships between the NZTA, local stakeholders and the community.

Following the formal feedback period, two community newsletters were prepared. One described the outcomes from the consultation and the other explained the decision that the NZTA had made on the Project (including the details of connections and interchanges) following the consultation undertaken.

An important aspect of 2011 consultation was to re-engage with the communities and affected parties. Prior consultation was undertaken in 2009, meaning that there had been an interlude in providing parties with an update on the Project.

This consultation phase was mainly undertaken between 7 February and 18 March 2011. The focus of this consultation was to gain feedback, obtain information and get assistance in refining the alignment, interchanges and connectivity scenarios. This specifically related to:

- The alignment of the Expressway;
- The location of interchanges north and south of Ōtaki; and
- Cross-corridor connections located at Rahui Road, Old Hautere Road and Te Horo.

The outcomes from the consultation were communicated to the community through a newsletter in September 2011 and the changes to the Project as a result of this consultation are addressed in Part 10.14 below.

10.4.3 2012 Consultation

The Project team took the information that had been provided by the community in 2011, and then further refined the Project and the particular details of the route so as to develop indicative mitigation measures. The 2012 consultation sought to relay to the community what sorts of mitigation were being considered, and to give the community the opportunity to provide feedback on the mitigation. The consultation was undertaken before the mitigation was finalised so there was a chance for community input to influence the final mitigation adopted.

The outcomes sought for that consultation were:

- To gain community feedback on the mitigation options proposed along the Expressway; and

- To demonstrate to the community that the NZTA had considered previous feedback comments.

The Project's location and the form of the Expressway and NIMT realignment were confirmed in January 2012 following the Scheme Assessment Report Addendum 2012 (SARA) and communicated to the community through a newsletter soon after that.

The refinements to the design and the preliminary mitigation measures that had been developed to mitigate environmental effects were then taken back to the general public and key stakeholders in June 2012.

Feedback was received from key stakeholders, iwi and the local community. This feedback was used to finalise the mitigation measures for the Project and to ensure a comprehensive consideration of potential issues. The changes to the proposed mitigation resulting from this feedback are set out in Part 10.14 below.

10.5 Parties Consulted

Methods used to engage with stakeholders during the 2011 and 2012 consultation included:

- Open days;
- Consultation brochures and newsletters;
- Workshops;
- Stakeholder letters; and
- Briefings and meetings.

There has been on-going liaison with key stakeholders. The following (Table 10-1) outlines the consultation undertaken with some of these key stakeholders as part of the Project development process.

Table 10-1: Key Stakeholders

Category	Iwi/Stakeholder	Key Interests	Method of engagement
Tangata Whenua	Ngāti Raukawa	Alignment of the Expressway in relation to sites of cultural significance Focus on avoiding or mitigating any effects on significant sites	Project briefings Workshops and hui Open day at Raukawa Marae, Ōtaki Letters informing of consultation and seeking feedback Site walkovers Meetings with specialists and Project team
	Ngā Hapū o Ōtaki	Alignment of the Expressway in relation to sites of cultural significance Focus on avoiding or mitigating any effects on significant sites	Lead role on CIA preparation Project briefings Workshops and hui Letters informing of consultation and seeking feedback Site walkovers Meetings with specialists and Project team

Category	Iwi/Stakeholder	Key Interests	Method of engagement
	Muaupoko	Alignment of the Expressway in relation to sites of cultural significance Focus on avoiding or mitigating any effects on significant sites	Project briefings Workshops and hui Letters informing of consultation and seeking feedback
Community	Directly affected landowners	How the proposal might affect their property or business	Contacted first in 2009 with a letter informing them that their property might be affected Individually notified by letter inviting them to the open days Visited by Project team before consultation and when changes to land effects were determined, to discuss the impact on their properties
	Wider Community	Where the Project will go and how this might affect them	Letters informing of consultation and seeking feedback Open days Brochures and newsletters
Regulatory Authorities/ Organisations	Greater Wellington Regional Council	Implications as a consenting authority in particular erosion and sediment control, ecological / aquatic effects and flooding Relationship to rail and bus public transport	Issues and opportunities workshops Scheme development and evaluation workshops Technical meetings Letters informing of consultation and seeking feedback High level relationship discussions
	Kāpiti Coast District Council	Worked with to develop and achieve common objectives for the Expressway, local connections, and NIMT realignment Develop and maintain a relationship Implications as a consenting authority	Issues and opportunities workshops Scheme development and evaluation workshops Technical meetings Letters informing of consultation and seeking feedback High-level relationship discussions Presentations to full Council on the Project
	Ōtaki Community Board	Effects on the district, and in particular in Ōtaki, as a result of the Project	Briefings and updates on the Project Various meetings

Category	Iwi/Stakeholder	Key Interests	Method of engagement
			Letters informing of consultation and seeking feedback
Transport Industry	Wellington Regional Transport Committee	Implications for transport in the area	Letters informing of consultation and seeking feedback
	Automobile Association	Regionally and nationally safe and efficient road networks	Letters informing of consultation and seeking feedback
	NZ Road Transport Association	Transport effects through the Project	Letters informing of consultation and seeking feedback
	Road Transport Forum NZ	Transport effects through the Project	Letters informing of consultation and seeking feedback
Statutory agencies	Department of Conservation	Ecological effects	Letters informing of consultation and seeking feedback Various meetings
	Ministry for the Environment	Environmental effects as a result of the Project	Letters informing of consultation and seeking feedback
	NZ Historic Places Trust	Sites of cultural or historical significance Archaeological authority approvals	Participation in site walkovers One-on-one sessions with the team and specialists Letters informing of consultation and seeking feedback
Community / Business / Interest Groups	Kāpiti Coast Chamber of Commerce	Economic effects through the district, and in particular in Ōtaki	Letters informing of consultation and seeking feedback
	Wellington Regional Chamber of Commerce	Economic effects through the district, and in particular in Ōtaki	Letters informing of consultation and seeking feedback
	Nature Coast Enterprise	Environmental effects as a result of the Project	Letters informing of consultation and seeking feedback
	NZ Fish and Game	Effects on watercourses and fish habitats as a result of the Project	Letters informing of consultation and seeking feedback
	Keep Ōtaki Beautiful	Effects on Ōtaki from the Project, in particular in relation to the Pare-o-Matangi reserve and the	Letters informing of consultation and seeking feedback

Category	Iwi/Stakeholder	Key Interests	Method of engagement
		Ōtaki River walkway areas	Various meetings Site walkover, in particular in relation to the Pare-o-Matangi reserve
	Ōtaki Māori Racing Club	Effects on access to the Ōtaki Māori Racing Club as a result of the Project	Letters informing of consultation and seeking feedback Meetings
	Friends of the Ōtaki River	Access to the Ōtaki River as a result of the Project	Letters informing of consultation and seeking feedback Meetings Site walkover
Emergency Services	Te Horo Rural Fire Service	Access onto the Expressway to attend callouts	Letters informing of consultation and seeking feedback Meetings
	Wellington Free Ambulance	Access onto the Expressway to attend callouts	Letters informing of consultation and seeking feedback One-on-one discussions and meetings
	St John's Ambulance	Access onto the Expressway to attend callouts	Letters informing of consultation and seeking feedback One-on-one discussions and meetings
	NZ Fire Service	Access onto the Expressway to attend callouts	Letters informing of consultation and seeking feedback One-on-one discussions and meetings Represented on the Emergency Services Group
	NZ Police	East-west connectivity across the Expressway Access on and off the Expressway	Letters informing of consultation and seeking feedback One-on-one discussions and meetings Represented on the Emergency Services Group

10.6 Communication and Engagement with Directly Affected Landowners

10.6.1 2009 Consultation and Engagement

Two letters and consultation brochures were mailed to each property owner identified as being potentially affected by the proposal. The first mail out was in August, the second in

October 2009. The landowners were offered the opportunity for further engagement throughout the process.

10.6.2 2011 Consultation and Engagement

Developments in the Project since 2009 meant that by 2011 there were approximately eight newly affected landowners. All landowners received a site visit before the start of consultation to discuss the potential impact on their properties. If the landowners were unable to be contacted, letters were left on site with full contact details of the Project liaison person.

These meetings continued to take place on an as-requested basis and when there have been changes to the Project that have changed the extent of the directly affected land areas.

All directly affected landowners were encouraged to attend the open days to gain an in-depth understanding of the Project and raise any concerns they may have.

10.6.3 2012 Consultation and Engagement

Leading up to the 2012 consultation, each of the directly affected landowners were contacted advising of the consultation on mitigation. Where there had been a change in the land area affected by the Project, the directly affected landowners were met with individually.

Where there was a need for mitigation on a property as a result of the Project, these landowners were also met with individually to discuss the need for the mitigation and what the options for mitigation were.

The meetings were highly beneficial to the NZTA, in terms of understanding landowners' preferences for mitigation and any on-going issues about the Project, and meetings with landowners have continued into 2013.

10.7 Communication and Engagement with Key Stakeholders

10.7.1 2009 Consultation and Engagement

During this engagement, key stakeholders were contacted consistent with directly affected landowners and given the opportunity for further involvement in the Project. Many key stakeholders made submissions, raising issues ranging from connectivity, cultural impacts, improvements to travel times, and economic effects.

10.7.2 2011 Consultation and Engagement

Consultation with key stakeholders such as community groups and environmental groups has taken place on an on-going basis. This has included detailed discussions with emergency services with regard to the effective operation of their roles and functions once the Project is constructed.

While KCDC, GWRC, and NZHPT are key stakeholders, their roles are slightly different from other key stakeholders as a result of them also being regulatory authorities from whom statutory approvals are required to facilitate the Project. These stakeholders have been involved in workshopping issues and opportunities, and the assessment of options to identify suitable solutions for consultation.

All key stakeholders (Table 10-1) received a letter before the start of consultation informing them of the upcoming consultation phases.

10.7.3 2012 Consultation and Engagement

Update briefings to key stakeholders occurred on an on-going basis after the 2011 consultation. The Project benefited in particular from specific involvement of KDC in the development of mitigation options and the consultation material prior to it being published.

10.7.4 Communications with Regulatory Authorities/Central Government

Several meetings and workshops were held during the scoping phase of the Project (initial Project design and information gathering phase) with the regulatory authorities and other central government agencies. These meetings were to ensure that firstly the Project team captured the key Project issues and constraints, and secondly to seek the authorities'/agencies' views and feedback in the option identification and development process.

Since that time, update meetings on the Project and the timelines have been held as required.

10.8 Communication and Engagement with the General Public

The methods of communication were generally the same for the 2009, 2011 and 2012 consultation periods. The views of the community were sought by the NZTA sending out information about the Project, holding eight open days in 2009 and then two open days for each of the 2011 and 2012 consultation phases. Feedback was sought in the form of written or verbal submissions. The open days in 2009 and 2011 were supported by the delivery of brochures to all addresses in the Kāpiti district. The brochures also provided links to the website and an 0800 number where further information could be obtained.



Figure 10-1: Project Open Day at Ōtaki, 2011

10.8.1 Open Days

Open days were held in both the Ōtaki Town Hall and Te Horo Memorial Hall as part of the 2011 and 2012 engagement phases. There was one open day at each location for both the 2011 and 2012 consultations.

The open day format had a number of display boards featuring information on the Project. In 2011 the information was on the key issues identified, the design process, the options for the interchanges and the process moving forward. In 2012 there were boards on specific geographic locations and individual specialist areas such as noise, landscape and

flooding. Two sets of strip maps showing the entire alignment and interchanges were also provided for easy reference and discussion with the Project team (Figure 10-1).

Each open day had a breakout room where meetings with directly affected landowners could occur in private if required.

In 2012 at both of the open days there was a Project member from the M2PP Project present to answer any questions on the connectivity between the two Projects and the form of that section of the Kāpiti Expressway.

Approximate attendance figures for two open days held in 2011, recorded via a manual door counter, are shown below:

Table 10-2: Attendance Figures for Open Days in 2011

Date	Time	Location	Attendees
Saturday 12 February 2011	10am - 4pm	Ōtaki Town Hall	263
Wednesday 17 February 2011	2pm - 8pm	Te Horo Memorial Hall	194

Table 10-3: Attendance Figures for Open Days in 2012

Date	Time	Location	Attendees
Saturday 16 June 2012	10am - 4pm	Ōtaki Town Hall	109
Wednesday 20 June 2012	2pm - 8pm	Te Horo Memorial Hall	98

10.8.2 Media Releases

Media statements were released to announce the consultation timeline, publicise the start of consultation, and remind people of the closing date for written feedback. Decisions that were made regarding the consultation process and the Project were also subject to media releases.

10.8.3 Project Website

Summary and detailed information about the history of the Project has consistently been available on the NZTA website. Specifically www.nzta.govt.nz/pp2oproject is a dedicated site where an array of information is available.

The information available on the website has included the consultation brochures, draft plans, open day panels, the feedback form, background material and resources, and contact details for enquiries and feedback. The website also allows users to lodge feedback online.

10.8.4 Project Phone Line

A free-phone number (0800 7726 4636) was available during working hours since the commencement of engagement in 2011 through to lodgement of the application. All phone calls were recorded in the consultation database.

10.8.5 PP2O Info Email

A Project information email address (info@pp2o.co.nz) was established and staffed by the Project team during normal business hours over the initial consultation periods and the following stages of the Project. Project team members replied to queries, supplied

requested information, and set up further meetings through this email address. All emails were recorded in the consultation database.

10.8.6 Post

Queries could also be posted to the Project team at:

Peka Peka to Ōtaki Expressway Project Team
c/- Opus International Consultants Ltd
PO Box 12003
Thorndon
Wellington

As with verbal and email comments and feedback, all written correspondence received was recorded in the consultation database.

10.8.7 Feedback Forms

In 2011, feedback forms (included with the consultation brochure) were sent to every Kāpiti district household and postal address, seeking their feedback on the form, function, and location of interchanges and connections for the Project. Copies of the feedback form were also available on the Project website, at the KCDC offices and at local libraries.

In 2012 feedback forms were available at the open days and were also available online at the Project website.

Information sought on the feedback form included contact details, the location of the submitter, and comments on what the different aspects of the proposals meant to the submitter, plus any general comments and feedback.

Feedback forms were able to be lodged online, posted, or handed over personally at the open days. The closing date for lodging feedback forms was 18 March 2011 for the 2011 consultation and 17 July 2012 for the 2012 consultation. Some submitters chose to send in letters and not use the feedback forms; these were accepted and recorded accordingly.

10.9 Consultation Brochures and Newsletters

A 20-page brochure was prepared for the 2011 consultation phase. This brochure contained information to support the objectives of the consultation period and included information on the design process, the options for the interchanges, and the process moving forward. The brochure is contained in the consultation reports in Volume 3 of the application, Technical Report 22.

The brochure was distributed on 4 February 2011 to approximately 23,000 addresses across the Kāpiti district. The brochure was also available from the libraries in Paraparaumu and Ōtaki.

There was a Project newsletter issued in September 2011 advising of the outcome of the consultation undertaken earlier in 2011. In January 2012, after NZTA had reached a decision on the options consulted on in 2011, another newsletter was released to the community advising of these decisions. These newsletters were supplied to all households and postal addresses within the Project area.

10.10 Feedback Methodology and Analysis

As detailed above, feedback forms were received online, by hand at the open days, via email and by post. So far as the NZTA is aware, every piece of feedback received has been recorded in the Project consultation database (Darzin). The use of Darzin allowed the Project team to record and summarise high volumes of public feedback, facilitating the on-going consideration of the public's views as the Project has developed.

From the data collected, issues, concerns, opportunities and preferences were identified. An analysis of the summary of comments was undertaken with a set of common feedback themes being produced as a result (discussed in the consultation feedback sections below).

In recording and summarising the content of the feedback the following protocols were applied.

10.10.1 Form of Feedback

Feedback was received via the feedback form, letters and emails. All of these different types were included in the feedback analysis.

10.10.2 Anonymous Feedback

Fifteen anonymous feedback forms during the 2011 consultation period and one during the 2012 consultation period were received (names and/or addresses were not stated). This feedback was recorded in the consultation database and included in the feedback analysis.

10.10.3 Pro-Forma Feedback

Two pro-forma type feedback forms were received for the 2011 consultation. These are template forms which contain exactly the same content, but which were lodged or signed by individual parties. These forms were treated and summarised as individual feedback comments, recorded under the name of the individual person lodging the feedback.

10.10.4 Multiple Feedback

In some cases multiple feedback forms were received from one individual member of the public i.e. different forms lodged on different dates within the same consultation period, but from the same member of the public with the same contact details. These forms were treated and summarised as one feedback entry, with each multiple feedback detail being added into the initial feedback summary entry.

10.10.5 Late Feedback

Ten forms were received after the 2011 consultation period closed on 18 March. Three feedback forms were received after the 2012 consultation period closed on 13 July. These forms were summarised in the consultation database and considered in the development of the Project, along with all other feedback received.

10.11 Consultation Feedback 2011

This section of the Chapter provides a summary of the feedback received during the 2011 Peka Peka to North Ōtaki consultation period.

Analysis of the feedback, comments and feedback identified a number of themes, matters and concerns. Overall, there were a total of 473 feedback comments received and the content of the feedback reflected a number of views and interests ranging from support to opposition to the proposals, and a combination of both. The key themes identified from the feedback are now discussed in this section.

10.11.1 Feedback Analysis

Figure 10-2 below shows the breakdown of the feedback received by the locality of the parties providing the feedback.

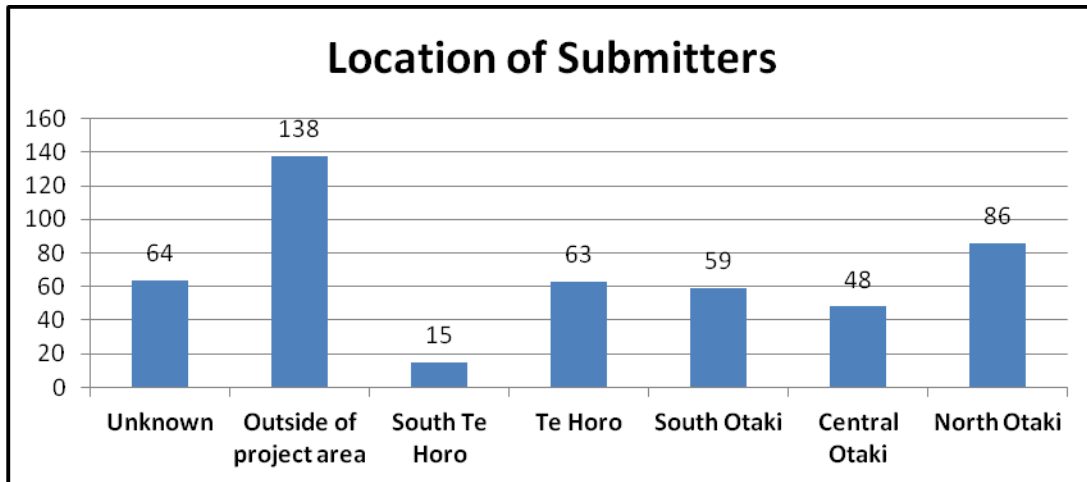


Figure 10-2: Locations of Parties Providing Feedback for the 2011 Consultation

10.11.2 Summary of Feedback (2011 Consultation)

The main themes that were raised during the 2011 consultation were:

- General support;
- General opposition;
- Design;
- Local accessibility and connectivity;
- Property issues;
- Construction issues;
- Environmental effects including;
 - Hydraulics/hydrology/waterways;
 - Social/community/recreation;
 - Business viability;
 - Noise/vibration;
 - Traffic/transportation/safety; and
 - Landscape/visual; and
- Property issues.

A summary of the common themes is provided as follows under each appropriate topic¹⁷.

10.11.3 General Support

Many parties providing feedback highlighted the need for an Expressway through the Project area, citing the congestion issues that they currently experience as the primary reason for their view.

Some sought that the Expressway be constructed as soon as possible. Many reiterated the transport benefits and district/regional importance of the Project.

¹⁷ It is important to note that this is a summary of common themes and does not constitute a summary of every feedback form.

10.11.4 General Opposition

Concern was raised by the parties providing feedback concerning the effects that the proposal would have on the communities, particularly severance of Te Horo settlement and Ōtaki Township. Many also highlighted the effects that the Expressway would have on their property or other properties. The environmental effects of constructing and operating the Expressway were also viewed as areas of concern.

10.11.5 Design Options

Key issues that were addressed in submissions with regard to the proposed design of the Expressway related to the Te Horo options, interchange options north and south of Ōtaki, and the options at Rahui Road.

General issues relating to the design of the Expressway were:

- Gradients of the bridges across the Expressway need to be designed appropriately;
- Speed limits need to be taken into account;
- Upgrading of local roads needs to take into account the people that are going to be using them;
- Bridge design needs to take into account oversize vehicles entering different sites;
- Flooding levels need to be taken into consideration; and
- Maintaining existing connections.

Design Options Relating to Te Horo

The options for the section of road over the Expressway connecting the two areas of Te Horo as presented to the community are outlined in Chapter 9 of the AEE report. The feedback received indicated that there was slightly more support for Proposal B (crossing over railway and Expressway north of Te Horo Beach Road, linking School Road and Te Horo Beach Road). Feedback from just the local Te Horo community, however, indicated a clearer preference for Proposal B.

Common reasons for support for Proposal B from the local Te Horo community included the following themes:

- Less effect on the Red House Cafe if Proposal B is chosen;
- Less effect on the community, St Margaret's Church and that part of the community on SH1 not being 'sandwiched' between two roads; and
- Proposal B is the lower cost option.

Some feedback from the community acknowledged that Proposal B would entail works being undertaken in or adjacent to the Mangaone Stream. Proposal B has been incorporated into the Expressway design.

Design Options Relating to the South Ōtaki Interchange

Public feedback was sought on two options concerning the south Ōtaki interchange. Feedback received indicated that there was large support for Proposal A (local road crossing over the NIMT and Expressway towards Ōtaki Gorge Road at approximately the location of the existing Ōtaki Gorge Road railway bridge, providing for both northbound and southbound ramps). A similar preference was found when only feedback from people located within the Project area were scrutinised. Proposal A has been incorporated into the Expressway design.

North Ōtaki Interchange

Of the two options consulted on concerning the north Ōtaki interchange, feedback indicated that there was substantial support for Proposal A (southbound off ramp which

crosses over the existing SH1 bridge over the Waitohu Stream, and a northbound on ramp that crosses the NIMT slightly north of the town). A similar level of support was noted when only feedback from people located in the Project area were scrutinised. Proposal A has been incorporated into the Expressway design.

Rahui Road

Many feedback comments highlighted the importance of the Rahui Road connection across Ōtaki and that this should be maintained. The brochure had proposed only a pedestrian / cycle bridge with traffic diverted on to an upgraded County Road. The Rahui Road connection has been incorporated into the Expressway design with road and pedestrian access.

10.11.6 Local Access

There were several themes raised through the consultation relating to local access. These issues (broken down by area) include:

Feedback regarding access at Te Horo included issues relating to:

- Local road access to the north to link in with Old Hautere Road;
- Physical effects on School Road and the properties in School Road arising from the options at Te Horo; and
- Access onto the Expressway from Te Horo.

Feedback Regarding Access at South Ōtaki included:

- Issues associated with making Old Hautere Road a cul-de-sac;
- Access to the south linking in with Te Horo;
- Impact of 'boy racers' on the community in relation to the treatment of local roads and any increase in the use of the local roads by 'boy racers';
- Potential impact on emergency services by any alteration of the current local roads; and
- Concerns about a possible reduction in cross Expressway connectivity.

Feedback Regarding Access at Central Ōtaki included:

- The treatment of Rahui Road;
- The loss of community connectivity; and
- Access to/from the Ōtaki Māori Racing Club on race days.

Feedback regarding access at North Ōtaki included:

- The treatment of Taylor's Road; and
- The link into and connections with Rahui Road / County Road area.

10.11.7 Property Issues

A number of submissions commented on a range of property issues along the entire Expressway. The most common themes were general effects, physical effects, and effects on property value. Other themes were access, the purchase process and future land use.

Concerns around general impact on properties focussed on two issues:

- General effects on property from the alignment and environmental effects associated with the Expressway; and
- Effects on the properties at Te Horo that would have arisen from Proposal A (where a number of properties would have needed to be acquired).

Physical effects issues were:

- Effects on the Te Horo community that would have resulted from Proposal A, which would have seen parts of the community sandwiched between two roads; and
- Environmental effects on properties that will be next to the Expressway but where land is not required.

The value issue is:

- The effect on the value of properties that will have the Expressway as a neighbour.

10.11.8 Construction Issues

A number of submissions commented on a range of construction issues. The common themes were timing and staging, cost and commercial viability.

Timing and staging:

- 'Get on with it please.'

Cost:

- Options should be chosen on a cost basis.

Commercial viability comments or questions included:

- Can the country afford the Expressway at this point in time?
- Where is the money coming from to construct the Expressway?
- The cost benefit ratio is not sufficient to warrant the Expressway.

Concerns about the effect of noise, vibration and dust during construction were also put forward.

10.11.9 Environmental Considerations

A number of submissions commented on a range of environmental considerations. Those for which common themes could be derived are briefly identified in Figure 10-3 and discussed in the sections below.

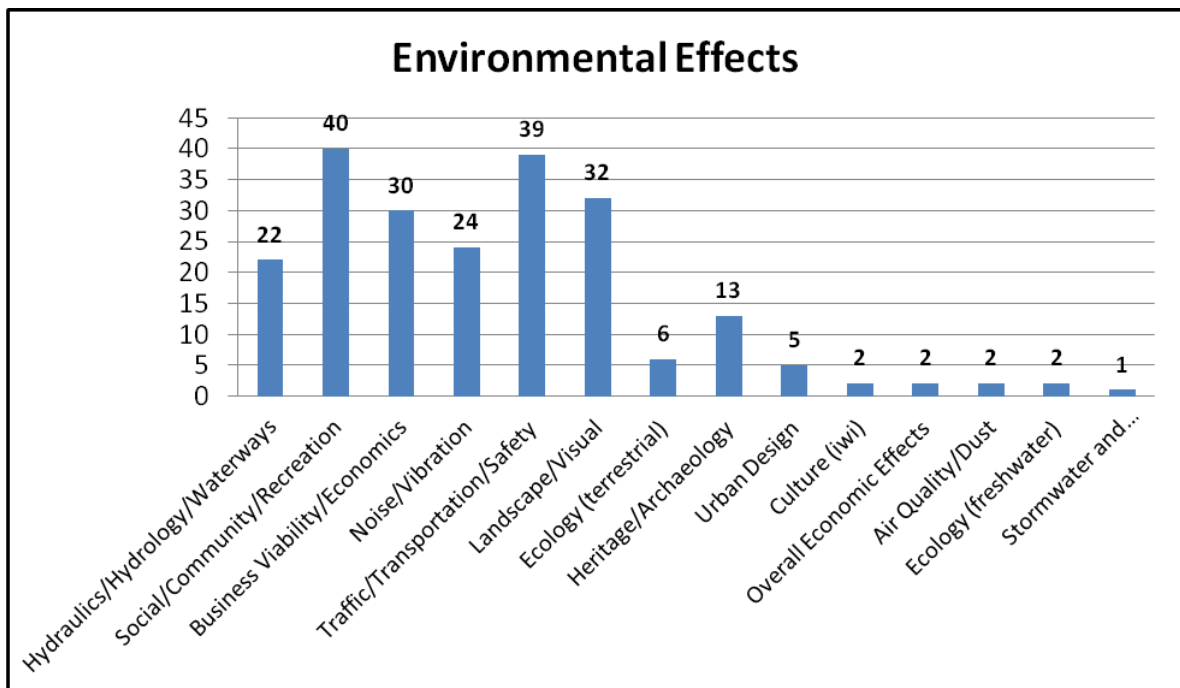


Figure 10-3: Environmental Effects Identified in Submissions

Hydraulics/Hydrology/Waterways

- Some comments highlighted the effects that certain options would have on the Mangaone Stream, and the importance of addressing these effects appropriately; and
- Some people queried the effect that the Project might have on the flooding throughout the area.

Social/Community/Recreation

- The effect that Proposal A at Te Horo would have had on the ambience of St Margaret's Church and the Red House Café as historic sites;
- The effect that an overpass will have on the community café;
- Some people queried whether it would take longer for emergency services to reach certain areas due to the closure of local connections;
- The effect that closures of connections might have for increasing the incidence of 'boy racers' in the area; and
- Fears that any closure of Rahui Road would split the Ōtaki community in two (Ōtaki Village and the Plateau area).

Business Viability

- Effects on local business from the removal of passing trade from the Te Horo straights and Ōtaki areas;
- Consideration of a northbound exit to provide access into Te Horo for passing trade;
- Consideration of signage before Te Horo to promote local businesses;
- The negative impact on the Red House Café by Proposal A;
- Some feedback suggested a "recovery package" be considered for Ōtaki town, focusing on promotion and future development;
- Whether a full interchange north and south of Ōtaki is provided so that people can stop and 'impulse' shop;
- Good signage to Ōtaki and shops; and
- Legible access into Ōtaki town and shops for passing trade (road layout).

Noise/Vibration

- Some expressed concerns about road noise from the existing SH1, and queried whether the Expressway is going to have a greater noise effect.

Traffic/Transportation/Safety

- Some feedback sought the closure of local road level rail crossings along the Expressway route;
- Issues were raised about possible effects on access by emergency services;
- Some queried disaster management of the Expressway and surrounding areas i.e. tsunami threat and the ability for people to clear the area fast with the Expressway in place;
- Some asked whether travel times would be lengthened if local connections are closed off i.e. Old Hautere Road;
- Boy racer issues if local roads and connections are altered;
- Access to the Ōtaki Māori Racing Club on race days; and

- Route security.

Landscape/Visual

- Issues raised included the effects of lighting of the road over rail bridges and potential light spill into the surrounding rural areas;
- Potential effects on the trees at Mary Crest if the Expressway was to go through there.
- Visual impacts of structures; and
- Possible effects of the Project on public areas such as the Pare-o-Matangi reserve and mitigation of those effects.

10.11.10 Process Issues

A number of comments were made on a range of process issues. The common themes were:

- Assertions that the information in the brochure was different from the open day information;
- Queries as to the NZTA's objectives in continuing consultation;
- Suggestions that further changes to the Project design should also be discussed with the community through consultation; and
- Certainty around the processes being undertaken, especially around property purchase.

10.12 Consultation Feedback 2012

In total there were 36 submissions received during the consultation period from 16 June to 13 July 2012, with late submissions additional to that.

10.12.1 Summary of Submissions (2012 Consultation)

The main issues that were raised in submissions included:

- Flooding;
- Geotechnical;
- Stormwater;
- Railway crossing safety issues;
- Noise;
- Landscape and screening;
- Emergency services;
- Heritage and culture; and
- Property access.

Among the issues raised, a number of people attending the open days were concerned about potential visual and noise effects at their properties as a result of the Expressway. Residents were also concerned about an apparent lack of noise mitigation measures in the design, and that they had not had enough prior detail on the potential effect of the alignment on their properties. There were also some concerns about partial or total land loss, and the acquisition process around this.

Residents in the area raised concerns about access to the Expressway, particularly in the Te Horo area and concerns as to the location of access from the Expressway (to and from the south) at the Peka Peka interchange which forms part of the M2PP Project. Residents immediately adjacent to the alignment raised concerns about access to their properties once the Expressway was operational.

Comments were also received in relation to the existing NIMT level crossing at Mary Crest and the safety of this and these have been considered through the design process.

Some members of the Ōtaki and Te Horo communities raised issues related to the preservation of the area's heritage, namely:

- Clifden at Bridge Lodge;
- The property at 230 State Highway 1, Ōtaki; and
- The stockyards at Te Horo.

Each of the comments and feedback topics raised were passed to the Project team to seek to ensure that the final mitigation developed took these comments into consideration. The feedback has been incorporated into the detail that now forms part of the mitigation of the environmental effects that is discussed below in this AEE report.

10.13 Summary of Key Stakeholder Consultation

A summary of the main elements of the feedback and submissions received from the key stakeholders is provided below. This includes feedback received from workshops, Project briefings and the site walkovers. The key stakeholders were:

- Ōtaki Māori Racing Club;
- KCDC;
- NZHPT; and
- Ōtaki Community Board.

Discussions with iwi are specifically addressed in Chapter 26 of Part G, and within the Cultural Impact Assessment, Technical Report 19 in Volume 3.

10.13.1 Ōtaki Maori Racing Club

The Ōtaki Māori Racing Club in 2011 asked that:

- The Expressway maintain east to west connectivity through Rahui Road to Main Street for all vehicles;
- Pedestrians and cyclists have safe access across and onto current SH1;
- Access into and out of town and the Ōtaki Māori Racing Club racecourse be of good quality;
- The Expressway cross over the top of Rahui Road; and
- The Expressway provide connectivity with the local road network.

Project Team Response: Consultation continued with the Ōtaki Māori Racing Club to identify and address concerns. The Rahui Road connection has been retained through further investigation and analysis to address the Club's concerns.

10.13.2 Kāpiti Coast District Council

A summary of KCDC's 2011 feedback on the key issues surrounding the Project (as it has developed over time) is as follows:

- KCDC highlighted the need for certainty for the communities affected by the Project, especially land owners;
- Other comments on interchanges and alignment – KCDC supported Proposal A at the northern end of Ōtaki as the formation which pulls access into Ōtaki as close as possible to the town;
- KCDC supported Proposal A at the southern end of Ōtaki as the least intrusive option which took up as little land as possible;

- KCDC supported Proposal B at Te Horo as the option which was the least intrusive on the settlement;
- KCDC supported any modification to the alignment which avoided damage to the areas of bush and wetlands in the Mary Crest area;
- Local road connection across the Expressway – KCDC sought that east-west connectivity across the Expressway was maintained, both in the town and in the rural areas. KCDC likewise sought that access to essential and other services was maintained;
- Left-off access to Te Horo – KCDC strongly supported no direct access from the Expressway to Te Horo, as a way of minimising growth pressures. If access was to be included, KCDC prefer a left-off interchange (from the south only) to provide access to the Te Horo businesses;
- The Ōtaki Railway Station – KCDC supported the option of moving the Ōtaki Railway Station slightly on its axis to accommodate a realigned rail line;
- Pare-o-Matangi reserve – The Expressway will affect a significant area of the Pare-o-Matangi reserve, and KCDC was concerned to ensure that effects were appropriately mitigated;
- Design quality – KCDC sought "best practice" level of design, particularly in terms of how design and landscaping can mitigate visual, noise and air quality impacts;
- KCDC raised a concern in relation to the existing SH1, and sought to ensure that its formation as a local arterial road is appropriate at the time it ceases to be a State highway;
- KCDC was concerned as to economic impacts on Ōtaki, in terms of potentially affected businesses and employment; and
- Cost – KCDC sought that any trade-offs between cost and design were able to be discussed in an open way between Council and the NZTA.

Project Team Response: KCDC continues to be a key stakeholder with whom consultation is frequent and on-going. The concerns of KCDC have been taken into account through the MCAT analysis as well as in the development of the Project design, interchanges, cross-connections, alignment and mitigation measures.

10.13.3 New Zealand Historic Places Trust

The NZHPT 2011 feedback is summarised as:

- Further information was needed in regard to the effects of the Expressway on the archaeological record;
- The historic heritage values of the Ōtaki Railway Station needed to be recognised in the planning process and further consideration needed to be given to options in discussion with NZHPT;
- The heritage values of the former Rahui Milk Treatment Station and Social Hall needed to be further investigated to inform the decision-making process;
- The heritage values of Mary Crest, Mirek Smišek Pottery, 230 Main Road Ōtaki, and the Red House Cafe needed to be investigated to inform the decision-making process; and
- There was a need to consider all Part 2, section 6 matters of the RMA and not to be selective.

Project Team Response: Continued specialist investigations were undertaken to address the NZHPT concerns. These findings have been incorporated in the MCAT decision process as well as the Project design and mitigation development. Further detail on the specific mitigation of heritage issues as a result of the Project is contained in Part H of the AEE report and the technical report on built heritage appended in Volume 3.

10.13.4 Ōtaki Community Board

The OCB 2011 position on a number of aspects of the proposal as expressed during consultation, was as follows:

- Process – OCB expressed concern about a perceived lack of clarity about what aspects of the Expressway were open to consideration and potential change through the consultation processes;
- Local road connection across the Expressway – OCB expressed satisfaction with the general approach to access on and off the Expressway, particularly given its concerns about growth effects, but was concerned about possible loss of connectivity across the Expressway;
- Left-off access to Te Horo – OCB supported the idea of a left-off interchange (from the south only) to provide access to the Te Horo businesses;
- Other comments on interchanges and alignment – OCB supported Proposal A at the northern end of Te Horo;
- OCB supported Proposal A at the southern end of Ōtaki as the least intrusive option which took up as little land as possible;
- OCB supported Proposal B at Te Horo as the option which was less intrusive on the settlement;
- OCB supported any modification to the alignment which avoided damage to the areas of bush and wetlands in the Mary Crest area;
- The Ōtaki Railway Station – OCB supported the option of moving the Ōtaki Railway Station slightly on its axis to accommodate a realigned rail line;
- Pare-o-Matangi reserve – The Expressway will affect a large portion of the Pare-o-Matangi reserve, and OCB was concerned to ensure that effects were appropriately mitigated;
- Design quality – OCB sought "best practice" level of design, particularly in terms of how design and landscaping can mitigate visual, noise and air quality impacts;
- OCB was concerned as to the economic impacts on Ōtaki, in terms of potentially affected businesses and employment; and
- Cost – OCB sought that any trade-offs between cost and design are able to be discussed in an open way between KCDC, OCB and the NZTA.

Project Team Response: OCB is a key stakeholder. Inputs from the Board have been taken into consideration and fed into the MCAT decision process as well as the design of the Expressway and its mitigation measures, as sought in this application. Most matters raised by OCB have been addressed. However, at the date of lodgement of this application, specific points of discussion around marketing and signage for the Ōtaki Railway Retail area adjacent to the current SH1 alignment, are yet to be resolved.

10.14 Summary of Issues

Reports were produced at the completion of each consultation period that summarised the main feedback topics and allowed the design team to provide responses on how these topic themes were being addressed.

The topic areas and issues raised during both the 2011 and 2012 consultation submission periods are set out in Table 10-4, also identifying the design or management response to these topics.

Table 10-4: Feedback and Responses from Consultation

Topic Area	Issues Raised	Design/Management Response	Relevant Section of AEE report
Cross-corridor connectivity and access	More support for Option B at Te Horo as it will have less effect on the community and is cheaper.	Adoption of Proposal B to reflect local community and stakeholder desires.	Chapter 9
	The importance of maintaining two east-west connections in Ōtaki including the Rahui Road connection. Concerns were raised that any closure would split the community in two.	Further investigation concerning this link and alternatives at Waerenga Road. Further design refinement completed to improve the aesthetic outcomes and scale/gradients of the proposed connection at Rahui Road. Vehicular and walking/cycling crossing has been maintained at Rahui Road to address this issue.	Chapter 9
	Provision needs to be made so access for emergency services is not limited through the Expressway.	The Expressway will incorporate access for emergency services – a location for access has been identified.	Chapter 14
	Extended travel times associated with altered local roads.	Travel modelling has been undertaken in relation to cross-connections to seek to ensure optimal design for these where practicable.	Chapter 13
	There needs to be adequate access to the Ōtaki Māori Racing Club on race days.	Rahui Road connection is maintained and addresses this. County Road remains as a local access road.	Chapter 16
Interchanges	General support for the interchange locations.	Alternative interchange locations have been investigated and community inputs have been incorporated in the MCAT processes.	Chapter 9
	South Ōtaki Interchange Option B has greater effect through taking up more land.	Options that utilised less land were considered through the MCAT process. Post the 2011 consultation the interchange footprint has been reduced.	Chapter 9
	North Ōtaki Interchange Option A has general support. Some concerns raised on dune impacts including the new on-ramp.	Enhancements to the north Ōtaki interchange proposed to reduce impacts to dune areas west of the alignment by siting the northbound on ramp between the NIMT and the Expressway.	Chapter 9
	Access to the Expressway for Te Horo. Consideration of a northbound exit from	Two options were identified including a ramp near Te Hapua Road and a	Chapter 9

Topic Area	Issues Raised	Design/Management Response	Relevant Section of AEE report
	the Expressway to provide access to Te Horo.	northbound off-ramp at the Peka Peka interchange, as part of the M2PP Project. A site further to the north near Mary Crest was also identified for a possible northbound off-ramp, which was discounted due to the ecological and dune impacts arising from this option. Transportation benefits were also assessed and did not support an exit here.	
	Need for full interchanges north and south of Ōtaki.	Traffic modelling, combined with the MCAT assessment, has shown that half-interchanges provide the best result for both Expressway and local road users when all factors are considered.	Chapter 9 and Chapter 14
Design	Design of the Expressway needs to occur at best practice levels, particularly concerning how design and landscaping can mitigate visual, noise and air quality impacts.	Design seeks to make the Expressway part of the landscape. This is demonstrated through the multiple visualisations and the ULDF included as part of the application.	Chapter 15 and Chapter 16
	Provision of 6m height clearance for bridges that will have the type of traffic requiring that (e.g. Stresscrete).	Identification and provision of a regular and high vehicle access under the new Ōtaki River Bridge to enable over-dimension loads egress from the Stresscrete site.	Chapter 13
Environmental	Effects of the Expressway on waterways and natural flows.	This has been and will continue to be taken into consideration through the design process of the Expressway and through the provision of appropriate waterway and floodplain culverts and bridges.	Chapter 17 and Chapter 18
	Effect of the Expressway on local streams.	The effect of Expressway on waterways throughout the Project area and means of mitigating these effects have been thoroughly investigated and addressed.	Chapter 17 and Chapter 18
	Effect on the Mary Crest bush if the Expressway was to go through there.	Three main options were explored to avoid this area of significant bush. The Expressway avoids the bush.	Chapter 19 (see also Chapter 10)

Topic Area	Issues Raised	Design/Management Response	Relevant Section of AEE report
Visual/landscape	Concerns over light spill from the Expressway.	Design and location of lighting structures has been considered to address spill issues appropriately. Lighting is limited to interchange areas, intersections and replacement of any existing street lighting.	Chapter 6
	Visual impacts of structures and embankments.	Design seeks to make the Expressway integrate with the landscape. Structures have been lowered where practicable.	Chapters 15 and 16
	The effect of the Expressway on public spaces such as the Pare-o-Matangi reserve and access to Ōtaki River recreational areas.	Mitigation is proposed that provides equivalent alternative reserve space and 'green' connections for the Pare-o-Matangi reserve through to Ōtaki Railway Station. Access on the south side of the Ōtaki River is provided and planting has already been undertaken with support from NZTA. Access on the north side is maintained.	Chapters 15 and 16
	Visual / noise screening at the end of Old Hautere Road	A landscaping bund is to be provided and planting is to be extended south past Old Hautere Road in response to local resident concerns to provide improved visual screening at this location.	Chapter 16
Cultural/heritage	Presence of sites of cultural significance in the vicinity of Mary Crest.	Optimisation of the Expressway alignment to avoid / reduce impacts on the potential cultural sites, including shifting the Expressway eastwards.	Chapter 24, 25 and 26
	Effect of the Expressway on historic heritage associated with the Ōtaki Railway Station.	Refining of the relocation of the Ōtaki Railway Station to reduce effects by enabling the station to be re-oriented on its site.	Chapter 24 and 25
	That there needs to be further investigation into the heritage values associated with the various affected buildings.	Further investigation concerning heritage in the region has been undertaken, for example at Clifden, and appropriate measures adopted.	Chapter 24 and 25
	Proximity of Rahui Road bridge approaches to the	Alignment refinements following stakeholder	Chapter 10

Topic Area	Issues Raised	Design/Management Response	Relevant Section of AEE report
	Former Rahui Treatment Station	feedback on road bridge options have improved the setback to the Former Rahui Treatment Station, and enabled County Road to loop around and under the bridge.	
Archaeological	Further investigation regarding the effects of the Expressway on the archaeological record.	This has been undertaken through specialist investigation, key stakeholder consultation and the agreement of protocols.	Chapter 24 and 25
Transport	That an Expressway is needed to address congestion.	The provision of the Expressway addresses this issue.	Chapter 13
Transport/ safety	Support for the movement of the railway station to allow for the realignment of the NIMT.	Further investigations undertaken.	Chapter 13
	At-grade rail crossings need to be removed to improve safety.	The Expressway will remove the majority of at-grade crossings, improving safety and having positive community impacts.	Chapter 13
	Effects of the Expressway on overall road safety in the area.	Road safety is a key aspect of the Project and its design.	Chapter 13 and 27
	Walking and cycling effects.	Feedback has influenced footpath provision and promotion of wider edge lanes on the bridges.	Chapter 13 and 27
Business viability	Effect on Te Horo businesses if there is no Expressway access. Limited 'impulse shopping'	An economic assessment has been undertaken and advanced guide signage is proposed.	Chapter 27 and 28
	The economic effect of the Expressway on Ōtaki.	An economic assessment has been undertaken with appropriate mitigation identified, including signage. Also the traffic solution of half diamond interchanges north and south of Ōtaki will maximise access to Ōtaki businesses from the Expressway.	Chapter 27 and 28
	Good signage required to indicate Ōtaki and shops and Te Horo.	Advanced guide signage signalling Ōtaki and Te Horo as a destination will form an important part of Expressway signage.	Chapter 29

Topic Area	Issues Raised	Design/Management Response	Relevant Section of AEE report
Noise and vibration	That noise will increase with the Expressway.	The Expressway will meet appropriate noise and vibration standards. The incorporation of low noise surfacing (such as OGPA) on the Expressway through Ōtaki will mitigate effects. A construction noise and vibration management plan will be developed for construction for both the Expressway and the NIMT.	Chapter 22
	Concerns about boy racer issues.	A link to Ōtaki Gorge Road is provided from Old Hautere Road to remove the cul-de-sac concerns.	Chapter 9
Hazards	Expressway will not allow for efficient exiting from the Project area i.e. tsunami threat.	Natural hazards and evacuation routes have been considered and provided for in the design with local cross linkages being retained.	Chapters 10 and 16
	Effect of the Expressway on flooding in the area.	Potential flooding issues have been carefully considered and addressed in the design of the Project.	Chapter 17
	Earthquake risk in the area.	The Expressway will be designed to current best practice and will adopt a lifelines approach to seek to ensure that it can be made operable within a short timeframe following an event. It will also provide an alternative to the current SH1.	Chapter 14
Property values	Concern over the effect that the Expressway will have on property values.	This is considered as part of the amenity effects of the Project on the surrounding community.	Chapter 29