

# Appendix F: Newsletter

### Rahui Road connection



Proposed Rahui Road connection bridge over the expressway, showing the Rahui Road on the left and the expressway on the right.

- Key features of the revised Rahui Road proposal include:**
- Maintaining existing east-west road connections providing route security and direct access to the Ōtaki-Māori Racing Club side and/or County Road on the eastern side
  - Modifying the bridge approach on the eastern side to reduce visual impact on this dairy factory, improve gradients, and reduce the visual impact of the bridge compound with the existing bridge carport, by lowering it to approximately 8.5 metres above the existing road level and adopting a more slender bridge design to achieve further reduction in the height of the bridge
  - An 8% gradient on the approaches to the bridge achieved by shifting the railway line closer to the expressway and lowering the expressway



Proposed Rahui Road connection bridge over the expressway, showing the bridge structure and surrounding landscape.

### Next steps

- Mid 2012**
- We will engage on design details with the community and potential mitigation
  - Start preparation of RMA applications
- Early 2013**
- Finalise RMA applications with the community and potential mitigation
  - The community will be able to make submissions on the application
- 2014 onwards**
- Engage contractor and start detailed design



**Mitigation engagement and resource consent**

The team will continue to develop the design further and then engage with the community and potential mitigation to ensure necessary RMA approvals.

**Design work will focus on mitigating any environmental impacts of the expressway. This will include addressing the effects on culture, heritage and urban design. Possible solutions could include noise barriers, sounder business premises, Heritage Reserve. Concepts for mitigation measures will be discussed with the community as part of the 2012 public engagement process.**

**More detailed queries can be mailed to:**  
Peka Peka to Ōtaki Expressway Project Team  
PO Box 5384  
Wellington 6145

**or contact our project website:**  
www.nzta.govt.nz/projects/peka-peka-to-otaki



## 1 Wellington Northern Corridor

### Peka Peka to Ōtaki Expressway

### Preferred expressway proposals announced

This newsletter will tell you about the outcome of public consultation on the Peka Peka to Ōtaki Expressway, outline key changes to the design and will provide an update the project timeline



In February and March 2011, we asked you what you thought about the proposals for the Peka Peka to Ōtaki Expressway. We asked for your views, including the interchanges at North Ōtaki, South Ōtaki and the connections at the local roads and roundabouts. In September 2011 we gave you an update on the feedback we received.

Since then, we have made decisions on the proposals: the alignment of the expressway has been confirmed and changes have been made to address the feedback we received. We have also confirmed the location of the preferred approach under the Resource Management Act (RMA). There will also be further engagement with the community in the middle of this year to help us refine proposals for mitigating the environmental effects of the expressway.

### The consultation process

- Step one** - In October 2009, we talked with the Ōtaki community about plans for a Peka Peka to Ōtaki Expressway. In December 2009, the NZ Transport Agency (NZTA) Board confirmed the preferred approach for the expressway.
- Step two** - We asked you what you thought about the proposals for the interchanges and connections, to find out which ones might be workable. After further analysis, a short list of proposals was identified for public consultation.
- Step three** - From February to March 2011, the Ōtaki community gave us their views on the proposals. You can read the full consultation report on [www.nzta.govt.nz/projects/peka-peka-to-otaki/publication.html](#)
- Step four** - We then considered the feedback received, as well as assessing a wide range of technical, social, cultural, environmental and economic options. We also considered the feedback on the proposals and developed some recommendations. These recommendations have now been approved by the NZTA.

### The decisions

- Te Horo proposal B confirmed**
- We received overwhelming public support for this proposal. The local community has been consulted on the proposal and the preferred approach with a bridge crossing over the current State Highway 1 (SH1) the preferred approach. We also received a separate submission from the Ōtaki community about the need to cross the stream.
- South Ōtaki interchange proposal A confirmed**
- This interchange will provide access to Ōtaki from the south. It will be located south of the Ōtaki River with the local road crossing over the bridge. Again, feedback showed very strong support for this proposal.
- North Ōtaki interchange proposal A confirmed**
- Coming into Ōtaki from the north, vehicles will use the existing SH1 approach to town via a new bridge over the expressway and the local road. This approach will provide a safe crossing with through traffic. This proposal also received great support from the community.

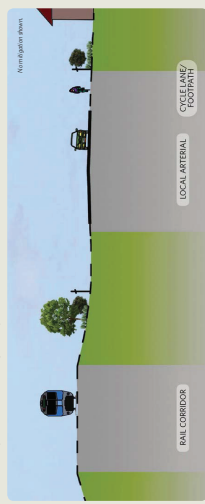
### Walking and cycling

A possible separate pathway for walkers and cyclists between Peka Peka and Ōtaki

A shared path for walkers and cyclists is being considered which would run parallel to the expressway between Peka Peka and Ōtaki. Whether to develop this path will be taken into account in the community's wish to:

- provide safe, off-road access through the area for walkers,
- provide a link from Peka Peka to Ōtaki and limit the need to cross the arterial road
- provide safer access across the existing Ōtaki River Bridge.

Safe crossing points will be identified at side roads and residential areas (for example, in Ōtaki). Access may also be provided where



### Local roads

The existing SH1 will become a local arterial road north of Mary Crest, with a new arterial road located west of the expressway between Peka Peka and Mary Crest

The proposed design aims to:

- improve property, significant vegetation and road surfaces
- Remove passing lanes and wide road widths
- Provide for vehicles, walkers, cyclists and horse riders
- Retain consistent vehicle speeds in rural areas, with lower speed between Ōtaki and the South Ōtaki interchange and through in Ōtaki.

Any private access arrangements affected by the project are being reviewed. If you have any concerns about private access arrangements affected and want to talk to us, please call 0800 9920 INFO through to 610.

# Changes to the consultation proposals

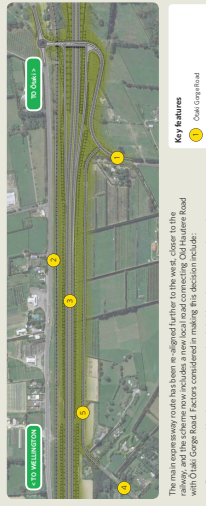
## A: Mary Crest alignment



As a result of both feedback from the community and further investigations, the alignment has been altered and moved to the west. The new alignment will provide a more direct route to the Mary Crest area and will also reduce the impact on cultural and heritage sites.

- Shifting the alignment to the west avoids the bush remnants and also reduces the impact on cultural and heritage sites
- The shift will allow a more efficient local road design, closer to the Mary Crest area
- KCCDC and Ōtaū Community Board would like the expressway to avoid the significant bush remnants containing 200-300 year old trees, cultural sites and potential heritage areas in the Mary Crest area
- Environmental impacts and associated noise concerns
- Reduced overall footprint of the expressway and local road

## B: Old Hautere Road link



The main expressway route has been realigned further to the west, closer to the railway, and the scheme now includes a new local road connecting Old Hautere Road with Old Gorge Road. Factors considered in making this section include:

- Minimising the impact on the existing Old Hautere Road
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## B: Old Hautere Road link - cross section



Other options were considered, such as a bridge link to the existing Old Hautere Road, but this was largely ruled out due to the high cost and the need for a large amount of land. The proposed expressway will be less visible from adjacent properties than the existing Old Hautere Road and new Old Gorge Road bridge.

## C: Rahui Road connection



Further assessment of the potential for flooding in the area means that we can now sit the expressway at a lower level than previously envisaged and this, combined with a more slender bridge design, will reduce the impact on the surrounding area. We have also looked at the positioning of the expressway and the railway and propose to bring the two closer together. This will reduce the impact on the surrounding area and achieve a further reduction in the height of the bridge. The approach to the bridge on the eastern side has been modified to reduce the visual impact on the dairy factory.

