

APPENDIX 7 – SPECIALIST WORKING PAPER – SOCIAL AND  
COMMUNITY ASSESSMENT

# Peka Peka to Otaki – Assessment of Alternatives

## Specialist Working Paper Template – Social and Community Assessment

### Introduction

This working paper identifies, assesses and rates potential effects from a Social and Community perspective for alternative routes. The alternative routes to be assessed are:

- **Board Preferred Alignment**
- **Eastern Alignments:**
  - Eastern foothills alignment (Option A)
  - East of Otaki alignment (Option B)
- **Te Waka Alignment (Option C)**

This information will be used when evaluating the options that will be considered at the Scheme Assessment phase of the project.

### Effects Assessment and Rating

The following effects have been utilised in assessing each option from a social and community perspective:

- Effect 1 – Severance (community cohesion/connectivity/severance)
- Effect 2 – Economic effects/business activity (high level focussing on accessibility to townships)
- Effect 3 – Support for current and future land uses (Greater Otaki Vision – Managing Growth for Local Benefit)
- Effect 4 – Connectivity to key regional services/facilities (education facilities/community facilities)
- Effect 5 – Recreational activity (public areas and Otaki Maori Racing Club)
- Effect 6 – Disturbance to community during construction (housing and residential areas within 50m or 200m of expressway centreline)

Effects that were considered but ultimately disregarded include:

- Amenity – will be considered by the urban design and/or landscape/visual specialists.

### Methodology

1. Each route was assessed individually without reference to the other alternatives.
2. For each Effect the same things were considered for each route:
  - a. Effect 1:
    - i. Location of route
    - ii. Access on and off expressway
    - iii. Cross expressway access/grade separated access
    - iv. Existing local road connections
  - b. Effect 2:
    - i. Accessibility/impact on Te Horo businesses
    - ii. Accessibility/impact on Otaki businesses

- c. Effect 3:
    - i. Greater Otaki Vision sections 5, 7, and 9
  - d. Effect 4:
    - i. Physical and accessibility impact on education facilities
    - ii. Physical and accessibility impact on other community facilities
  - e. Effect 5:
    - i. Physical and accessibility impact on reserves (including the Pare-o-Matangi Reserve)
    - ii. Physical and accessibility impact on the Otaki Maori Racing Club
  - f. Effect 6:
    - i. Number of houses within 50 metres of the centreline of the alignment
    - ii. Number of houses within 200m of the centreline of the alignment
    - iii. Potential construction impacts
    - iv. Potential construction traffic impacts
3. All routes were extended as required to have the same start and end points.
  4. When rating each effect, the ratings table provided was utilised.

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
<b>Severance</b>	<p><i>Location of route</i> The route largely follows the existing SH1 and will result in the substantial widening of the transport corridor through the Otaki and Te Horo urban areas.</p> <p><i>Effect on existing SH1</i> The route will result in less/slower traffic using the existing SH1 with through traffic including freight using the new expressway. This could result in an improvement to safety, especially for people seeking to cross the existing SH1.</p> <p><i>Access on and off expressway</i> The route will provide northbound access onto the expressway and southbound access off the expressway at the Peka Peka interchange.</p> <p>The route will provide southbound access onto the expressway and northbound access off the expressway at Otaki Gorge Road.</p> <p>The route will provide northbound access onto the expressway and southbound access off the expressway at North Otaki.</p> <p>This is a reduction in access to the major road through the district.</p> <p><i>Cross expressway access/grade separated access</i> The route will provide cross expressway and SH1 access at Te Horo and potentially result in an improvement to safety through the provision of a grade separated connection.</p> <p>The route will provide cross expressway access at Otaki Gorge Road and potentially result in an improvement to safety through the provision of a grade separated connection.</p> <p>The route will provide cross expressway access at Rahui Road via either</p>	Consider connections that facilitate access.	-		N/A

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>a pedestrian/cycle or a vehicle bridge. This would potentially result in an improvement to safety through the provision of a grade separated connection. If a pedestrian/cycle link is provided vehicles will gain access via an upgraded County Road.</p> <p>The route will provide cross expressway access for the existing SH1 to the north of Rahui Road.</p> <p><i>Existing local road connections</i> The route may result in the severing of a direct connection between Old Hautere Road and the existing SH1. This will require residents of Old Hautere Road to detour via Otaki Gorge Road to access the existing SH1.</p> <p>In addition, where local connections currently have access to SH1, the major road, the route will only provide limited access as above to the expressway which will become the major road.</p> <p>Overall, the route substantially widens the existing transport corridor through the Otaki and Te Horo urban areas. The expressway will act as a physical barrier for urban areas between east and west apart from those areas with grade separated access. It should be noted however that the Main Trunk Line currently acts as a physical barrier and that the proximity to the Main Trunk Line may promote multi-modal connections. The route provides for grade separated access which is not currently available at Te Horo, Otaki Gorge Road, and Rahui Road and maintains existing local connections onto the existing SH1 with the possible exception of Old Hautere Road, though limits connections to the expressway.</p>				
<b>Economics</b>	<p><i>Te Horo</i></p> <p>There is no access on or off the expressway at Te Horo. The nearest exit point for traffic coming from the south is Te Moana Road, approximately 9-10km to the south. For traffic from the north the nearest exit point is the north Otaki interchange, approximately 6-7km to the north. Traffic from the</p>	<p>Consultation with local businesses.</p> <p>Signage/marketing etc. for local businesses</p>	0		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>north would also have to pass through Otaki before reaching Te Horo. Therefore people would have to make a deliberate effort to visit the Te Horo shops. If passing traffic makes up a large part of the business for the Te Horo shops it is possible that the lack of easy access and the distances that would have to be travelled off the expressway would have a detrimental effect on the businesses. The provision of a grade separated crossing over the expressway and existing SH1 at Te Horo may encourage local residents to utilise the Te Horo shops.</p> <p><i>Otaki</i> The access on and off the expressway for Otaki is relatively straightforward and direct. The use of 'half-diamond' interchanges on either side of the Otaki township allows for vehicles to exit the expressway, pass through the Railway Retail Precinct, and then access the expressway immediately. The total detour through the Railway Retail Precinct is approximately 2-2.5km, however this follows the route of the expressway and does not require doubling back.</p> <p>The reduction in passing traffic may be mitigated by the improvement to the atmosphere of the Railway Retail Precinct which is currently frequently congested. In addition, the Railway Retail Precinct has established itself as a shopping destination due to the outlet shops.</p>	<p>(economic/business viability specialist to discuss).</p> <p>Provision of pedestrian/cyclist link from overbridge to Te Horo businesses.</p>			
<b>Current and future land uses</b>	<p>The Greater Otaki Vision (GOV) has a focus on the existing Otaki urban areas as places for the location of future growth. The Te Horo urban growth area has been removed from the GOV in favour of a focus on rural uses.</p> <p>The route supports the GOV by having easy access into the Otaki urban area, and by restricting direct access from the expressway to Te Horo.</p> <p>The location of the Otaki north interchange will support growth and development in Otaki. The location of the Otaki south interchange will also</p>	N/A	+		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>support growth and development in Otaki, but may also have the potential to open up an area currently zoned as Rural to increased urban development pressure. However, this could be controlled by KCDC through the District Plan.</p> <p>The reduction in traffic through the Railway Retail Precinct may lend itself to furthering the GOV goals of improving the look of the street, providing better pedestrian and cycle access, and providing for more trees.</p>				
<b>Connectivity</b>	<p><b>Education facilities</b></p> <p><i>Physical impact</i></p> <p>No direct physical impact on any education facilities. The nearest the route comes to an education facility is approximately 500m to the east of Otaki School and 500m to the west of Waitohu Primary School. This is far enough away that any construction effects will be minimal.</p> <p><i>Accessibility</i></p> <p>Does not limit/restrict access to any of the education facilities from the major population centres in the vicinity.</p> <p>Existing access routes to education facilities will be maintained along local roads. The existing SH1 which will be less busy and have slower traffic will provide a safer environment for students.</p> <p>School bus routes are unlikely to be significantly affected and the reduction in traffic and speed along SH1 may improve the safety of students accessing school buses.</p> <p>Introduction of grade separated connections across the existing SH1 and/or expressway at Te Horo and Rahui Road may improve safety for students and staff.</p> <p><b>Other community facilities</b></p>	<p>Ensure emergency vehicle access and turning bays are provided.</p>	+		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p><i>Physical impact</i> No direct physical impact on any churches, emergency service facilities, libraries, cemeteries, public swimming pools, community halls, medical facilities, or museums.</p> <p>Will require Otaki railway station building to be realigned.</p> <p><i>Accessibility</i> Does not limit/restrict access to any of the community facilities from the major population centres in the vicinity.</p> <p>Existing access routes to community facilities will be maintained along local roads and the existing SH1.</p> <p>Introduction of grade separated connections across the existing SH1 and/or expressway at Te Horo and Rahui Road may improve safety for residents seeking to cross from east to west to access facilities.</p> <p>Emergency vehicles will have the option of utilising the existing SH1 or the expressway where appropriate providing the added advantage of two routes.</p>				
<b>Recreation</b>	<p>Direct physical impact on the Pare-o-Matangi Reserve. The expressway will pass directly through the Reserve. In addition, the realigned Main Trunk Line will also pass directly through the Reserve. The main access off Rahui Road will be completely built over.</p> <p>No direct physical impact on the race course.</p> <p>Maintains access via either Rahui Road or County Road to racecourse from existing SH1.</p>	<p>Consultation with the community on mitigation and potential for provision of new reserve location and removal of plants if possible to new location.</p>	-		
<b>Disturbance</b>	<p>There are approximately 40 houses located within 50 metres of the</p>	<p>Specific alignment choice</p>	-		



Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>centreline of the route. These houses will either experience direct physical effects as a result of the construction of the expressway or will experience construction effects such as noise, vibration, dust etc.</p> <p>There are a further approximately 191 houses located within 200 metres of the centreline of the route (does not include houses within 50 metres of the centreline of the route). These houses may experience construction effects such as noise, vibration, dust etc.</p> <p>During construction local roads may be utilised for construction traffic. As the route is close to the existing SH1, any construction traffic on the local roads will be minimal and restricted to around the existing SH1.</p>	<p>to minimise direct and indirect impact on houses.</p> <p>Compliance with relevant construction standards and use of construction management plan.</p> <p>Use of traffic management plan.</p>			
Option A					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
<b>Severance</b>	<p><i>Location of route</i></p> <p>The route is located up to 2.5km to the east of existing SH1.</p> <p>The route passes through largely rural areas and avoids the Te Horo and Otaki urban areas.</p> <p><i>Effect on existing SH1</i></p> <p>The route will result in less/slower traffic using the existing SH1 with through traffic including freight using the new expressway. This could result in an improvement to safety, especially for people seeking to cross the existing SH1.</p> <p><i>Access on and off expressway</i></p>	<p>Consider connections that facilitate access.</p>	O		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>Access to the expressway will be available where the expressway joins with the existing SH1 to the north of Otaki near Gleeson Road, via a full interchange near the Rahui Road and Ringawhata Road intersection, and via northbound access onto the expressway and southbound access off the expressway at the Peka Peka interchange to the south of Te Horo.</p> <p>This is a reduction in access to the major road through the district.</p> <p><i>Cross expressway access/grade separated access</i> Grade separated access (bridge or subway) will be provided for all local roads that would otherwise be severed by the expressway. In addition, farm access is provided where required either under or over the expressway.</p> <p><i>Existing local road connections</i> The positioning of a full interchange on Rahui Road will result in increased traffic utilising this road to access the Otaki township.</p> <p>In addition, where local connections currently have access to SH1, the major road, the route will only provide limited access as above to the expressway which will become the major road.</p> <p>Overall, the route avoids the Otaki and Te Horo urban areas and as such will not act as a physical barrier for the community. The route maintains all existing local connections either under or over the expressway and all local connections to the existing SH1, though it limits connections to the expressway.</p>				
<b>Economics</b>	<p><b>Te Horo</b></p> <p>There is no access on or off the expressway at Te Horo. The nearest exit point for traffic coming from the south is Te Moana Road, approximately 9-10km to the south. For traffic from the north the nearest exit point is the</p>	<p>Consultation with local businesses.</p> <p>Signage/marketing etc. for local businesses</p>	-		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>Rahui Road interchange, approximately 7-8km to the north. Traffic from the north would also have to pass through Otaki before reaching Te Horo. Therefore people would have to make a deliberate effort to visit the Te Horo shops. If passing traffic makes up a large part of the business for the Te Horo shops it is possible that the lack of easy access and the distances that would have to be travelled off the expressway would have a detrimental effect on the businesses.</p> <p><b>Otaki</b></p> <p>The route passes approximately 2.5km to the east of the Otaki Railway Retail Precinct. Access to Otaki is via the Rahui Road interchange which is located approximately 2.5km from the existing SH1 or to the north of Otaki where the expressway joins the existing SH1. Therefore in order to access Otaki the minimum detour off the expressway would be 5km. Access is not straightforward and may require doubling back.</p> <p>The reduction in passing traffic may be mitigated by the improvement to the atmosphere of the Railway Retail Precinct which is currently frequently congested. In addition, the Railway Retail Precinct has established itself as a shopping destination due to the outlet shops.</p>	<p>(economic/business viability specialist to discuss).</p> <p>Provision of pedestrian/cyclist link from overbridge to Te Horo businesses.</p>			
<b>Current and future land uses</b>	<p>The Greater Otaki Vision (GOV) has a focus on the existing Otaki urban areas as places for the location of future growth. The Te Horo urban growth area has been removed from the GOV in favour of a focus on rural uses.</p> <p>The route supports the GOV by having providing access into the Otaki urban area from the expressway, and by restricting direct access from the expressway to Te Horo.</p> <p>The location of the Rahui Road interchange will support growth and development in Otaki but may also have the potential to open up an area</p>	N/A	+		

Board Preferred Alignment					
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	<p>currently zoned as Rural to increased urban development pressure. However, this could be controlled by KCDC through the District Plan.</p> <p>The reduction in traffic through the Railway Retail Precinct may lend itself to furthering the GOV goals of improving the look of the street, providing better pedestrian and cycle access, and providing for more trees.</p>				
<b>Connectivity</b>	<p><b>Education facilities</b></p> <p><i>Physical impact</i></p> <p>No direct physical impact on any education facilities. The nearest the route comes to an education facility is approximately 800m to the east of Te Horo Primary School. This is far enough away that any construction effects will be minimal.</p> <p><i>Accessibility</i></p> <p>Additional traffic may be experienced by education facilities during construction depending on what access routes are used but post-construction any impacts will be minimal.</p> <p>Does not limit/restrict access to any of the education facilities from the major population centres in the vicinity.</p> <p>School bus routes are unlikely to be significantly affected and the reduction in traffic and speed along SH1 may improve the safety of students accessing school buses.</p> <p>Existing access routes to education facilities will be maintained along local roads. The existing SH1 which will be less busy and have slower traffic will provide a safer environment for students.</p> <p><b>Other community facilities</b></p>	<p>Ensure emergency vehicle access and turning bays are provided.</p>	+		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p><i>Physical impact</i> No direct physical impact on any churches, emergency service facilities, libraries, cemeteries, public swimming pools, community halls, medical facilities, museums, or Otaki railway station.</p> <p><i>Accessibility</i> Does not limit/restrict access to any of the community facilities from the major population centres in the vicinity.</p> <p>Existing access routes to community facilities will be maintained along local roads and the existing SH1.</p> <p>Emergency vehicles will have the option of utilising the existing SH1 or the expressway where appropriate providing the added advantage of two routes.</p>				
<b>Recreation</b>	<p>No direct physical impact on the Pare-o-Matangi Reserve or race course.</p> <p>Maintains existing access to racecourse from existing SH1. Could result in race day traffic coming directly off the expressway utilising eastern Rahui Road which would remove the need for race day traffic to travel through the Otaki Railway Retail Precinct and would provide a more direct route.</p>		+		
<b>Disturbance</b>	<p>There are approximately 27 houses located within 50 metres of the centreline of the route. These houses will either experience direct physical effects as a result of the construction of the expressway or will experience construction effects such as noise, vibration, dust etc.</p> <p>There are a further approximately 88 houses located within 200 metres of the centreline of the route (does not include houses within 50 metres of the centreline of the route). These houses may experience construction effects such as noise, vibration, dust etc.</p> <p>During construction local roads may be utilised for construction traffic. As</p>	<p>Specific alignment choice to minimise direct and indirect impact on houses.</p> <p>Compliance with relevant construction standards and use of construction management plan.</p> <p>Use of traffic management plan.</p>	-		

Board Preferred Alignment					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>the route is located at some distance from the existing SH1, any construction traffic may have to travel several kilometres along local roads to reach construction points depending on the construction method. Local roads that may potentially be utilised include:</p> <ul style="list-style-type: none"> <li>• Best Road</li> <li>• Settlement Road</li> <li>• School Road/Blackburne Road</li> <li>• Otaki Gorge/Old Hautere Road</li> <li>• Rahui Road/County Road</li> <li>• Ringawhati Road</li> <li>• Waitohu Valley Road</li> <li>• South Manakau Road</li> </ul> <p>Potential effects could include:</p> <ul style="list-style-type: none"> <li>• Additional vehicle movements, including heavy vehicle movements</li> <li>• Traffic delays</li> <li>• Noise, dust, vibration etc from construction vehicles.</li> </ul>				

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
<b>Severance</b>	<p><i>Location of route</i></p> <p>The route is located up to 2 km to the east of existing SH1.</p> <p>The route follows the existing SH1 through Te Horo substantially widening the transport corridor to this point and then skirts the Otaki urban area to the east.</p> <p><i>Effect on existing SH1</i></p>	Consider connections that facilitate access.	O		

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>The route will result in less/slower traffic using the existing SH1 with through traffic including freight using the new expressway. This could result in an improvement to safety, especially for people seeking to cross the existing SH1.</p> <p><i>Access on and off expressway</i> Access to the expressway will be available where the expressway joins with the existing SH1 to the north of Otaki near Atkins Road, via a full interchange at Rahui Road, and via northbound access onto the expressway and southbound access off the expressway at the Peka Peka interchange to the south of Te Horo.</p> <p>This is a reduction in access to the major road through the district.</p> <p><i>Cross expressway access/grade separated access</i> The route will provide cross expressway and SH1 access at Te Horo and potentially result in an improvement to safety through the provision of a grade separated connection.</p> <p><i>Existing local road connections</i> The positioning of a full interchange on Rahui Road will result in increased traffic utilising this road to access the Otaki township.</p> <p>In addition, where local connections currently have access to SH1, the major road, the route will only provide limited access as above to the expressway which will become the major road.</p> <p>Overall, the route substantially widens the existing transport corridor through the Te Horo urban area before heading to the east of Otaki away from the urban area. The expressway will act as a physical barrier between urban areas on the east and west apart through the Te Horo area apart from the Te Horo grade separated access which is not currently provided. The route maintains all existing local connections</p>				

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	either under or over the expressway and all local connections to the existing SH1, though it limits connections to the expressway.				
<b>Economics</b>	<p><b>Te Horo</b></p> <p>There is no access on or off the expressway at Te Horo. The nearest exit point for traffic coming from the south is Te Moana Road, approximately 9-10km to the south. For traffic from the north the nearest exit point is the Rahui Road interchange, approximately 7-8km to the north. Traffic from the north would also have to pass through Otaki before reaching Te Horo. Therefore people would have to make a deliberate effort to visit the Te Horo shops. If passing traffic makes up a large part of the business for the Te Horo shops it is possible that the lack of easy access and the distances that would have to be travelled off the expressway would have a detrimental effect on the businesses. The provision of a grade separated crossing over the expressway and existing SH1 at Te Horo may encourage local residents to utilise the Te Horo shops.</p> <p><b>Otaki</b></p> <p>The route passes approximately 2km to the east of the Otaki Railway Retail Precinct. Access to Otaki is via the Rahui Road interchange which is located approximately 2km from the existing SH1 or to the north of Otaki where the expressway joins the existing SH1. Therefore in order to access Otaki the minimum detour off the expressway would be 4km. Access is not straightforward and may require doubling back.</p> <p>The reduction in passing traffic may be mitigated by the improvement to the atmosphere of the Railway Retail Precinct which is currently frequently congested. In addition, the Railway Retail Precinct has established itself as a shopping destination due to the outlet shops.</p>	<p>Consultation with local businesses.</p> <p>Signage/marketing etc. for local businesses (economic/business viability specialist to discuss).</p> <p>Provision of pedestrian/cyclist link from overbridge to Te Horo businesses.</p>	-		
<b>Current and future land</b>	The Greater Otaki Vision (GOV) has a focus on the existing Otaki urban areas as places for the location of future growth. The Te Horo urban	N/A	+		



Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
<b>uses</b>	<p>growth area has been removed from the GOV in favour of a focus on rural uses.</p> <p>The route supports the GOV by having providing access into the Otaki urban area from the expressway, and by restricting direct access from the expressway to Te Horo.</p> <p>The location of the Rahui Road interchange will support growth and development in Otaki but may also have the potential to open up an area currently zoned as Rural to increased urban development pressure. However, this could be controlled by KCDC through the District Plan.</p> <p>The reduction in traffic through the Railway Retail Precinct may lend itself to furthering the GOV goals of improving the look of the street, providing better pedestrian and cycle access, and providing for more trees.</p>				
<b>Connectivity</b>	<p><b>Education facilities</b></p> <p><i>Physical impact</i></p> <p>No direct physical impact on any education facilities. The nearest the route comes to an education facility is approximately 1km to the west of Te Horo Primary School. This is far enough away that any construction effects will be minimal.</p> <p><i>Accessibility</i></p> <p>Additional traffic may be experienced by education facilities during construction depending on what access routes are used but post-construction any impacts will be minimal.</p>	Ensure emergency vehicle access and turning bays are provided.	+		

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>Does not limit/restrict access to any of the education facilities from the major population centres in the vicinity.</p> <p>School bus routes are unlikely to be significantly affected and the reduction in traffic and speed along SH1 may improve the safety of students accessing school buses.</p> <p>Existing access routes to education facilities will be maintained along local roads and the existing SH1 which will be less busy and have slower traffic.</p> <p>Introduction of grade separated connections across the existing SH1 and expressway at Te Horo may improve safety for students and staff.</p> <p><b>Other community facilities</b></p> <p><i>Physical impact</i> No direct physical impact on any churches, emergency service facilities, libraries, cemeteries, public swimming pools, community halls, medical facilities, museums, or Otaki railway station.</p> <p><i>Accessibility</i> Does not limit/restrict access to any of the community facilities from the major population centres in the vicinity.</p> <p>Existing access routes to education facilities will be maintained along local roads. The existing SH1 which will be less busy and have slower traffic will provide a safer environment for students.</p>				

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	Emergency vehicles will have the option of utilising the existing SH1 or the expressway where appropriate providing the added advantage of two routes.				
<b>Recreation</b>	<p>No direct physical impact on the Pare-o-Matangi Reserve or race course.</p> <p>Maintains existing access to racecourse from existing SH1. Could result in race day traffic coming directly off the expressway utilising eastern Rahui Road which would remove the need for race day traffic to travel through the Otaki Railway Retail Precinct and would provide a more direct route..</p>		+		
<b>Disturbance</b>	<p>There are approximately 27 houses located within 50 metres of the centreline of the route.</p> <p>These houses will either experience direct physical effects as a result of the construction of the expressway or will experience construction effects such as noise, vibration, dust etc.</p> <p>There are a further approximately 119 houses located within 200 metres of the centreline of the route (does not include houses within 50 metres of the centreline of the route).</p> <p>These houses may experience construction effects such as noise, vibration, dust etc.</p> <p>During construction local roads may be utilised for construction traffic. As the route is partly located away from the existing SH1, some construction traffic may have to travel several kilometres along local roads to reach construction points depending on the construction method used. Local roads that may potentially be</p>	<p>Specific alignment choice to minimise direct and indirect impact on houses.</p> <p>Compliance with relevant construction standards and use of construction management plan.</p> <p>Use of traffic management plan.</p>	-		

Option B					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>utilised include:</p> <ul style="list-style-type: none"> <li>• Gear Road, School Road, and Te Horo Beach Road</li> <li>• Otaki Gorge/Old Hautere Road</li> <li>• Rahui Road/County Road</li> <li>• Waitohu Valley Road.</li> </ul> <p>Potential effects could include:</p> <ul style="list-style-type: none"> <li>• Additional vehicle movements, including heavy vehicle movements</li> <li>• Traffic delays</li> <li>• Noise, dust, vibration etc from construction vehicles.</li> </ul>				

Option C					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
<b>Severance</b>	<p><i>Location of route</i> The route is located up to 2.8km to the west of existing SH1.</p> <p>The route follows the existing SH1 until Mary Crest then skirts the Otaki township to the west.</p> <p><i>Effect on existing SH1</i> The route will result in less/slower traffic using the existing SH1 with through traffic including freight using the new expressway. This could result in an improvement to safety, especially for people seeking to cross the existing SH1.</p> <p><i>Access on and off expressway</i> Access to the expressway will be available where the expressway joins</p>	Consider connections that facilitate access.	-		

Option C					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>with the existing SH1 to the north of Otaki near Taylors Road, via a full interchange at Tasman Road, and via northbound access onto the expressway and southbound access off the expressway at the Peka Peka interchange to the south of Te Horo.</p> <p>This is a reduction in access to the major road through the district.</p> <p><i>Cross expressway access/grade separated access</i> Grade separated access (bridge or subway) will be provided for all local roads that would otherwise be severed by the expressway. In addition, farm access is provided where required.</p> <p><i>Existing local road connections</i> The positioning of a full interchange on Tasman Road may result in increased traffic utilising this road to access the Otaki township.</p> <p>In addition, where local connections currently have access to SH1, the major road, the route will only provide limited access as above to the expressway which will become the major road.</p> <p>Overall, the route is located to the west of Otaki away from the township. The route will act as a physical barrier between Otaki Beach and the Otaki township, however the route maintains all existing local connections either under or over the expressway and all local connections to the existing SH1, though it limits connections to the expressway.</p>				
<b>Economics</b>	<p><b>Te Horo</b></p> <p>There is no access on or off the expressway at Te Horo. The nearest exit point for traffic coming from the south is Te Moana Road, approximately 9-10km to the south. For traffic from the north the nearest exit point is the Tasman Road interchange, approximately 8-9km to the north. Traffic from the north would also have to pass through Otaki before reaching Te Horo.</p>	<p>Consultation with local businesses.</p> <p>Signage/marketing etc. for local businesses (economic/business viability specialist to</p>	+		

Option C					
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	<p>Therefore people would have to make a deliberate effort to visit the Te Horo shops. If passing traffic makes up a large part of the business for the Te Horo shops it is possible that the lack of easy access and the distances that would have to be travelled off the expressway would have a detrimental effect on the businesses.</p> <p><b>Otaki</b></p> <p>The route passes approximately 2.8km to the west of the Otaki Railway Retail Precinct. Access to Otaki is via the Tasman Road interchange which is located approximately 2.8km from the existing SH1 or to the north of Otaki where the expressway joins the existing SH1. Therefore in order to access Otaki the minimum detour off the expressway would be 5.6km. Access is not straightforward and may require doubling back or long.</p> <p>The increase in traffic along Tasman Road/Main Road may contribute positively to businesses along this route.</p> <p>The reduction in passing traffic may be mitigated by the improvement to the atmosphere of the Railway Retail Precinct which is currently frequently congested. In addition, the Railway Retail Precinct has established itself as a shopping destination due to the outlet shops.</p>	<p>discuss).</p> <p>Provision of pedestrian/cyclist link from overbridge to Te Horo businesses.</p>			
<b>Current and future land uses</b>	<p>The Greater Otaki Vision (GOV) has a focus on the existing Otaki urban areas as places for the location of future growth. The Te Horo urban growth area has been removed from the GOV in favour of a focus on rural uses.</p> <p>The route supports the GOV by having providing access into the Otaki urban area from the expressway, and by restricting direct access from the expressway to Te Horo.</p> <p>The location of the Tasman Road interchange will support growth and development in Otaki but may also have the potential to open up an area</p>	N/A	+		

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	<p>currently zoned as Rural to increased urban development pressure. However, this could be controlled by KCDC through the District Plan.</p> <p>The reduction in traffic through the Railway Retail Precinct may lend itself to furthering the GOV goals of improving the look of the street, providing better pedestrian and cycle access, and providing for more trees.</p> <p>The location of the interchange on Tasman Road may increase the traffic travelling along Tasman Road and Main Street. This may impact on the GOV goals of improving parking and safe access for cyclists and pedestrian, and making the street more attractive through planting.</p>				
<b>Connectivity</b>	<p><b>Education facilities</b></p> <p><i>Physical impact</i></p> <p>No direct physical impact on any education facilities.</p> <p>The nearest the route comes to an education facility is approximately 450m to the north of St Peter Chanel School. This is far enough away that any construction effects will be minimal.</p> <p><i>Accessibility</i></p> <p>Additional traffic may be experienced by education facilities during construction depending on what access routes are used. In addition, the Otaki interchange off the expressway will be located to the west of Otaki on Tasman Road. This could result in additional traffic travelling along Tasman Road and Main Road past Otaki School, Otaki College, Te Kura-a-iwi o Whakatapuranga Rua Mano, and Te Wananga-O-Raukawa.</p> <p>Does not limit/restrict access to any of the education facilities from the major population centres in the vicinity.</p> <p>School bus routes are unlikely to be significantly affected and the reduction in traffic and speed along SH1 may improve the safety of students accessing school buses.</p>	<p>Ensure emergency vehicle access and turning bays are provided.</p>	+		

Option C					
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	<p>Existing access routes to education facilities will be maintained along local roads. The existing SH1 which will be less busy and have slower traffic will provide a safer environment for students.</p> <p><b>Other community facilities</b></p> <p><i>Physical impact</i> No direct physical impact on any churches, emergency service facilities, libraries, cemeteries, public swimming pools, community halls, medical facilities, museums, or Otaki railway station.</p> <p><i>Accessibility</i> Does not limit/restrict access to any of the community facilities from the major population centres in the vicinity.</p> <p>Existing access routes to community facilities will be maintained along local roads and the existing SH1.</p> <p>Emergency vehicles will have the option of utilising the existing SH1 or the expressway where appropriate providing the added advantage of two routes.</p>				
<b>Recreation</b>	<p>No direct physical impact on Pare-o-Matanghi Reserve, or race course.</p> <p>Maintains existing access to racecourse from existing SH1. Could result in race day traffic coming directly off the expressway utilising Tasman/Main Road and travelling through the centre of the Otaki township and the existing roundabout on the existing SH1.</p>		-		
<b>Disturbance</b>	<p>There are approximately 21 houses located within 50 metres of the centreline of the route.</p> <p>There houses will either experience direct physical effects as a result of</p>	Specific alignment choice to minimise direct and indirect impact on houses.	-		



Option C					
Effect #	Description	Mitigation	Effect Rating	Overall Rating	Cost over \$250K
	<p>the construction of the expressway or will experience construction effects such as noise, vibration, dust etc.</p> <p>There are a further approximately 84 houses located within 200 metres of the centreline of the route (does not include houses within 50 metres of the centreline of the route).</p> <p>These houses may experience construction effects such as noise, vibration, dust etc.</p> <p>During construction local roads may be utilised for construction traffic. As the route is located at some distance from the existing SH1, any construction traffic may have to travel several kilometres along local roads to reach construction points depending on the construction method used. Local roads that may potentially be utilised include:</p> <ul style="list-style-type: none"> <li>• Te Horo Beach Road</li> <li>• Te Waka Road/Swamp Road</li> <li>• Riverbank Road</li> <li>• Tasman Road/Main Road</li> <li>• Taylors Road.</li> </ul> <p>Potential effects could include:</p> <ul style="list-style-type: none"> <li>• Additional vehicle movements, including heavy vehicle movements</li> <li>• Traffic delays</li> <li>• Noise, dust, vibration etc from construction vehicles.</li> </ul>	<p>Compliance with relevant construction standards and use of construction management plan.</p> <p>Use of traffic management plan.</p>			

## Recommendation

	Board Preferred	Option A	Option B	Option C
<b>Severance</b>	-	0	0	-
<b>Economics</b>	0	-	-	+
<b>Land Use</b>	+	+	+	+
<b>Connectivity</b>	+	+	+	+
<b>Recreation</b>	-	+	+	-
<b>Disturbance</b>	-	-	-	-

Each option has specific benefits and negatives for different effects. Depending on which effects are considered the most important different alternatives come out as the best as follows:

- Effect 1 = Option A or Option B
- Effect 2 = Board Preferred or Option C
- Effect 5 = Option A or Option B

The use of set criteria to assess the social and community impacts can result in a skewing of the results depending on what criteria are chosen and how they are weighted. In addition, when looking at the potential effects the scale of each effect and its components has not been taken into account. This does not allow for a true comparison of the effects as although two may have positive outcomes and both are only a '+', one may still have significantly better outcomes. Although within an effect the individual components combine to have a negative rating, a single positive may be significantly greater than lesser positives for other options. As each option was compared to the existing baseline and not to the other options a true comparison has not been achieved.

Overall, from a social and community perspective the Board Preferred option when balancing the criteria and evaluation above is the most favourable.