

Chapter 27

Part G

VOLUME 2

Social and Community

Overview

At a regional level the Project delivers clear benefits in terms of the improved movement of people, goods and services between the Kāpiti district and the Greater Wellington region. At a local level, the Project will result in some localised negative impacts but also some localised benefits through safer east-west access and reversion of SH1 to a local arterial road.

Key positive effects are expected to be:

- improvements to regional safety and connectivity through improved trip times, reduced congestion on SH1;
- improved pedestrian and cyclist safety through grade-separated crossings;
- the removal of level crossings at Te Horo and Old Hautere Road to improve social connectivity;
- a reduction in traffic on the existing SH1; and
- improvement to the pedestrian and shopping amenity of the Ōtaki Railway Retail area due to the reduction in through traffic.

Key negative effects are expected to be impacts on a small number of Te Horo businesses that are reliant on bypassing traffic, impacts on landowners from land requirements, construction impacts on houses and businesses within close proximity to the route and the use of part of the Pare-o-Matangi reserve for the Project.

In addition to the mitigation measures supported by other technical assessments, specific mitigation recommendations are made from a social perspective, for example:

- establishment of a community liaison group;
- establishment of a feedback/complaints database for the construction phase;
- maintaining a usable open space and undertaking specific engagement with the community regarding the Pare-o-Matangi reserve re-design options; and
- a clear communications protocol in the CEMP.

27 Social and Community

27.1 Introduction

This chapter summarises the potential social effects of the Project.

The potential effects of the Project have been assessed against the following social elements:

- *Way of Life* including impacts on accessibility, connectivity, patterns of living and mobility, changes to way of walking and cycling and changes to public transport;
- *Well Being* including changes to wellbeing, health and safety;
- *Environment and Amenity* including changes to the environment such as noise, dust, amenity and landscape;
- *Community* including impacts on people's property and neighbourhoods, schools, community areas and sites, accessibility to commercial areas and impacts on community plans and aspirations.

Effects and mitigation that are dealt with in other technical assessments (built heritage, archaeological, cultural, landscape and visual, noise, air quality, transport and economic assessments) are acknowledged in this assessment and, where appropriate, additional social mitigation is suggested.

The following methods and sources were used to identify the existing environment and the potential effects of the Project:

- a literature review and development of a Social Impact Assessment (SIA) framework based on national and international best practice;
- an assessment of the relevant statutory and non-statutory framework to ensure that the Project aligns with legal and other local authority requirements;
- identification of a social study area and demographic profile to understand the existing social environment (social baseline);
- a review of other specialist inputs to the Project through a 'social lens';
- a review of feedback from the consultation process, including consultation with directly affected parties such as educational facilities, businesses and the elderly to ensure that the relevant social concerns of the community have been considered;
- an assessment of the identified social effects against the SIA framework; and
- identification of appropriate mitigation, avoidance or remedial strategies.

The report that contributes to this overall assessment is:

- Peka Peka to Ōtaki Expressway: Social impact assessment (Technical Report 20).

This technical report is included in Volume 3 of this AEE report.

27.2 Existing Environment

27.2.1 Population

The Project area is mainly rural with some scattered areas of larger settlement. The largest is Ōtaki which has a population of approximately 5,466 with around 2,361 dwellings. Te Horo has a population of 675, with approximately 294 dwellings.⁴⁷ Ōtaki's residential areas fall on both sides of the proposed Project. To the east of SH1 the residential area lies between Waitohu Valley Road to the north, Rahui Road to the south, and the cul-de-sacs of Ludlam Way, Speranza Avenue, and Brandon Street to the east. To the west of SH1 the residential area is mostly densely settled around Ōtaki. There is also an area extending westward to the coast and then along Ōtaki Beach. At Te Horo, the main residential area is along School Road and there are also numerous lifestyle and larger rural blocks in the area.

Approximately 122 properties will be acquired as part of the Project, either in part, or outright. Many but not all acquisitions will include residential buildings.

The majority of the Project runs through areas of low population density. Towards its northern end, the Project dissects a portion of Ōtaki to its eastern edge, comprising an area of more dense settlement. Ōtaki has experienced a decline in the usually resident population in the five year inter census period from 2001 to 2006. However, the population is projected⁴⁸ to increase by over 1,000 residents in the next twenty years. Within the project area, Peka Peka has the highest proportion of residents of working age (15-64 year age group) and Ōtaki has the highest proportion of residents over 65 years of age.

27.2.2 Other Social Characteristics

The overall character of the study area is rural and has a very low population density, with Ōtaki township and the Ōtaki Forks area being the notable exceptions to this. These two

⁴⁷ Statistics New Zealand 2006.

⁴⁸ Based on Statistics New Zealand's medium population projection.

areas show the highest rates of walking and cycling as a main means of transport to work, although it is worth noting that Ōtaki itself has a higher percentage of people not in the labour force than the total for other Census Area Units (CAUs) in the study area, and for the Kāpiti district. This reflects both the higher rate of unemployment in Ōtaki, and the older demographic of Ōtaki (over 22% aged 65 and older). There are also higher numbers of residents in Ōtaki who have no access to a private motor vehicle than in other parts of the study area, or in the Kāpiti district in general.

Other social characteristics of the Project area are:

- The largest ethnic group in 2006 was European (68.9%), with the largest proportions residing in Peka Peka and Te Horo. The second largest group was Māori (25%) and the largest percentages of residents who identified themselves in this ethnic group, were resident in Ōtaki.
- Private vehicles are the predominant method of transport in all areas.
- Ōtaki has the highest percentage (10%) of residents who do not own a motor vehicle and has the highest rates of walking and cycling as a main means of transport to work.
- The number of people who participate in the labour force is variable across the area. Percentages of those who are unemployed and those who are not in the labour force are highest in the Ōtaki area unit, which together, comprises over 46% of the working age population. Consequently, employment rates for Ōtaki are low.

27.2.3 Community Facilities

There are numerous community facilities within the wider area surrounding the Project, which are typical of a rural community. The majority of facilities are located within the Ōtaki township and will not be directly affected by the Project. However, accessibility, connectivity and safety to community facilities are all factors that need to be considered for the Project. Facilities within the wider area include three cemeteries, a library, a swimming pool, a racecourse, parks including the Ōtaki Domain, Haruatai Park and the Pare-o-Matangi reserve, numerous churches, Ōtaki and Te Horo community halls, Ōtaki medical centre, Ōtaki and Hyde Park Museum, Ōtaki Police Station, Ōtaki and Te Horo Volunteer Fire Stations and Ōtaki Ambulance Station. There are eight primary and secondary schools that are near the Project, with approximately 1300 students in total. In addition to the eight schools, Te Wānanga-O-Raukawa (a Māori University) is also located at Ōtaki Township. Approximate distances from educational facilities to the Project range from 0.3km (Waitohu Primary) to 3.9km (Ōtaki Health Camp School).

27.2.4 Economic Activity

Within Ōtaki there are two main retail areas – the area along the existing SH1 alignment (the Ōtaki Railway Retail area) and the area on Main Street, approximately 1.8km north-west of the existing SH1 (the Ōtaki Main Township). There are approximately 265 workers (MECs or Modified Employment Count, from Statistics NZ's Business Frame) employed in Ōtaki's Railway Retail Area working in 43 businesses. The largest employer is the New World supermarket in the Ōtaki Railway Retail area (nearly 100 MECs), while other businesses in the Railway Retail Area are smaller, averaging less than 5 MECs each, spread across a range of core retail, hospitality and household and health service businesses. There are a further 327 workers in the Town Centre, in 75 businesses.

A comparison between Ōtaki Main Street and the Ōtaki Railway Retail area (ORR) showed that a higher percentage of pedestrians surveyed were Ōtaki residents in the main street shopping area (57%), than at the ORR (35.7%). A higher percentage of those surveyed in the ORR indicated that the Expressway may change their travel behaviour, 13.8% (ORR), compared with 4.6% (Ōtaki main street).

A survey of pedestrians⁴⁹ around Ōtaki was carried out to assess the main purpose of shoppers in Ōtaki and to determine how their behaviour might change once the Expressway is operational. Over half (56.6%) of surveyed pedestrians reported that they were passing through Ōtaki, and the most common types of purchases made were for takeaway food and drink, groceries, petrol and clothes. The report concludes that these business types are the most likely to be affected by the Project. Fewer than half the surveyed respondents (42.2%) lived in the area, and their shopping behaviour was not expected to change as a result of the Project. A similar percentage of respondents (42.6%) reported that they would continue to shop in Ōtaki regardless of the change in travel time. Of the remaining respondents, 6.6% indicated that they would still be willing to stop in Ōtaki, but this depended on how much longer this would make their trip, and 8.6% indicated that if the Expressway was in place they would no longer stop in Ōtaki.

27.3 Project Consultation and Engagement

Consultation with the community in relation to the Project was undertaken in February-March 2011⁵⁰ and in June-July 2012. Engagement methods included:

- One-on-one meetings;
- Open days;
- Website, free phone number and email;
- Brochure;
- Feedback forms; and
- Media statements.

Open days held in June and July 2012 presented the Project's design. Feedback at these open days covered a range of issues.

Among the issues raised, a number of attendees were concerned about potential visual and noise effects to their properties. Residents were also concerned that there was a lack of noise mitigation measures in the design, and that they had not had enough prior detail on the potential effects 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. Residents immediately adjacent to the alignment raised concerns about access to their properties once the Expressway is operational. Some members of the Ōtaki and Te Horo communities raised issues related to preservation of the area's heritage, and including the Clifden building at Bridge Lodge.

Thirty-six consultation forms were received following the June-July 2012 consultation round. Community reactions were largely positive and many forms provided general positive feedback on the Project. Other feedback included concerns about severance around Te Horo, pedestrian / cycling access across the Expressway, general concerns and uncertainty about what the extent of effects would be, frustration with the consultation process, loss of individual property / effects to property (mainly noise), importance of continued visitors to Ōtaki, and concern that there may be fewer people / less custom passing through as a result of the Project.

⁴⁹ *Ōtaki Customer Survey: Draft Report of Pedestrian Intercept Surveys conducted in March 2011*, Opus International Consultants.

⁵⁰ Phase 1 Peka Peka to North Ōtaki Expressway Public Engagement Report, August 2011.

27.4 Targeted Consultation

During the 2011 general consultation a number of Te Horo businesses expressed concern about the potential economic impact of the Project. The SIA team contacted Te Horo businesses directly to understand these issues better. Some businesses draw their trade from locals or are 'destination based' and are less affected by the Expressway. Other businesses, particularly those in the food and beverage industry, expect to experience the greatest impact as they are more reliant on passing traffic. For some this will be counter balanced in part by safer access for customers.

Meetings were arranged with six educational institutions covering all age groups from kindergarten, through to primary, secondary and tertiary facilities. All educational institutions held the view that the Project had substantial benefits in that the Expressway would improve travel times to and from the facility by vehicle and would improve facilities for those students that walk or cycle.

The Project was presented to a Grey Power Meeting in Ōtaki. Although there were a few individual members whose properties were directly impacted (and whom had already engaged in one-on-one consultation) the vast majority felt that the Project was positive as it made local travel easier, and with less traffic.

27.5 Assessment of Social Effects

27.5.1 Social Implications of other Technical Reports

The social assessment of the Project takes into consideration elements which are covered in greater detail in other technical reports. Where there is an overlap of issues, the relevant technical report has been considered and the issues outlined in terms of the social perspective of the SIA report, Technical Report 20. Technical recommendations and mitigations presented in the technical assessments are relied on and in most cases cover off social impacts also. Any additional mitigation recommended from a social perspective is listed below.

Heritage

From a social perspective it is important that where heritage sites provide a service or facility to the community (such as the Ōtaki Railway Station), the community can continue to use and enjoy them in the same way. Heritage sites also function as a community touchstone, providing a connection for the current community with the past. As the functionality of the buildings will not be affected by the Project, it is not expected that there would be any substantial social issues regarding their amenity to the community, although access to the Rahui Social Hall will be changed as a result of the Project. In terms of the potential negative effects on heritage, the findings of the Heritage Assessment and the proposed mitigations are relied on.

Archaeological

From a social perspective maintaining links with the history of the area and continuity of the area is important to community aspirations, and feedback from local submitters indicated that care should be taken around historical sites. The amenity and on-going access to existing buildings is important, and should not be affected by the Project. There is a potential benefit to the community that raising awareness about archaeological sites in the area as a result of investigations could strengthen historical links with the area.

Cultural

The findings of the CIA are accepted, and from a social perspective the cultural significance of Pare-o-Matangi reserve strengthens the importance of this area to the

current residents and community at Ōtaki, and reinforces the care that should be taken in addressing future use of this site.

Landscape and Visual

The findings of the LVA are accepted, noting that the proposed mitigation for Pare-o-Matangi reserve would also address the social effect of loss of recreational amenity as a result of the Project. In addition to this, involvement of the Ōtaki community and local iwi in the future design for this space would positively address community aspirations for this area.

Economic

From a social perspective, conclusions regarding the positive economic effects to Ōtaki Main Street support the on-going viability of this community hub, and the overall vision for Ōtaki as a growth area. The potential adverse effects on some Te Horo businesses may result in wider negative social effects to this community. Proposed mitigations such as signage to alert passing traffic to services and facilities at Te Horo have been used in other projects, such as the East Taupo Arterial, and their effectiveness has yet to be quantified.

Air Quality

Maintained or improved air quality at community focal points such as schools and halls is a positive effect of the Project on the amenity of these facilities. However potential negative effects to some specific sites within 200m of the Expressway may have a localised negative effect on those sites. Effective communication and management will be necessary to ensure that any potential effects during construction do not impact on the health and wellbeing of residents in close proximity to the works.

Construction Noise & Vibration

From a social perspective, the overall findings regarding Te Horo and Ōtaki township suggest that there would be no adverse effects on the amenity of open spaces as a result of noise and vibration effects. Potential negative effects in specific locations on the amenity and environment can be managed through communication during the construction stage of the Project. In the case of night works, it is recommended that affected residents are given the option for temporary relocation.

Operational Noise & Vibration

Overall the estimates and modelling in this assessment deem these increases to be within the acceptable threshold within the NZS (with only a few exceptions). The main social effect as a result of operational noise will be to the specific properties which experience a noticeable increase in traffic noise. This is particularly the case along Old Hautere Road, where residents have already expressed their concern at a lack of information about, and a lack of noise mitigating treatment, to this section of the Expressway. On-going communication with affected residents will be necessary to manage the impact of this on residents and it is recommended that this is managed via a Communication Plan.

Traffic and Transport

From a social perspective cross Expressway linkages improve safety and accessibility for neighbouring communities for both local motorised traffic and active transport modes. Greater perceived and actual safety may encourage uptake of active transport and have beneficial effects on the recreational amenity and use of local roads.

Improvements to the connectivity of local roads may also lead to improved amenity of local centres for retail and recreational purposes, which are currently high traffic areas.

27.5.2 Other Social Effects

Potential and actual effects were assessed against the SIA framework adopted for this review. Effects were assessed in terms of way of life, well-being, environment and amenity and community.

Way of Life

“Way of life” positive effects include improved journey times and journey reliability to main centres outside of the Project area and improved access to regional facilities. The Expressway will result in a substantial reduction in traffic utilising the existing SH1 and in particular a reduction in through-traffic, including freight. Overall, there will be minor changes to people’s localised travel patterns in the east/west directions across the Expressway due to the location and functions of the interchanges and over-bridges connecting local roads. With the removal of SH1 traffic, the high numbers of people who drive to work would have potential benefits of reduced traffic along the route.

Positive effects include improved pedestrian and cycling amenity, improved safety on the existing SH1 and for local communities and potential for greater use of active transport modes such as walking and cycling.

Provision of footpaths and cycleways will improve facilities for pedestrians and cyclists which may also encourage more of the community to use the facilities. These changes are expected to have a positive impact on the walking and cycling environment within Ōtaki and to some extent within in Te Horo.

Minor negative way of life effects on local residents are severance between Old Hautere Road to the existing SH1, removal of access from some properties directly onto SH1 and increased travel time for some residents at Te Horo.

Wellbeing

There will be improved safety on the existing SH1, including as a result of the reduction in through traffic (especially freight) and removal of 5 out of 8 level rail crossings.

Minor negative effects for wellbeing are uncertainty about land acquisition and the degree of effects to private property and what mitigation would be used to address them. In addition there are potential negative effects of emissions to air (dust) and noise or vibration during construction and potential operational noise impacts to a limited number of residences in specific locations in Te Horo and Mary Crest.

The CNVMP will contain measures to mitigate any effects on air quality from construction activities and reduce the potential to harm the health of residents and workers in the Project area. Communication with potentially affected residents will help to mitigate any temporary loss of amenity by enabling residents to alter plans.

Mitigation of any construction related effects on the safety of local and regional traffic, both motorised and active will be managed through the CTMP

Environment and Amenity

A moderate negative effect is the loss of amenity at the Pare-o-Matangi reserve. This is recommended (and proposed) to be mitigated through the purchase of vacant land currently owned by the Ōtaki Motel, therefore no net loss of the Pare-o-Matangi reserve land will result. Minor negative effects are reduced visual amenity at Te Horo and Ōtaki urban area as a result of road widening and over-bridges.

A low noise road surface (OGPA or similar) is proposed through Ōtaki which will reduce noise levels without any visual impact. Investigation of acoustic treatment at one property is also proposed. The mitigation of construction effects are expected to be managed through construction management plans.

Community

A positive community effect is the increased accessibility to educational facilities in the area with improved travel times. Potential improvements to the safety of school bus users are a result of reduced traffic on the existing SH1. There is also a potential negative effect during the construction period, these effects are to be managed via the preparation and implementation of the CTMP.

A minor negative effect is the loss of neighbouring properties and residential cohesion as a result of property acquisition and a moderate negative effect (considering the compensation payable under statutory processes) is the loss of private property where land is to be acquired.

A moderate negative effect on community is the loss of land at the Pare-o-Matangi reserve resulting in a negative effect on community association with the Pare-o-Matangi reserve, (particularly given the cultural significance of the land to tangata whenua).

Impacts on accessibility to commercial areas are positive and negative. Changes at Te Horo will maintain local access and improve safety. Potential negative effects to business owners at Ōtaki Railway Retail area and Te Horo will depend on the nature of the business.

Effects on community development are expected to be moderately positive and include preservation of Te Horo's predominant rural land use and improved access to Ōtaki supporting future growth in this area.

27.6 Measures to Avoid, Remedy or Mitigate Actual and Potential Adverse Effects

The key mitigation measures proposed to address the social effects of the Project are listed below. These are in addition to the mitigation measures already proposed by other technical assessments.

- For those vulnerable residents such as the elderly or disabled, a community liaison person will be provided for to facilitate the process.
- The option for residents temporarily affected by construction noise and vibration to be temporarily relocated (for the duration of the construction period) is provided, if the impacts on them are too great to maintain normal daily functioning. This should be considered in the preparation of the relevant management schedule if monitoring results indicate that this may be a suitable mitigation measure, though in the main this is not anticipated. This should be reviewed once the detailed design and final construction management plan are complete.
- A CEMP will be prepared and implemented to address any adverse effects of construction activities. This will include management of any pedestrian or cycling traffic that may be affected. A communications strategy will accompany the CEMP and will detail how and when this information will be communicated to the public, stakeholders and directly affected landowners.
- On-going communication with neighbouring schools and educational facilities, regarding time and duration of activities in this area is recommended as part of the communications strategy.
- A community liaison group will be established for key sectors such as education and business (Te Horo and Ōtaki). Specific provisions should be set up in association with Te Wānanga-O-Raukawa to ensure the large student base the Wānanga represents is kept informed as well as ensuring that the collective of Māori educational interests of which the Wānanga are a part are also fully advised. All other schools could fall within a second collective.

- It is important that other potentially vulnerable groups are also kept informed. The elderly are potentially one of the positively affected groups by reducing traffic volumes on local roads. During the construction period and during the early stages of operation organisations such as Grey Power should be specifically informed.
- KCDC staff responsible for travel demand management plans should be kept informed so as to enable their plans to be prepared and/or updated.
- If during the construction phase any substantial delays (particularly over holiday periods and long weekends) are anticipated, publicity should be given to this on a regional or national basis e.g. use of national press or national and regional radio.
- Maintain the iwi consultation protocol that has been established as a forum to communicate information particularly during the construction stage.
- Establishment of a feedback/complaints database to established for the construction phase to ensure that community, stakeholder and individual issues are addressed and that appropriate responses are provided for all queries.
- Crime Prevention through Environmental Design Principles (CPTED) has been taken into account when designing the route, particularly the over-bridge sections and those areas including pedestrian and cycleways.
- The SIA supports the mitigation proposed to incorporate Ōtaki Motel land to offset loss of land at the Pare-o-Matangi reserve, and further recommends local iwi and the wider Ōtaki community involvement in the re-design of Pare-o-Matangi reserve.
- Establishment of a dedicated community liaison person who will be the conduit between the Project team and the community during construction.