



# Peka Peka to North Ōtaki Expressway Public Engagement Report

## June to July 2012

NZ Transport Agency

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# 1. Executive Summary

The Government has identified seven roads of national significance that are linked to New Zealand's economic prosperity. The Peka Peka to North Ōtaki Expressway is one of eight sections of the Wellington Northern Corridor Road of National Significance. The NZ Transport Agency (NZTA) is charged by the Government to deliver these highway Projects as a priority within the next 10 years.

This report provides a summary of the feedback received in 2012 on the NZTA's expressway proposal for the section of State Highway 1 (SH1) between Peka Peka and North Ōtaki. It describes the consultation process, the methodology for analysing feedback and the key themes raised in the feedback received.

Following earlier engagement in 2001, 2002, 2009 and 2011, the objective of this consultation was to engage with the community to consult on proposed mitigation measures along the route, main interchanges and local road connections.

The main public consultation took place over a four-week period from 16<sup>th</sup> of June 2012 to the 13<sup>th</sup> of July 2012 and included two public open days and meetings with key stakeholders, the Kāpiti Coast District Council (KCDC) and local iwi.

A total of 36 submissions were received and the content of the submissions reflected a number of views and interests. These views and interests ranged from support to opposition of the Project and proposed mitigation measures, as well as a combination of both.

Areas of concern included:

- Noise and vibration effects and related mitigation measures.
- Landscaping to improve visual amenity as well as to deliver ecological benefits.
- More detail on proposed mitigation measures.

Other key themes raised by the community through submissions included environmental effects such as; flooding, traffic and safety, general mitigation measures, property issues and alternative routes. Some concerns about the design for local access and interchanges were also raised.

The key results from this round of consultation were:

- Creating a platform for the community to express both concerns and positive feelings.
- The Project team gaining more local knowledge.
- Informing mitigation measures and improving design solutions.
- Identifying gaps in the consultation process.
- Maintaining good relationships with the community.

The NZTA thanks the community for providing feedback which will be carefully considered before submitting the application to the Environmental Protection Authority (EPA).

The report also mentions the consultation activities that took place between the formal consultation periods in 2011 and 2012. These activities were critical in establishing the correct platform for the 2012 consultation period.

# 2. Consultation Purpose

## 2.1 Background

Consultation in 2012 followed on from the 2011 consultation, which focussed on the Expressway alignment. In particular the 2011 consultation aimed to gain public feedback on the form, function, and location of interchanges and connections and identify a preferred alignment option. This allowed the NZTA to adopt a final alignment position which was announced in a January 2012 newsletter. More information on the previous rounds of consultation can be found in Appendix A.

## 2.2 2012 Consultation Position

The focus of 2012 consultation was different than for the consultation in 2011, with the Project at the point of preparing the Assessment of Environmental Effects (AEE) report that will be submitted to the Environmental Protection Authority. Generally, the NZTA was aware that people might start to suffer from consultation fatigue, even though their inputs in this phase of the Project were very important. The inputs required from the public focussed on informing them on effects and getting their comments on the proposed mitigation measures.

The approach was not as wide reaching as the 2011 consultation process with specific reference to the way the community was informed about the consultation. All stakeholders (directly affected landowners, key stakeholder groups or organisations and previous submitters) received letters informing them of the open days, while the wider Ōtaki community was informed through the media (radio and newspaper advertisements). Copies of the letters sent can be found in Appendix B. The reason for taking a slightly different approach was that the NZTA particularly wanted to get input on mitigation from the stakeholders most affected by the expressway. At the same time they did not want to let anyone feel they were unable to provide comments should they wish to.

The expectation was there would be:

- Fewer comments from the community as the scope of consultation was smaller and more targeted.
- Fewer comments due to the community starting to suffer from consultation fatigue.
- More detailed information and local knowledge provided by the community.

This report focuses on the key consultation activities that provided input on mitigation measures. However, a number of other consultation activities took place following the consultation round in 2011. For the purpose of having a full record of all consultation activities and an understanding that consultation has been continually taking place throughout the project, the activities that took place between the main consultation period in 2011 and 2012 are also mentioned in this report. These interim activities were critical in setting the correct platform for the 2012 consultation period.

## 2.3 Objectives

The primary objective for the 2012 consultation on the Peka Peka to Ōtaki (PP2O) portion of the Expressway was to gain public feedback on the proposed mitigation measures along the entire route of the PP2O portion of the expressway. The mitigation measures were indicative only at this stage, with final mitigation yet to be developed.

The secondary objectives were to:

- Provide balanced and objective information on the Project's progress, decisions that have already been made, and the impending Project decisions that key stakeholders and the community can provide input into.
- Gather information to help the Project team understand stakeholder aspirations and concerns about the proposed mitigation measures and the related concerns to the Project.
- Improve the design team's local knowledge of the area, to enable improved design solutions and mitigation measures to be developed.
- Build a positive relationship between the NZTA, local stakeholders and the community.

The official consultation period ran from the 16<sup>th</sup> of June to the 13<sup>th</sup> of July 2012. This included;

- Letters to stakeholders informing them of the consultation and the open days.
- Advertisements in the local newspapers and on the radio.
- Two public open days.

Consultation with key stakeholders such as iwi, directly affected landowners, and regulatory authorities is on-going.

After the official consultation period ended it was identified that some important sectors of the community did not respond to the invitation to participate in consultation. Inputs from these key groups were particularly important for the Social Impact Assessment and Economic Impact Assessment, which form part of the AEE. This led to specific meetings as well as an extra, informal drop-in session for the business community and education providers being held. The details of these are as follows:

- Individual meetings with Te Horo business owners.
- Individual meetings with a selected, purposeful sample of schools in the Project area.
- Hosting an informal drop-in opportunity for business owners in Ōtaki.

The outcomes of these extra consultation measures are discussed in section 8, Further Action Taken.

The stakeholders were clearly informed that the position of the expressway route had been set and comments on this issue were no longer sought.

# 3. Consultation Activities

This section of the report outlines the activities that have occurred since the previous consultation report (dated August 2011). These activities were critical to keep the key stakeholders involved in the project and to ensure that their concerns are captured earlier rather than later in the design process. Their inputs also informed the initial mitigation measures that were presented as part of the open days in the 2012 consultation. This also reflects that consultation in a project like this is an on-going process to ensure the most robust design and outcome for the project.

## 3.1 Consultation with Mana Whenua and Tangata Whenua

The desired outcome of consultation with mana whenua and tangata whenua is to build a positive relationship with each of the identified iwi groups and to engage with iwi in a way that is respectful to their cultural beliefs.

Consultation also allows the NZTA to meet its responsibilities under the Resource Management Act (RMA) and to make sure that a response is obtained that assists with the preparation of the AEE for the Project. On-going consultation took place according to agreed Terms of Reference (ToR) for the Cultural Impact Assessment between the NZTA and Raukawa/Nga Hapu o Ōtaki (NHoO) and Muaupoko. Consultation is continuing as the Project moves into detailed design and construction.

The NZTA as a Crown Agency has a ‘contract’ with iwi through the Treaty of Waitangi, which is recognised in the RMA. In relation to iwi consultation, the NZTA needs to be able to answer:

1. How the NZTA has recognised and provided for the relationship of tangata whenua and the taonga (land, streams, sea) affected by the Peka Peka to North Ōtaki Expressway.
2. What the kaitiakitanga statement/principles is/are of each iwi and how the NZTA will have particular regard to the principles when determining the Peka Peka to North Ōtaki Expressway route.
3. What the tangata whenua Treaty position is and what (if any) Treaty principles need to be taken into account, when determining the Peka Peka to North Ōtaki Expressway route.

These outcomes are being met through engagement (refer Table 1) with Raukawa/Nga Hapu o Ōtaki/Muaupoko including the development of the Cultural Impact Assessment, which has now been concluded and signed off by Raukawa/Nga Hapu o Ōtaki/ Muaupoko.

Table 1: Iwi Meetings

Project Team Meetings/Workshops/Open Days with Iwi			
Meetings from 26 <sup>th</sup> Aug 2011 onwards:			
Meeting Name	Date	Attendees	Purpose
Meeting with NHoO & Te Runanganui o Raukawa Inc. Chairmans and Project team specialist for ecology and archaeology	27 <sup>th</sup> September 2011	Te Waari Carkeek & Rupene Waaka	Te Taringaroa Office Raukawa Marae
Meeting with Ngati Pare, Ngati Kahu, Ngati Tukorohe elders to confirm field & site visit programme	28 <sup>th</sup> September 2011	Key iwi & hapu marae elders	Raukawa Marae
Meeting and field visit with NHoO & Ngati Raukawa	29 <sup>th</sup> September 2011	Nga Hapu o Ōtaki	Field visit Taylors Road, Ōtaki, Marycrest
ToR for CIA and Memorandum of Understanding meeting with NHoO & Te Runanganui o Raukawa Inc.	13 <sup>th</sup> Oct 2011	Nga Hapu o Ōtaki	ToR & CIA discussions with representative chairman’s Te Waari Carkeek and Rupene Waaka



Project Team Meetings/Workshops/Open Days with Iwi			
Meetings from 26 <sup>th</sup> Aug 2011 onwards:			
Meeting Name	Date	Attendees	Purpose
Scheme Update and discussion on CIA process	27 <sup>th</sup> Oct 2011	Nga Hapu o Ōtaki	Presentation/sharing of latest scheme information together with discussion around cultural effects and the CIA process.
CIA scope meeting	13 <sup>th</sup> December 2011	Nga Hapu o Ōtaki	Meeting with NHO to discuss content and scope of PP20 CIA
AEE phase inception workshop	2 <sup>nd</sup> Feb 2012	KCDC KiwiRail Nga Hapu Ōtaki NZTA GWRC	To share updated scheme development and bring together the specialist assessors and key stakeholders
ToR and SFA CIA meeting	3 <sup>rd</sup> Feb 2012	Nga Hapu o Ōtaki	ToR and SFA draft discussions and final draft agreements
Final ToR and SFA CIA meeting	29 <sup>th</sup> Feb 2012	NZTA & Nga Hapu o Ōtaki	Final meeting and agreement for ToR
AEE phase site walkover with specialists and officers	7 <sup>th</sup> March 2012	KCDC GWRC Nga Hapu Ōtaki and Raukawa NZTA	Site walkover with specialists and officers, together with iwi to review scheme on site and discuss developing assessment of effects and mitigation
CIA report meeting first draft	4 <sup>th</sup> July 2012	Nga Hapu o Ōtaki	Meeting with NHO Te Waari Carkeek, NZTA and URS to discuss CIA final draft

## 3.2 Consultation with Directly Affected Landowners

After the NZTA Board's decision on the final alignment of the expressway, all affected landowners received a letter and newsletter in January 2012 showing the final alignment. Prior to the final alignment being confirmed, the development of several options meant that land requirements were still uncertain at several points along the Expressway, in particular, at the interchanges and at sites where environmental investigations were being undertaken and would influence the final design. Property owners who, as a result of the final alignment, had a change in land requirement for their property were visited by the Project team to discuss the changes, confirm the final alignment and explain the property acquisition process and options available to landowners. Landowners who requested meetings to discuss effects to their property were visited over the following month, after the alignment decision. In cases where landowners were unable to be contacted, letters were left at properties with contact details for the Project team. This was critical for the preparation of the open day material for the main consultation period in June 2012.

The NZTA has continued to offer an independent support service for residents that are affected and feel under duress from the effects of the Project. This support service is available 24 hours a day, seven days a week and offers face-to-face support in the Wellington region.

All directly affected landowners have now spoken with members of the Project team. The Project team has spoken with all directly affected landowners either in person, in telephone discussions, or in person at open days, or at their properties. For property owners who live outside Wellington, direct communications have been established via email, telephone and post.

During the preparation of the AEE for the Expressway, the Project team specialists have also visited several properties while carrying out their investigations.

During the week before the start of the consultation, all directly affected landowners were contacted by mail (refer Appendix B) inviting them to the open days. All directly affected landowners were encouraged to identify themselves as such at the open days and were then directed to Project team members able to assist with their concerns.

Landowner consultation is on-going and individual landowners are contacted on a continual basis as property and access issues arise through the finalisation of design.

### 3.3 Consultation with Key Stakeholders

Consultation with key stakeholders such as community groups, transport and environmental groups has been on-going throughout the Project. This includes detailed discussions with emergency services regarding the effective operation of their roles and functions once the Expressway is constructed. These consultation activities assisted with the preliminary design of the expressway and the development of appropriate preliminary mitigation measures prior to the formal consultation period in June and July 2012.

While Kāpiti Coast District Council, Greater Wellington Regional Council, and the New Zealand Historic Places Trust (NZHPT) are key stakeholders, their roles are slightly different from other key stakeholders. These stakeholders have been involved in workshopping issues and opportunities, the assessment of mitigation measures to identify suitable solutions for consultation and to ensure all issues are covered in the AEE.

All key stakeholders (Table 2) received a letter (refer Appendix C) in the week before the start of consultation informing them of the upcoming consultation phase.

Table 2: Key Stakeholders

Group	Stakeholder
Territorial Authorities/Organisations	Greater Wellington Regional Council
	Wellington Regional Transport Committee
	Kāpiti Coast District Council
	Ōtaki Community Board
	KiwiRail
Statutory Agencies	Department of Conservation
	Ministry for the Environment
	NZ Historic Places Trust
Industry Groups	Automobile Association
	Kāpiti Coast Chamber of Commerce
	NZ Road Transport Association
	Road Transport Forum NZ
	Wellington Regional Chamber of Commerce
Business/Interest Groups	Nature Coast Enterprise
	NZ Fish and Game
Emergency Services	NZ Police
	Te Horo Rural Fire Service

Group	Stakeholder
	Wellington Free Ambulance
	St John's Ambulance
	NZ Fire Service
Community	Affected/potentially affected property owners
	Keep Ōtaki Beautiful
Maori	Te Runanga o Raukawa Inc/Nga Hapu o Ōtaki Muaupoko Tribal Authority Ōtaki Maori Racing Club

Several meetings and workshops were held during the scoping phase of the Project (initial Project design and information gathering phase) with regulatory authorities and other central government agencies. Firstly, these meetings were held to ensure the Project team captured the key Project issues and constraints, and secondly to involve the stakeholders in the option identification and design development process.

Table 3: Meetings/Workshops with Stakeholders/Regulatory Authorities/Central Government

Project Team Meetings/Workshops with Regulatory Authorities/Central Government			
Meetings from 26 <sup>th</sup> Aug 2011 onwards:			
Meeting Name	Attendees	Date	Purpose
KiwiRail technical liaison meeting	KiwiRail NZTA	20 <sup>th</sup> Sept 2011	To run through and agree on the scope of works within the rail corridor, together with discussion around the "Draft Basis of Rail Design" document. Discussion as to options and solutions at Mary Crest including the existing level crossings.
KCDC full council briefing	KCDC Council OCB	26 <sup>th</sup> Jan 2012	Update on further assessment work leading to selection of preferred options and upcoming January 2012 "Decisions Made" newsletter.
AEE phase inception workshop	KCDC KiwiRail Nga Hapu Ōtaki NZTA GWRC	2 <sup>nd</sup> Feb 2012	To share updated scheme development and bring together the specialist assessors and key stakeholders to share evolving thinking around baseline assessments to date, identified mitigation, and further processes.
Noise assessment workshop	KCDC KiwiRail NZTA	2 <sup>nd</sup> Feb 2012	Highway and Rail Noise Assessment workshop to run through the assessment completed to date and the "Best Practicable Option" approach and findings to-date.
Hydraulics meeting with GWRC Flood Protection Group	GWRC	22 <sup>nd</sup> Feb 2012	Meeting to run through flood assessment work and findings to date together with discussion around GWRC views/feedback on areas for further consideration.
Liaison meeting on Project status and AEE process	NZHPT	March 2012	Discuss heritage issues and progress of AEE

AEE phase site walkover with specialists and officers	KCDC GWRC Nga Hapu Ōtaki NZTA	7 <sup>th</sup> March 2012	Site walkover with specialists and officers, together with iwi to review scheme on site and discuss developing thinking around assessment of effects and mitigation.
Landscape development meeting with KCDC	KCDC	8 <sup>th</sup> March 2012	Meeting with KCDC officers to further discuss the evolving landscape design development, thinking around mitigation, and effects at Pare-o-Matangi Reserve.
Scheme feedback meeting	KCDC	16 <sup>th</sup> April 2012	Feedback from KCDC officers at a meeting on 16 <sup>th</sup> April to provide KCDC's officer level feedback on the Final Scheme Assessment Report and Scheme Plans. Also included discussion around the approach to the application for designations and consents.
Private access/level crossings - Mary Crest	KiwiRail	17 <sup>th</sup> May 2012	Confirming the Projects position on private access solutions at Mary Crest. The PP20 Project avoids alterations to existing private accesses at this location and does not require closing or altering the private access rail level crossings.
Rail noise meeting	KiwiRail	24 <sup>th</sup> May 2012	Meeting with KiwiRail to ensure approach to rail noise assessment is aligned with KiwiRail approach and operational aspects.
KCDC full council briefing	KCDC Council OCB	14 <sup>th</sup> June 2012	Full Council and OCB briefing on approach to mitigation consultation and update around mitigation development to-date.

## 4. Consultation Process

Several methods were used to consult with different groups, individuals and affected parties.

### 4.1 Project Consultation Database

Since the first round of consultation in 2011 the Project has continued to use a data analysis tool called Darzin to manage the submissions and feedback received during the consultation period and through the all the phases of the Project. Darzin allows the Project team to record and summarise high volumes of public feedback, before feeding that knowledge back into the Project. The analysis tool is also used to record any meeting/contact that takes place across the Project as a whole.

All submissions are sorted by submitter location (refer Appendix D) and location of issue(s) being commented on (refer Appendix D).

### 4.2 One-on-One Discussions and Meetings

One-on-one meetings were held with key stakeholders and directly affected landowners (as indicated in section 3 above). These meetings related to design issues, Land ownership issues as well as impact and potential mitigation measures. The information gathered from these meetings informed the open day material. Other one-on-one meetings took place where they were specifically requested and in relation to consultation with the following people and organisations:

- Meetings with directly affected people – those whose land may be purchased or otherwise encumbered.
- Government agencies and other organisations including KiwiRail and NZHPT (as indicated in section 3.3 Table 3).
- Meetings with council officers to discuss technical issues (as indicated in section 3.3 Table 3).

### 4.3 Open Days

Two open days were held during the consultation phase:

- 16<sup>th</sup> of June 2012 at the Ōtaki Town Hall (10am to 4pm)
- 20<sup>th</sup> of June 2012 at the Te Horo Memorial Hall (2pm to 8pm)

The open day format had 14 display boards featuring information on the general Project, the details around the main interchanges and bridges, the proposed mitigation per themed area such as ecology, landscape and stormwater and a final panel showing the link between the PP2O Project and the MacKay's to Peka Peka (M2PP) Project. Two sets of strip maps showing the entire alignment and interchanges were provided for easy reference and discussion with the Project team. A television set also continually featured a fly through of the proposed road (see Appendix D for route information). The photographs below show the Ōtaki and Te Horo open days. The open day material (refer Appendix E) was supported by Project team specialists and the NZTA. Each open day had a breakout room where meetings with directly affected landowners could occur in private.

A total of 207 people attended the open days, with 109 at the Ōtaki open day and 98 at the Te Horo open day.



Picture 1: Ōtaki Open Day



Picture 2: Te Horo Open Day

## 4.4 High Level Key Messaging on the Open Days

The key messages which the Project team were provided for the Ōtaki and Te Horo open days were:

- The four lanes along the Peka Peka to North Ōtaki section of the Kāpiti Expressway will enable the community to travel more safely and with less congestion.
- The Peka Peka to North Ōtaki section is part of the Wellington Northern Corridor, which once completed will save motorists 45 to 25 minutes from Levin to Wellington Airport at peak times and 25 to 20 minutes at off peak times.
- The Project includes improved interchanges, bridges, connections and new local roads which will make it quicker and safer for locals to get on and off the Expressway from their communities.
- The NZ Transport Agency announced its final decision on the alignment of the Peka Peka to North Ōtaki section in January 2012. This decision was made after the Project team sought feedback from the community in October 2009 and February-March 2011 and after the Project team assessed a wide range of technical, social, cultural, environmental and economic effects.
- The decisions made reflect community feedback received in the February-March 2011 consultation. For example, the Project team acted on community feedback regarding local access ways, by including the most popular options (please see January 2012 newsletter for details).

## 4.5 Additional Open Day Messages

In addition to the key open day messages, the Project team wanted to get feedback on the proposed mitigation measures for the PP20 section of the Kāpiti Expressway. These measures were captured on the storyboards (Appendix E) and were grouped by the various geographic areas as well as by the various topics shown on the storyboards.

The area storyboards consisted of:

- North Ōtaki
- Rahui Road
- Ōtaki Bridge
- South Ōtaki
- Te Horo
- Mary Crest

The topic storyboards represented:

- The natural environment
- Stormwater
- Culture and Heritage
- Landscaping
- Noise and Vibration
- Flooding

The messaging with regard to design concepts and specific interchanges are described below.

#### 4.5.1 The Ōtaki access concept aims to:

- Make it easier to move around the district (particularly in Ōtaki).
- Allow the railway retail area and town centre to become the central attraction points.
- Reduce distances people have to travel.
- Create a gateway or entrance to Ōtaki.
- Manage urban growth.

The proposed access arrangement to and from the expressway for Ōtaki includes providing south-facing ramps to the south of Ōtaki (at Ōtaki Gorge Road) and north facing ramps to the north of Ōtaki to provide ease of access in and out of Ōtaki.

#### 4.5.1 The interchange at North Ōtaki:

- Enables vehicles from Ōtaki heading north to get on the expressway.
- Enables vehicles travelling south from Levin on the expressway, to exit and access Ōtaki.
- There is now a bridge at Rahui Road that;
  - Maintains vehicle access and leaves County Road as a local access.
  - Provides for pedestrian and cyclists with a combined path on one side and a footpath on the other.
  - Removes the railway crossing.

#### 4.5.2 The interchange at South Ōtaki:

- Enables vehicles heading north towards Levin on the expressway, to exit and access Ōtaki.
- Enables vehicles from Ōtaki heading south towards Wellington, to get on the expressway.
- Retains connection from Ōtaki Gorge Road in to Ōtaki.
- Closes the rail crossing from the existing SH1 on to Old Hautere Road, requiring residents to access SH1 via a new link road to Ōtaki Gorge Road.

#### 4.5.3 An overbridge at Te Horo:

- Provides vehicle, cycle and pedestrian access between School Road and Te Horo Beach Road.
- No access to/from the expressway.
- Existing SH1 is able to be used to travel north towards Ōtaki, and south towards Peka Peka.

#### 4.5.4 A partial interchange at Peka Peka

A partial interchange at Peka Peka will complete connectivity to the expressway (this is being presented as part of the M2PP Alliance but influences access from the north to Waikanae):

- At Peka Peka, a partial interchange would allow northbound traffic to enter the expressway, and southbound traffic to exit the expressway.
- This partial interchange will enable local residents to utilise the expressway while reducing impacts on local traffic.
- It will also be in line with planning aspirations as outlined in the regional growth strategy (to control growth pressure at Peka Peka).

#### 4.5.6 Inputs on Design Features

Inputs on scheme design of features such as walking and cycle connections, landscape treatment and visual aspects of the Peka Peka to Ōtaki section of the Kāpiti Expressway were sought. The purpose of these inputs was to;

- Enable the Project to avoid or reduce any adverse impacts to local facilities, community amenities and the local roading network, in particular the nature and character of residential streets.
- Help the Project to mitigate the adverse impacts on ecological features and make the best decisions related to mitigation proposals.

- Help the Project to mitigate the impacts of the Peka Peka to Ōtaki section of the Kāpiti Expressway and ensure maximum benefits in terms of access to the Ōtaki Railway Station, neighbourhoods, public open space, recreational amenities and local centres and services.
- 

## 4.6 Website, Free-phone Number and Email

A dedicated Peka Peka to North Ōtaki Expressway email address (info@pp2o.co.nz) and free-phone number (0800 7726 4636) have been available during working hours over the run of the Project and the consultation period and will continue to operate until lodgement. All email queries and phone calls are recorded in Darzin and answered promptly. This will continue to take place as the Project progresses through the current phase.

There is also a dedicated Project website ([www.nzta.govt.nz/pp2oProject](http://www.nzta.govt.nz/pp2oProject)).

Summary and detailed information about the history of the Project is on the NZTA website including the material on display at the public open days.

## 4.7 Newsletter

An eight page newsletter (refer Appendix F) was prepared in January 2012 to inform landowners and the community about the outcomes of the consultation in 2011 and the confirmation of the alignment of the Expressway. This newsletter contained information about the main interchanges and the process moving forward.

The newsletter was distributed at the end of January 2012 to all stakeholders and previous submitters. Good consultation practice requires that feedback gets provided to submitters and stakeholders informing them how their comments influenced the project. This built better relationships with the stakeholders and the community. Also, it was important that the community understood that the alignment has now been confirmed and that work can proceed with regard to preliminary design and mitigation measures. This prepared the community to have conversations around mitigation measures.

For the consultation period of June to July 2012 a separate newsletter/brochure was not prepared as this was not deemed necessary. At the open days attendees could take a copy of the story boards with them. The story boards were also available online (this information can be found in Appendix F). Where community members were unsure about the finalisation of the alignment they were referred back to the NZTA website to view the January 2012 newsletter.

## 4.8 Feedback Form

Feedback forms were available at the open days and online, seeking feedback on the community's thoughts about the approach followed at the various areas as depicted on the story boards.

Information sought on the feedback form included comments on what the different aspects of the proposals meant to the submitter and any general comments and feedback. A copy of the feedback form is attached as Appendix G.

Feedback forms could be lodged online, posted, or handed in personally at the open days. The closing date for lodging feedback forms was 13<sup>th</sup> of July 2012. Some submitters chose to send in letters or emails and did not use the feedback forms. These were accepted and recorded accordingly.

## 4.9 Media Statements

Media statements were released to announce the final route alignment and the consultation timeline. The route alignment confirmation media statement came out on the 26<sup>th</sup> of January 2012. One media statement was issued on the 15<sup>th</sup> of June 2012 to publicise the start of consultation, and remind people of the closing date. The statement went to Kāpiti Coast media and copies of the statement were posted on the Project website and are attached as Appendix H.





## 5. Follow-up from Open Days

During this stage of the consultation it was critical to capture all information and possible questions that were raised at the open days to ensure the most proactive support to the community could be provided. Where appropriate the community member was contacted before the close of consultation to ensure their concerns were addressed before they made a submission. At the open days the Project team had notebooks with them to allow them to take notes on certain issues and to get contact details from attendees that had specific questions that needed to be attended to. This information was captured in a table afterwards and sent through to all the applicable Project team members to either address from a design perspective, contact the stakeholder/interested party to provide further information or to just take note of. There was particular interest in issues to do with flooding and noise, as well as landscape, property access and built heritage.

The key results from the follow-up from the open days were:

- Increased knowledge about local conditions such as flooding, built heritage and geology.
- Better relationships with the local community.
- Improved community understanding of certain issues and enabled them to make better informed submissions on the Project during the consultation phase.
- Refined the design and mitigation measures for the Project (such as extending bunding and landscaping measures).
- Further informed specialists in the preparation of the AEE.

## 6. Submission Methodology and Analysis

As detailed above, feedback forms were received online, by hand at the open days, via email, through the Project website, and by post. Every submission received has been recorded in the Project consultation database (Darzin).

From the data collected, issues, concerns, opportunities and preferences have been identified. An analysis of the summary of comments has been undertaken with a set of common submission themes being produced as a result (discussed under summary of submissions below).

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

### 6.1 Form of Submissions

Submissions were received in the form of the feedback form, letters and emails. All of these different forms of feedback have been included in the submission analysis and summary contained in this report.

### 6.2 Anonymous Submissions

One anonymous submission was received (name and/or address was not stated). This submission has been recorded in the consultation database and is included in this report's submission analysis and summary.

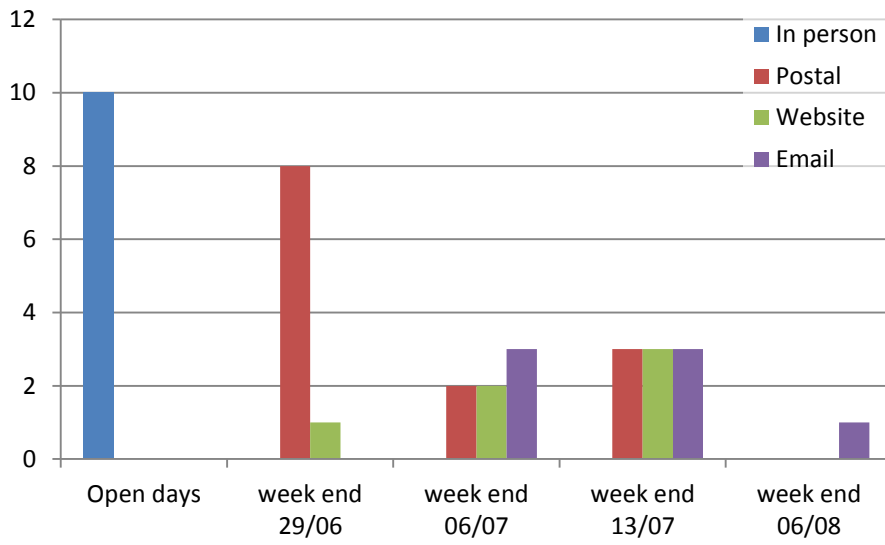
### 6.3 Multiple Submissions

In some cases multiple submissions have been received from one individual submitter i.e. different submissions lodged on different dates, but from the same submitter with the same contact details. These submissions were treated and summarised as one submission entry, with each multiple submission detail being added into the initial submission summary entry.

### 6.4 Late Submissions

One submission was received soon after the consultation period closed on the 13<sup>th</sup> of July 2012. This submission was summarised in the consultation database and is included in this report. Two submissions were received later in August; these were from NZHTP and KCDC. Their comments were not integrated into the overall analysis, but were dealt with separately in sections 7.8.1 and 7.9.1.

## PP20 June-July Consultation Submissions received



## 7. Summary of Submissions

This section provides a summary of the submissions received during the consultation period from the 16<sup>th</sup> of June to the 13<sup>th</sup> of July 2012. Thirty-six submissions were received following the June-July consultation round, including responses submitted in person at the open days.

Submitters' reactions to the expressway sections detailed in the story boards were largely positive for the North Ōtaki, Rahui Road and Ōtaki River sections, although some issues regarding loss of private property and local access were raised.

There were more issues raised by submitters in the southern sections, particularly South Ōtaki. The most commonly expressed feedback in this area was regarding the potential impact of noise on residents, and the level of information available prior to the open days. Themes arising from feedback on these key areas are outlined in more detail below.

Given the primarily open text format of the consultation feedback form, responses presented are qualitative, and not necessarily indicative of the communities in question. Individual responses may refer to more than one topic, or to the same topic a number of times, therefore counts of each response or topic are not provided. The report does include some indication of the main concerns in each area; roughly, each section presents issues raised by submitters in descending order of their occurrence.

### 7.1 North Ōtaki

The predominance of comments expressly regarding North Ōtaki was positive, typical comments to the question 'What do you think of our approach at North Ōtaki?' were "good", or "fine". Submitters tended to provide more detail where they were unhappy, or had a specific issue in mind. Concerns at this section were that potential visitors to Ōtaki would by-pass the township, that historical sites may be damaged (although this was lessened by the implementation of the Accidental Discovery Protocol, and at the omission of the Forest Lakes Road area from the Project Area;

*"Many people who live on Forest Lakes Road are regular commuters to Wellington, we are concerned about catching the train from Ōtaki, or to Waikanae, and about going shopping in Ōtaki."*

The THRAC and CRRG interest groups raised a concern that there was inadequate information available at the time of consultation on the height of interchanges and the resulting visual effects (the THRAC and CRRG submission is discussed in more detail below in section 7.10.1).

### 7.2 Rahui Road

Responses regarding the Rahui Road area were again largely positive or neutral. Such comments within the submissions included:

*"Fantastic!"*

*"Best you could come up with under the circs"*

One submitter had concerns about continued pedestrian and cyclist access to Ōtaki town and the train station during construction.

THRAC and CRRG raised concerns about the stormwater capacity of the Rahui Road approach, and the potential for increased traffic noise due to the incline and height of the alignment.

The issue of loss of private residential and commercial property, and the social and economic impacts of these losses on the submitter involved, were also raised, including comments such as:

*"Absolutely appalling. My family home...will be demolished"*

## 7.3 Ōtaki River

Few comments were made about the Ōtaki River in particular in submissions. Almost all comments made regarding Ōtaki River were in general support of the proposed approach, with typical comments such as; “better”, and “Happy with this”.

One submitter commented on the visual impact of the bridges, as; “aesthetically it spoils the “wild river” views for the travellers”, while another submitter was concerned with the timing of construction:

*“Don't wait for the “Road” to arrive - BUILD THE BRIDGE VERY EARLY ON, the road can come along later”.*

## 7.4 South Ōtaki

The proposed design through South Ōtaki raised more comments than the other sections of the alignment. Most of the comments were from residents concerned with the absence of bunding or noise mitigation measures on Old Hautere Road. The sentiments of these submitters largely echoed the response below:

*“I was disappointed to learn there will be no plantings or bunding on the east side of the expressway at the end of Old Hautere Road. The noise level will be most distressing particularly for those living within 400 metres of the expressway”.*

Most submitters on this section of the alignment were concerned about noise effects on Old Hautere Road. Submitters felt that there was insufficient information available to them, and that prior consultation had not addressed the issue, or acknowledged the potential for effects. Concerns about this area included the following:

- The height of the expressway at Old Hautere Rd.
- A lack of noise mitigating measures such as bunding and vegetation, particularly to the west end of Old Hautere Rd.
- Noise effects on residents on Old Hautere Rd.
- Gaps in information provided during earlier consultation – residents were under the impression that this section of the expressway would be below the level of Old Hautere Rd, and that more extensive visual and noise mitigations would be in place.

*“In the published plans we have been led to believe that the expressway will be well BELOW the present level SH1 and there will be plenty of planting and bunding to suppress the expressway noise. This however seems to be misleading and incorrect. Apparently the expressway level will actually be level with the existing railway line. This will make a huge difference to the traffic noise - estimated to rise by 2 decibels”.*

Despite the number of concerns expressed about connections to Old Hautere Rd and lack of noise mitigation, the second highest group of comments on South Ōtaki were positive about the approach at South Ōtaki.

Some submitters were concerned with the alignment and its effect on local access, particularly as there were already issues with travel times to Hautere Cross Rd and Ōtaki Gorge Road. Submitters expressed their opposition to the connection with Old Hautere Rd;

*“Very poor. Replacing the cul-de-sac at Old Hautere Rd with a ‘slip road’ makes no sense at all”.*

*“Of far greater importance is the danger to residents and children from speeding traffic along Old Hautere Rd. This will be curtailed by making Old Hautere Rd a no exit road”.*

Another submitter felt there was a lack of consideration of pedestrian and cycling access across the bridge:

*“Traffic volumes on the old SH1 will still be considerable and no doubt at 70kph plus on the two lane bridge. The situation definitely needs to be improved for pedestrians and cyclists.”*

One submission related to the alignment of this section of the expressway, and the potential severance of North and South Ōtaki in the event of an earthquake.

*“Running the proposed expressway next to the railway and local feeder road across the Hautere Plain and through Ōtaki risks severing communication between the North and South in the event of an earthquake.”*

## 7.5 Te Horo

As with all the previous expressway sections, there were generally positive comments about this section. Some specific comments included:

- Potential improvement to traffic safety for school-buses.
- Preferable to losing the Red Shed café.

Access to the expressway for people living in Te Horo, and to the south was a common concern amongst submitters;

*“The concept of the Expressway is to improve the movement of traffic to and from Wellington and points north. Without acceptable access and egress points the benefits promised will not eventuate. No provision has been made to enable people living in Te Horo, and areas south, to conveniently access the expressway. This omission will disadvantage a large section of the Kāpiti Coast residents who will have to endure the effects of the expressway while enjoying none of the benefits.”*

Access for pedestrians and cyclists was an issue for some submitters, particularly across the expressway to School Road.

The submission from THRAC and CRRG expressed a number of concerns regarding the Te Horo area, these included:

- Stormwater control and potential for flooding from the Magaone River.
- Lack of advance notification of consultation opportunities.
- Lack of information about noise mitigation measures.

One submitter expressed a desire to retain “as many as possible” of the Totara trees east of the railway line.

## 7.6 Mary Crest

Few responses were provided explicitly regarding the Mary Crest section of the expressway. Feedback included general positive comments, and some specific positive comments mentioned:

- The appropriateness of the design for the local context and topography.
- The alignment’s avoidance of valuable ecological areas.

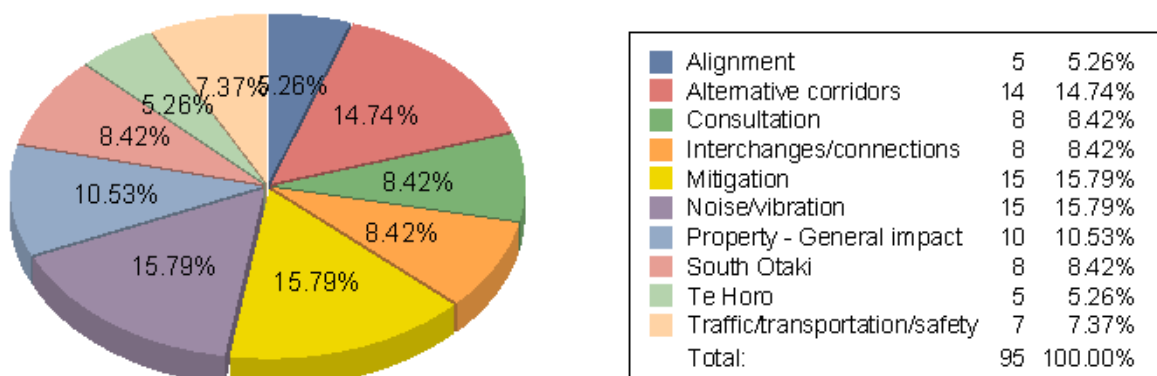
THRAC and CRRG maintained that there was insufficient detail provided about mitigation for areas of ecological value. One submitter was concerned about potential noise effects in the future as traffic volumes increase, and another echoed the concerns discussed above regarding Te Horo, about a lack of access to the expressway for people living south of Te Horo.

## 7.7 Other Comments

The chart below illustrates the concerns most frequently raised by submitters; however, these results are influenced to a degree by large submissions raising several points. Issues may be raised by a single submitter more than once.

Issues which were reported by a large proportion of submitters related to noise, design mitigations to reduce the effects of noise, the impacts of noise on residential property, and the inclusion of details in prior consultation related to these. There were also a number of comments about the consultation process, general positive comments, and the expressway alignment. Other issues such as safety and alternative transport modes have been discussed under the expressway sections above.

### Top ten issues raised in ‘Other Comments’



#### 7.7.1 Noise, mitigation and effects to property

Many submitters provided concerns regarding the effects of noise and vibration from the expressway, on private property or in general. These concerns often included requests for mitigation measures along the expressway such as plantings, and landscaping. Much of this has already been discussed as it also pertains to the South Ōtaki area, although submitters also raised the issue of noise effects generally.

Concerns about effects to private property were mostly related to noise and vibration effects, although the potential visual impact from the height of the expressway was also mentioned.

*“We have become aware the design of the expressway has changed at the end of our road with the height being the same as the railway tracks and no allowance for any sound proofing in the way of bunds or planting. Therefore we object to this new design and ask you to reconsider and either drop the height of the road or put adequate sound proofing in place.”*

Residents of South Ōtaki were also concerned about the visual effects of the expressway;

*“As the railway line is approximately 1 metre higher than the surface of SH1, this creates an effective shadow of 8.6 metres height at our residence.”*

Some comments related to noise were from submitters concerned with the road surfacing itself, rather than the alignment and landscaping;

*“The noise from rumble strips can be heard over & above all other traffic noise.”*

#### 7.7.2 Alignment

Many of the comments regarding alignment also related to other issues such as the accessibility of interchanges, particularly for people south of Te Horo, but also for people north of the Project area in the Forest Lakes Road area. There was also cross-over with comments related to noise mitigation and the South Ōtaki area.

Some submissions were generally positive about the alignment, noting the sweep of the road, and lack of sharp corners.



*“Great has not too many curves.”*

*“And we can still have our Market Sunday.”*

While there were positive comments about the alignment, *“I like that it veers a long way to the West of housing on plateau”* others felt that it was a long way out of the way, particularly from town centres;

*“Te Horo looks isolated with long slip-roads, ending up with a situation like Te Kauwhata, south of Auckland.”*

One submission in particular argued that the proximity of the proposed expressway to the rail corridor had the potential to increase the severity of natural hazards to the area. The submission:

- Estimates that there may be multiple faults along the Hautere plain and Ōtaki Township.
- Argues that there is a high likelihood of liquefaction and ground fracturing as a result of earthquakes.
- Proposes an alternative route to the east of the proposed alignment, separate from the railway and existing SH.
- Requests that a seismic survey is undertaken in the area.

### 7.7.3 Positive Comments

As well as positive comments on the alignment, positive comments were made about the Project as a whole, as well as on individual sections.

*“Overall very impressive. Look forward to it happening.”*

*“All previous comments now satisfied!”*

### 7.7.4 Consultation

There were negative and positive responses to the issue of consultation. The consultation process throughout the life of the Project was a major concern in the THRAC and CRRG submission, which is addressed later in section 7.10 below.

Negative comments on consultation largely overlapped with the understanding of stakeholders and landowners about noise effects from the proposed expressway at South Ōtaki / Old Hautere Rd and the mitigations proposed.

Two submitters expressed positive responses to the consultation process so far;

*“I was impressed by the amount of work that was put into the last presentation to address local concerns.”*

## 7.8 Submissions from Key Stakeholders

### 7.8.1 New Zealand Historic Places Trust

The New Zealand Historic Places Trust (NZHPT) felt that the information provided at this stage still lacked sufficient detail for a thorough effects assessment. The detailed submission can be seen in Appendix I. The submission provided feedback in detail on the key NZHPT interests as follows:

- Ōtaki Railway Station
- Rahui Milk Treatment Station and the Rahui Factory Social Hall
- Mirek Smišek Pottery site and Beehive Kilns
- Archaeology, and
- Wahi Tapu Values

NZHPT made the following recommendations and requests:

- Further work needs to be done around the Ōtaki Railway station this includes an in-depth management plan for the relocation of the building. This should include an updated conservation

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<sup>1</sup> assumed to be the Sunday craft market in Ōtaki

plan and detailed drawings. The conservation plan should inform the relocation plan and provide appropriate mitigation measures.

- The mitigation for the Rahui Milk Treatment Station and the Rahui Factory Social Hall should include a combination of planting and screening. The NZHPT submission identifies that the current information is not sufficient to establish the mitigation value. There are also concerns stated around noise impacts on these building.
- More details around the deconstruction and construction of the Mirek Smisek Beehive Kilns needs to be provided. NZHPT are also proposing a heritage covenant to ensure the preservation of the kilns.
- The Smišek site should be planned in such a way that the building and kilns are retained in an enclave, thus placing them in a respectful useful grouping to maintain context. Appropriate access to the site will be required. NZHPT would prefer the villa on site to be retained. The effect on the amenity and the proximity of the expressway needs to be considered and mitigated. Good photographic records of the original site need to be prepared.
- A detailed archaeological assessment is necessary. This will establish the full effects of the expressway and the appropriate mitigation relation to the effects.
- NZHPT would like to be consulted with regard to any effects on wahi tapu sites. This is reliant on further information being provided.

## 7.9 Submissions from Regulatory Authorities

### 7.9.1 Kāpiti Coast District Council

Kāpiti Coast District Council (KCDC) provided their comments on the 21<sup>st</sup> of August 2012. Comments were based on the information provided on the 14 panels that formed part of the open day presentations to the public. The submission provided comments on the panels and stated clearly which concepts/ proposals were supported subject to further consultation and detailed design and which areas required clarification or more detail to understand it.

In general the submission made the following comments:

- Where cyclist and pedestrian facilities have been provided they are in support, however, KCDC would like to see the provision of these extended to local roads.
- An ecological outcome to “ensure that unavoidable adverse effects are mitigated according to international best practice” needs to be included across the Project.
- Shelterbelts should use native species as the long term results are superior to the use of exotic species.

**North Ōtaki information panel** – The submission was in support of the retention of County Road. KCDC indicated they would like more detail on the “good” architectural design of the north Ōtaki Interchange Bridge as well as clarity on future proofing. They would like to get more information on the proposed signage for access to Ōtaki. They also require more information on mitigation for earthworks. Other comments were:

- Riparian planting should include appropriate native species and be extended to cover all embankments on Waitohu Bridge.
- Acknowledge the changes to the cultural environment and how they will be addressed.

**Rahui Road, Ōtaki information panel** – The KCDC submission was in support of the following:

- A mix of tall planting at the base of the embankments of Rahui Road bridge.
- The proposed pedestrian link between Ōtaki Railway Station and the Pare-o-Matangi Reserve.
- Improvements of gradients of the Rahui Road bridge to reduce visual impacts on the former Rahui Milk Treatment Station.
- Retention and planting of screening plants on the existing railway bund to screen County Road.
- Rotation of Ōtaki Railway Station.
- The level of planting indicated around structures and embankments.

The submission requested further clarification on:

- The architectural design of Rahui Road Bridge.
- Any adverse effects on Mangapouri Stream will need to be off-set according to best practice.
- Stormwater management and links with wetlands.
- Walking and cycling facilities.

Specifically regarding Pare-o-Matangi Reserve KCDC would like to highlight the importance of provision for a like-for-like reserve. The provision of appropriate landscape treatment of the reserve is critical and KCDC would like to work with the NZTA on this.

**Ōtaki River information panel** – The submission is in strong support of the half interchange south of the river as well as the minimal use of bridge piers in the river.

Other comments included:

- Emphasising the fact that access under the expressway bridge is provided to an acceptable level.
- Earthworks should reflect naturalized slopes.
- It is recommended to bolster amenity planting between the railway and the expressway. This is particularly relevant to the northern bank around the western end of the lake.

**South Ōtaki information panel** – The submission is in support of the following;

- Building the expressway lower between Ōtaki Gorge Road and Old Hautere Road.
- Providing a new access to vehicles to the southern bank recreation area.
- The significant planting proposed around the interchange area and the river edge.

Other comments included:

- The new Old Hautere Road link needs to be carefully planned to recognise its existing context.
- Shelter belts should use native species.
- It is recommended to bolster amenity planting between the railway and the expressway. This is particularly relevant to the northern bank around the western end of the lake.
- Pedestrian and cycle facilities are required on the local roads
- What other access to the area is proposed and what facilities NZTA are intending to provide.

**Te Horo information panel** – The submission is in support of the retention of local connections between east and west Te Horo. KCDC would like to get clarity if there will be a culvert or a bridge over the Mangaone Stream. They would like to see the provision of access for horse riders along the route across the bridge including safety waiting areas for them.

Other comments included:

- Embankments around the overbridge could be shaped and relaxed alongside the waterway.
- Extend the planting of Totara trees in a number of places. This planting should be linked with infill of native trees and shrubs for screening, biodiversity and shelterbelts.
- Further tall and riparian planting along the waterways as well as the base of the embankments for the bridges are proposed.

**Mary Crest information panel** – The submission is in support of:

- The alignment avoiding the dunes and main bush remnants.
- The approach of minimising landform shape through shaping and integrating the earthworks with adjoining land forms.
- Altering the alignment to reduce cultural impacts.

The submission requested further clarification on the following:

- The connection between the Project and the MacKays to Peka Peka Expressway.
- The architectural design of Mary Crest railway overpass bridge.
- Mitigation of impacts on the stream in Mary Crest.

Other comments included:

- Loss of wetland areas should be offset by restoration of wetlands in the vicinity.
- Earthworks in this area show a bund with uniform steep sides that appear as a raised causeway. While this keeps the earthworks footprint narrow it fails to provide for amenity.
- Use of raised bunds can screen the expressway visually.
- KCDC requests that earthworks should not exceed 50 metres of uniformity in slope.
- Make use of the opportunities to bolster existing natural heritage.

The Council provided further comments on the six subject information panels. The main issues raised were:

Support for:

- The use of Open Graded Porous Asphalt (OGPA) as well as mitigation measures for noise and vibration to properties next to the Expressway.
- The precautionary approach to flood avoidance.

The submission requested further clarification of:

- Noise levels and how these will be mitigated.
- How Maori land interests, significant waterways will be managed and treated.
- What will be done with the beehive kilns?
- Impacts of the park and ride facility at the railway station.
- Impacts on groundwater.
- The hierarchy of principles that will determine the final landscape and visual design of the Project.
- Mitigation of loss of rural land and use of waterways.
- Structures such as bridges and waterways, such as design and size.

Other issues:

- KCDC needs to be included as a key stakeholder group within the Project's Accidental Discovery Protocol (ADP).
- There is a need to clearly distinguish between natural wetlands and stormwater catchments.
- Need to look more at wider ecological context, currently no mention of corridors or islands.
- Ecological sites should be classified as heritage features consistent with Kāpiti Coast District Plan.
- There is a need to make use of a biodiversity offsets model.
- Native plants should be used from Foxton Ecological District.
- Fish passage needs to be maintained.
- Natural heritage does not seem to be addressed up to date.

The submission made extensive comments regarding flooding and stormwater. A copy of the KCDC comments can be found in Appendix J.

## 7.10 Submissions from Interested Parties

### 7.10.1 Te Horo Road Action Committee (THRAC) and County and Rahui Roads Group (CRRG)

A submission was entered by Peter Curling on behalf of THRAC (and the 231 signatory/submitters to the 2009 consultation), and also on behalf of CRRG (and the 23 signatory/submitters to the 2009 consultation) on the Peka Peka to Ōtaki Expressway. Issues relating to a specific area have been raised in the summary of submissions in section seven above.

A history of THRAC and CRRG engagements regarding the development of the Project since 2002 are included in the interim submission of 1 July 2012. Issues raised with this process include:

- concern over the ability of residents and community members to participate in consultation, and
- legitimacy of the NZTA decisions and the decision-making process.

Feedback for the 2012 consultation round covers a range of issues, but has similar concerns with the consultation process. The submission maintains that the 2012 consultation has no basis or legal effect, and felt that there was:

- insufficient opportunity for residents to comment due to a lack of notice before the June open days
- insufficient information available during consultation on mitigations for:
  - noise,
  - vibration,
  - vehicle emissions,
  - stormwater,
  - disruption during construction, and
  - potential disruption in the following of a major earthquake.

## 8. Further Action

As previously mentioned in section 2.3, after the official consultation phase closed a number of gaps were identified in the representation of inputs provided by the community. The key groups that were outstanding were the:

- Te Horo Business community.
- Ōtaki Business community.
- Education institutions in the Project area.

Input from these key groups was critical in informing both the Economic Assessment well as the Social Impact Assessment. Further engagement was carried out with these groups and the outcomes are described below.

### 8.1 The Te Horo Business Group

In the 2011 consultation a submission from the Te Horo Business Group (as an informal group) was received expressing their concerns around no access from the expressway at Te Horo. In 2012 no further submission was received by this group. There was a need to further explore the effects of the Project on these individual businesses.

Individual and cluster meetings were set up with the business owners. Eleven of the owners agreed to meet individually or in small groups. One elected to discuss issues on the phone, one chose not to meet and one was unable to be contacted.

From these meetings and discussions it was clear that;

- The effect on Te Horo businesses is dependent on the nature of the business.
- For some businesses there is an expected perception that there may be some negative effects through the loss of passing traffic; this is particularly relevant to businesses that are in the food and beverage industry.
- Business owners feel that the new expressway will create safer access for local and regional customers.

### 8.2 The Ōtaki Business Community

There is currently no formal organisation representing Ōtaki businesses. With the assistance of James Coutts, an Ōtaki business owner and member of the Community Board, 109 businesses were contacted by email and invited to 'drop in' for coffee and a muffin to discuss the Project and to seek feedback particularly on any mitigation that may be applied. After extensive contact, only two businesses attended the session.

### 8.3 The Education Sector

No submissions were received from any of the education institutions in the Project area. This included pre-schools through to Te Wananga o Raukawa, a tertiary institution. Their lack of representation during the consultation process was a concern, so additional consultation was undertaken to ensure that the needs of this group were understood.

Individual meetings were arranged with six educational institutions covering all age groups from kindergarten, through to primary, secondary and tertiary facilities. The facilities were located on both the eastern and western sides of the Expressway and were representative of all learning forms e.g. Ministry of Education, integrated schools and total immersion Moari learning environments.

The general conclusions from consultation with the education sector were:

- The Expressway had substantial benefits especially for institutions that had a large catchment e.g. Te Wananga o Raukawa and Te Kura-a-iwi o Whakatupuranga Rua Mano. The Expressway would improve access for their students and reduce travel times.
- It is also seen that the Expressway will make the journey safer on local roads and improve crossing points.

- Improved walking and cycling facilities for those students who did walk or cycle were viewed as positive.

It was identified that Te Runanga o Raukawa is a large entity and an important stakeholder. It employs 250 staff and has a student body of 2000. At any point there may be over 200 students on-site, engaged in Block courses. The majority of these students arrive and depart in private vehicles.

## 9. Key Results from Consultation

The key results from the June-July 2012 round of consultation can be summarised as follows:

**Allowed the community to express both concerns and positive feelings:**

The consultation process created the space and platform to allow the community to express their unhappiness as well as their positive feelings about the proposed expressway. The Project team were encouraged by the positive feedback that the community provided.

**Gaining Local knowledge:**

One of the key positive outcomes from this round of consultation was the gaining of local knowledge. This specifically related to geotechnical issues, flooding and built heritage. The Project team has been able to respond to this information and make better and more informed decisions with regard to the assessment of effects and the design solutions.

**Informing mitigation measures and design solutions:**

The consultation allowed the Project team to get a better understanding of the community's real and perceived concerns around impacts such as noise and visual amenity. This in turn allowed the Project team to improve design and mitigation measures where necessary, or provide more information to the community to improve their understanding of certain effects.

**The identification of gaps in the consultation process:**

The consultation process also allowed the Project team to identify where there were gaps in feedback from critical groups in the Project area. This allowed for specific contact with these groups such as the education sector and the business sector to ensure their concerns are addressed. This contributed to a more rigorous consultation process.

**Continuing building good relationships with the community:**

The 2012 consultation period and the additional meetings with key community members and groups allowed NZTA to continue building good relationships with stakeholders and the community in the Project area.

# 10. Next Steps

## 10.1 Complete AEE

The priority for the Project team will be to complete the AEE and get the application ready for the EPA. The results of consultation and feedback provided by the community are incorporated into the AEE.

## 10.2 Submit to the EPA

The AEE will be formally submitted to the EPA at the beginning of 2013. As soon as this application is advertised the formal notification period, as allowed for by the Resource Management Act, starts. This will allow the community and stakeholders to submit formal comments on the Project.

## 10.3 On-going communication and information

NZTA will ensure that as information about the Project is developed, it will be made available to the public in the form of Project updates through community newsletters and updates to the Project website. The NZTA also intend to host specific activities in the Project area that will continue to inform the community of progress on the Project.



# Appendix A : History of Consultation on the Peka Peka to North Ōtaki Expressway

To help understand the scale and length of consultation provided over the development of the Expressway Project, this section outlines some of the key consultation events before 2011 when the current consultation phase started. All previous consultation reports are available on the Project website ([www.nzta.govt.nz/pp2oProject](http://www.nzta.govt.nz/pp2oProject)).

## 2001 Consultation

The objective of the consultation in 2001 was to focus on specific Project development 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 Project newsletter that was also printed in the Kāpiti Observer of 23 July 2001, and a public open day in Ōtaki on 25 July 2001. A second Project newsletter was distributed in June 2002.

The 2001 consultation raised awareness of the 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.

## 2002 Consultation

The 2002 consultation process was undertaken to focus on the Ōtaki – Te Horo Expressway preferred route. 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 for the Ōtaki – Te Horo Expressway and a range of opportunities for potentially affected landowners and interested people to meet with the then Transit representatives to discuss the Project and its effects.

Key features of the 2002 consultation process included:

- 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 Project
- 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
- A presentation was made to the Ōtaki Community Board.

## 2009 Consultation

As part of investigations into improvements into this section of State Highway 1 forming part of the Wellington Northern Corridor road of national significance, it was announced on 20 August 2009 that the NZTA would be consulting on four-lane expressway options from MacKays Crossing to Peka Peka and from Peka Peka to North Ōtaki.

The NZTA's objectives for consulting on the expressway proposal were to:

- Inform affected communities, key stakeholders, iwi and the general public about the expressway proposal

- Provide an opportunity for these parties to give feedback to the NZTA on the expressway proposal
- Provide the NZTA Board with an understanding of the views of the affected community, key stakeholders, iwi and general public regarding the expressway proposal
- 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 Land Transport Management Act 2003.

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 Coast 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 expressway proposal for Peka Peka to North Ōtaki.

## 2011 Consultation

The six-week consultation took place from 7 February to 18 March 2011 and included sending brochures to over 23,000 postal addresses in the Kāpiti Coast District. It also included two public open days and meetings with key stakeholders, including potentially affected property owners, the Kāpiti Coast District Council (KCDC) and local iwi.

A total of 473 submissions were received and the content of the submissions reflected a number of views and interests ranging from support to opposition to the proposals, and a combination of both.

The feedback from the community on the proposals for the interchanges and local road connections suggested a high level of support for the interchanges to the north and south of Ōtaki. At Te Horo, there was a clear preference for a connection across the expressway around Te Horo Beach Road (Proposal B from the consultation brochure), and a desire to maintain the existing vehicular link to the Mill Road roundabout via Rahui Road.

Other key themes by the community through submissions included environmental effects such as flooding, noise, business viability, and safety, along with some concerns about the design for local access and interchanges being raised.

# Appendix B: Letters to Directly Affected Landowners

# Appendix C: List of Key Stakeholders and Letter Sent

# Appendix D: Project Areas

# Appendix E: Open Day Material

# Appendix F: Newsletter

# Appendix G: Feedback Form



# Appendix H: Media Statements

# Appendix I: Historic Places Trust Submission

# Appendix J: KCDC Submission



Want to find out more?

## Our contact details

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If you would like more information about the Peka Peka to Otaki Expressway, please check our website [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject) or email us at [info@pp2o.co.nz](mailto:info@pp2o.co.nz)

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