

Before a Board of Inquiry
Transmission Gully
Notices of Requirement and Consents

under: the Resource Management Act 1991

in the matter of: Notices of requirement for designations and resource consent applications by the NZ Transport Agency, Porirua City Council and Transpower New Zealand Limited for the Transmission Gully Proposal

between: **NZ Transport Agency**
Requiring Authority and Applicant

and: **Porirua City Council**
Local Authority and Applicant

and: **Transpower New Zealand Limited**
Applicant

Statement of evidence of Peter Arnold Bailey (PCC Link Roads) on behalf of the Porirua City Council

Dated: 15 November 2011

REFERENCE: John Hassan (john.hassan@chapmantripp.com)
Nicky McIndoe (nicky.mcindoe@chapmantripp.com)

STATEMENT OF EVIDENCE OF PETER ARNOLD BAILEY ON BEHALF OF THE PORIRUA CITY COUNCIL

INTRODUCTION

- 1 My full name is Peter Arnold Bailey and I am the General Manager, Asset Management and Operations, Porirua City Council (*PCC* or the *Council*). I am a member of the Council's Executive Management Team and responsible for the Asset Management Group, which includes the maintenance and development of the roading network and policy advice to the Council on land transport matters.
- 2 I am familiar with the Transmission Gully Project (*Project*) to which these proceedings relate, and the land and communities affected by the Project.
- 3 This evidence is given for the PCC in its role as asset manager and joint requiring authority / applicant for the designations and resource consents necessary for the Project. PCC will also have planning and regulatory roles in relation to the Project, but my evidence does not cover those matters, and does not seek to speak for PCC in relation to those roles.

SCOPE OF EVIDENCE

- 4 My evidence will address the following:
 - 4.1 The background to PCC's involvement with the Project;
 - 4.2 The benefits of the Project for Porirua City;
 - 4.3 The PCC components of the Project;
 - 4.4 PCC's project objectives;
 - 4.5 Alternative sites, routes and methods considered, including consultation undertaken in relation to alternatives; and
 - 4.6 Response to submissions.

SUMMARY OF EVIDENCE

- 5 The Council has been a strong proponent for the Project over the past 20 years and it is the back-bone of its planning for the future development of the City and its traffic network. The Council has worked co-operatively with Transit New Zealand and more recently with the NZ Transport Agency (*NZTA*) to develop the Project and the design of the two Porirua Link Roads.

- 6 There will be significant national, regional and local benefits from completion of the Project. Amongst these are greater day to day reliability of travel time for private and commercial drivers, greater resilience in the event of major earthquake events and the removal of the barrier within communities that has resulted from the high traffic flows on the present SH1 route.
- 7 The two PCC Link Roads design and routes have been refined in discussion with affected land owners and following public consultation. They are not needed until the Main Alignment is in place, in perhaps 10 years time, but it is likely that some sections will be constructed earlier as part of residential subdivisions.

BACKGROUND TO PCC'S INVOLVEMENT WITH THE PROJECT

Overview

- 8 Over the past 20 years the PCC has been a strong proponent for an inland route for State highway 1 (SH1) through the City. It supported the application by Transit NZ for Notices of Requirement in May 1997, and supported a high priority for construction in regional and national land transport programmes. In its 1996/97 District Land Transport Programme the PCC stated "*Council is of the view that the Transmission Gully proposal should proceed as soon as possible. The Transmission Gully proposal will vastly improve the national access to the region as a whole, the Hutt Valley, the Capital City, and will provide local benefits for bypassed communities*". The Council saw the provision of local link roads to the Transmission Gully Main Alignment as essential to allow the national and regional benefits of the new route to be realised.
- 9 The PCC has subsequently included the route as the back-bone of its planning for the future development of the City and its traffic network. Provision was made in the Porirua City District Plan (PCDP) for future linking roads through the new Aotea suburb which could link across undeveloped land to the proposed new highway.

Porirua City District Plan

- 10 The broad corridor for the Transmission Gully Project is designated in the PCDP as K0405 and K0406 for "*Motorway Purposes and State Highway Purposes for the Transmission Gully route*", although the alignment which the Board is now tasked with considering differs in some respects from these designations. The designations have been in place for some time, with the notices of requirement to designate land for the Transmission Gully Project first lodged in 1996, the final resolution of all appeals in 2002, and then the subsequent inclusion in the PCDP. There are no current designations for the Whitby and Waitangirua Link Roads¹.

¹ There is an unconfirmed requirement (K1051) for the Warspite Avenue Link Road, which is no longer proposed.

- 11 In addition to the designations in the PCDP, there is policy support for the Project in the District Plan's Transport Objectives and Policies. In particular, Policy C7.1.5 states:

Policy C7.1.5 To encourage the undertaking of major road improvements in a timely manner and in a sequence, location and form that reflects comprehensive economic, social and environmental assessments.

Explanation

This policy promotes a strategic approach to major road improvements so that these improvements are located and constructed in due time. Improvements that will be encouraged are those which aid off peak efficiency, address particular local, environmental and safety problems, and do not rely on additional capacity being provided on other sections of road.

Method of Implementation

The principal method of implementation is to continue to refine the overall strategy for the roads within and through the City, and for Transit New Zealand and Council to ensure that their programmes of road development work, are integrated, and anticipate the long term needs of the City.

Principal Reasons

This policy seeks to ensure that the transportation network is developed in conformity with the Regional Land Transport Strategy, as referenced in the operative Regional Policy Statement.

The most significant roading issue for the City is the Transmission Gully highway scheme, which would comprise 21km of new construction in the Porirua City district (9km from Ranui Heights to Pauatahanui and 12km from Pauatahanui to the northern city boundary). Alternatives to this scheme include improvements such as incremental widening of the existing State Highway through Mana, Plimmerton and Pukerua Bay and also the east/west cross links such as Grays Road and State Highway 58 alongside the Pauatahanui Inlet.

Council has a strong preference for the Transmission Gully route as a high priority. It is seen as having long term strategic benefit for the City and Region. However, it is acknowledged that the enhancement of the capacity of State Highway One is also necessary.

The policy seeks to encourage the agencies concerned to avoid incremental development work which might prejudice the best long term solution to the roading needs of the City and Region.

- 12 Council's support for enhancement of the capacity of SH1 at that time was in terms of improvements needed to address immediate capacity and road safety problems as the TG Project was not expected to be in place for many years.
- 13 The Rural Zone Objectives and Policies within the PCDP also specifically recognise the potential effects of the Transmission Gully route on the rural zone (Explanation of Rural Issues – section C4). This is discussed by **Ms Lawler** in her evidence regarding the planning for the future development of the City and the Porirua Development Framework.
- Project planning since 2001**
- 14 From 2001 to 2004 Transit NZ carried out further work on the cost and design of the Transmission Gully route and also made limited capacity improvements to the existing SH1. In 2004 and 2005 the issue of the future route for SH1 was reopened by Transit NZ and the Greater Wellington Regional Council as part of a Western Corridor Transportation Study. This included the analysis of rail and road projects as well as possible strategies for demand management between Wellington Airport and Otaki. A coastal route, essentially on the line of the existing SH1 through Porirua City, was favoured by the study team over the Transmission Gully inland route.
- 15 The Council became concerned about the quality of information being used in the study and decided to employ its own consultants to ensure that it could have confidence in the assessments of economic, social, cultural and environmental effects of each option. I was closely involved in the oversight of this work on behalf of the Council and in preparing the Council submission that was developed from it. In the submission dated 18 November 2005 to the Regional Land Transport Committee, the Council took into account the New Zealand Transport Strategy objectives, the vision and objectives of the Wellington Regional Transport Strategy and the Wellington Regional Strategy Framework. Council reaffirmed its position that *".. the only acceptable solution is Transmission Gully"*.
- 16 PCC is a partner with NZTA in the Transmission Gully Project because of its vital interest in the Project to support the future development of its district and the quality of its environment, while also supporting regional and national objectives. PCC sees the local link roads as being an integral part of the Project, essential to it fully achieving its objectives, and will be pleased to administer them in the future as part of the local roading network. Council staff, under my direction, have been actively involved in the detailed development of the whole Project as part of the NZTA Project team.

They have also worked to ensure that there is good communication with affected land owners and other interested parties in the District.

BENEFITS OF THE PROJECT FOR PORIRUA CITY

- 17 The Project will produce future economic, environmental and community (social) benefits to Porirua City. These can be categorised as national/regional benefits which will accrue to Porirua, as well as local benefits which will be specific to Porirua communities.

National benefits

- 18 The improved connection into and through the Wellington region resulting from the Project will enable the Wellington Region (Wellington, Porirua, Hutt and Kapiti urban areas) to contribute more fully to the national economy and social fabric. Wellington is the capital city and a nationally significant population at the centre of New Zealand. High quality links through it and to it are important to support and facilitate development of the social, cultural and economic development of New Zealand as a nation.

Regional benefits

- 19 The Project, together with future likely improvements to SH58 signalled in Greater Wellington's draft Hutt Corridor Plan April 2011, will provide improved connections between centres of population, commercial and industrial activity in the Hutt Valley and those in Kapiti Coast District and Porirua City. This will effectively bring these centres closer together by reducing travel times and will increase the viability of the region for new and existing commercial and social activities. Porirua City supports Wellington City economically with housing for workers in Wellington City and through shared cultural and infrastructural facilities. Economic benefits to Wellington City flow back to Porirua City.
- 20 A further regional benefit that will result from the Project will be the greater reliability or resilience of the State highway network that will result from the Project. This has two elements; day to day reliability, and resilience in the event of major earthquake events.
- 21 Travel times on the existing SH1 route through the City are unpredictable for drivers due to its low standard. Trips are frequently disrupted by delays due to accidents or storm events, with the narrow sections of the route, such as Centennial Highway between Pukerua Bay and Paekakariki, subject to complete closure at times. The evidence of **Mr Kelly** is that the variability of travel times will be greatly reduced as a result of the Project. This will be highly valued by commercial vehicle drivers and by motorists travelling for their work or having important appointments to make, such as connections at Wellington International Airport.

22 The evidence of **Mr Brabhaharan** shows that the existing SH1 route through Porirua City will be seriously impacted by slope failure or tsunami (Paekakariki to Pukerua Bay) and by liquefaction or lateral spreading (Mana to Porirua) should there be a significant movement of the Wellington or Ohariu Faults. A new route that is better located and designed for quick reinstatement is urgently needed and I agree that the Project will provide that essential route. I agree with the assessment of **Mr Brabhaharan** regarding the implications for the Wellington region of the current situation and the benefit of there being a more resilient roading network in the future. Porirua northern suburbs will also benefit from there being a more resilient network for north-south movements.

23 There will be a further benefit which will arise for Porirua City and this is, in my view, a major benefit from the construction of local link roads to the new SH1 route. The expected failure of the existing SH1 route over distances of many kilometres as a result of a severe earthquake may effectively isolate large parts of the City. Suburbs such as Whitby, Paremata, Papakowhai, Ascot Park, Waitangirua, Cannons Creek and Aotea which currently rely on the existing State highway routes beside the Porirua Harbour for access will have their vehicle access destroyed, probably for many weeks. The Whitby and Waitangirua Link Roads which are part of the Project will provide routes to the new SH1 on the ridge tops.

Local benefits

24 **Ms Lawler's** evidence explains how the Project will accord with the PCC's policies regarding its communities, and the positive effects on them that are anticipated as a result of the Project. My evidence is restricted to the direct traffic impacts of the Project on communities.

25 Through my work for PCC I am well aware of the existing impacts of the SH1 traffic on the communities through which it presently passes. Due to the poor standard of the route, it creates a barrier within communities, particularly for Mana and Pukerua Bay. Access to and from frontages and side roads is difficult and accident prone, and noise levels are not acceptable in many locations. While work has been carried out to reduce these impacts, the present situation is not at all satisfactory and a new route for SH1 is the best solution.

26 Once the Project is complete, reversion of existing SH1 and SH58 west of the proposed SH58 Interchange to PCC control and the reduced traffic flows predicted will allow these routes to be operated at lower speed limits and for changes to be made at intersections to emphasise the change from a State highway to a local arterial route. The NZTA and PCC are working together on the process which will lead to the future handover of the existing State highway to the Council. This process will include consideration of the physical changes needed to be made to these roads at that time. The

Council will need to discuss these changes with the local community and take into consideration the opportunity for future urban growth and development.

- 27 The Wellington Regional Land Transport Strategy² recognises that, once the Transmission Gully Project becomes operational, the long term purpose of the existing SH1 will be as a scenic access route.
- 28 In addition, the Kenepuru Drive connection will improve access to the rapidly developing Porirua City centre, Kenepuru Hospital, north Tawa and the industrial/commercial area off Raiha Street. Its presence will assist with the long term growth of this area.
- 29 The redistribution of traffic away from the roads around the Pauatahanui Inlet, together with the ecological mitigation associated with the Project, is also expected to have ecological benefits for the Inlet. Local communities see high value in reducing traffic flows and the direct runoff of pollutants into the Inlet. The PCC has been actively involved in steps to improve the health of the Porirua Harbour for example; by planting in the catchments and a \$2.5M annual sewer line renewal project.

Centennial Highway

- 30 The section of existing SH1 known as Centennial Highway, between Pukerua Bay and Paekakariki, has had a very poor safety record in the past. While the construction of a wire rope median barrier has been effective in physically preventing head-on crashes, in my view this is only a temporary solution. The road is too narrow for the amount of traffic predicted to use it in the future, with no passing opportunities and with cyclists and pedestrians expected to share a narrow footpath. The alternative to the Project (widening Centennial Highway into the sea) has been rejected given that it is likely to be very difficult to consent and will not address the risk of long term closure due to landslip in a severe earthquake or tsunami. Reversion of this road to local status would provide an opportunity for a pleasant recreational route for motorists and cyclists to be provided. The 86% decrease in traffic flows (at Paekakariki) as a result of diversion to the Main Alignment (as presented in the evidence of **Mr Kelly**) will allow changes to be made so that traffic can access rest and viewing areas on the sea side of the road.

Future growth areas

- 31 The construction of the Project is consistent with the Porirua Development Framework 2009 (*PDF*). The changed status of the existing SH1 section between Plimmerton and Pukerua Bay will enable appropriate transport connection from the areas planned to be future growth areas in the PDF's 20 year planning horizon. Existing limited access restrictions to the State highway will be

² Page 42.

removed or modified by PCC to facilitate planned development. Future development policy is considered further in **Ms Lawler's** evidence.

Connection into the City from Aotea and Porirua East

- 32 The traffic volume and design of the current State highway, along with the North Island Main Trunk rail line and Porirua Stream, interrupt transport connections to the Porirua City Centre. The reduced volume and status of this road after the Project is constructed will reduce congestion at the Mungavin and Whitford Brown Interchanges and make it easier to form other connections to property alongside the road.
- 33 As well as providing for greater network resilience in the event of a severe earthquake (discussed earlier), the Whitby and Waitangirua Link Roads together with the new inland SH1 will give improved access to and connection for the eastern suburbs of Porirua City to other parts of the region and to the Porirua CBD.

THE PCC COMPONENTS OF THE PROJECT

- 34 PCC, as a road controlling authority, has responsibilities for the provision and maintenance of an appropriate network of local roads under the provisions of the Local Government Acts 1974 and 2002. Together with State highways, which are the responsibility of the NZTA, these roads form a planned network for property access and the transportation of people and goods within and through the City.
- 35 PCC's components of the Project are the two local link roads from the Main Alignment at James Cook Interchange to Warspite Avenue at Niagara Street (Waitangirua Link Road) and to Navigation Drive at James Cook Drive (Whitby Link Road). Both link roads will be Minor Arterial Roads in PCC's roading network and operate with a 50kph speed limit and a maximum gradient of 10%. In conformance with PCC's technical standards they will be undivided with one lane in each direction, and access will be permitted to adjoining property where it is safe to do so. Provision has been made for cyclists to use the Porirua Link Roads for recreation or property access. Further design details are included in the evidence of **Mr Edwards**.
- 36 The proposed designation width for each link road is sufficient for the construction for a road to provide an adequate route from eastern Porirua suburbs to and from the James Cook Interchange. As residential subdivision takes place over the next 10 years, or longer, footpaths, kerbside parking and space for services can be added.
- 37 The two link roads are not needed until the Main Alignment is complete in perhaps 10 years' time. However, it is expected that

residential subdivision will occur along parts of both roads prior to that time. Initial discussions have been held with interested landowners and it is anticipated that some sections of the Link Roads will be constructed early as part of subdivisional works. I expect that other sections needed to complete the connection to the interchange will be constructed at the same time as the Main Alignment, possibly using a common contractor should there be cost advantage to both the NZTA and the Council. The James Cook Interchange will be constructed by the NZTA with all its necessary connecting ramps and bridges as a State highway funded work.

- 38 Council has made provision in its 2009-19 Long Term Council Community Plan for the construction cost of the Link Roads, including property purchase, with offsets for the assumed contribution of subsidies to be received from the NZTA at the time of construction. Part of this provision is shown in the next five years, in case it is necessary to make some of the property purchases well in advance of the need for land for the Project.

PCC'S PROJECT OBJECTIVES

- 39 At its meeting on 29 September 2010 the Council agreed the following five objectives for the two Link Roads:
- 1. To provide more efficient, safer and more reliable road access between eastern Porirua suburbs and the Hutt Valley, Wellington City and Kapiti Coast.*
 - 2. To improve amenity values and the quality of the environment in Porirua by encouraging the use of Transmission Gully for regional and inter-regional trips as opposed to the existing SH1 route through Mana, Plimmerton, Pukerua Bay and Paekakariki.*
 - 3. To reduce the adverse effects of traffic on the environment in Porirua by encouraging the use of Transmission Gully for regional and inter-regional trips, as opposed to roads directly adjacent to the Pauatahanui inlet and Onepoto arms of the Porirua Harbour.*
 - 4. To provide alternative arterial routes and connectivity within eastern Porirua suburbs to support an integrated approach to regional and local land transport and development.*
 - 5. To support the development and revitalisation of Waitangirua Village Centre as a focus for activity within the community by improving connectivity.*
- 40 In support of the Council's objectives, it is clear from the traffic modelling results that there will be a very substantial reduction in traffic flows on the present SH1 route once the Project is available. The evidence of **Mr Kelly** is that travel times across Porirua City and to other parts of the Wellington region will reduce, and that the present variability in travel times will be significantly reduced in future. **Mr Kelly's** analysis also shows expected improvements in the number of crashes on the regional and local network. **Mr**

Brabhakaran's evidence shows that the shift of significant traffic flows from routes susceptible to substantial disruption due to natural hazards, to routes that have been selected and designed to minimise these impacts, will also increase the resilience of the network. I conclude from this evidence that the Project will result in "more efficient, safer and more reliable road access between eastern Porirua suburbs and the Hutt Valley, Wellington City and Kapiti Coast" (Objective 1).

- 41 The evidence of **Mr Rae** on social impacts, covering access, recreation, traffic safety, air quality, noise and community severance, shows that the Project will result in improvements to amenity values and the quality of the environment, particularly for communities that are presently impacted negatively by SH1 traffic. This is a result of the Project diverting traffic flows from the existing SH1 to the new Main Alignment. The Link Roads will assist in achieving this diversion of traffic. Also, the diversion of traffic from roads bordering the Pauatahanui Inlet will result in much more traffic than at present travelling on roads that have modern drainage systems to deal with stormwater and pollutants from road use. **Ms Malcolm's** evidence is that because of the differing catchments involved in the existing SH1 and proposed TGP routes there will be reduced levels of road related pollutants entering the Onepoto Arm of the Porirua Harbour and small increases for the Pauatahanui Inlet. **Dr De Luca and Dr Keesing** in their evidence conclude that any effects on estuarine/marine and freshwater ecology respectively will be very low to negligible. Having reviewed the expert assessments, I consider that the Project will result in very significant improvements to amenity values. I note that the expert assessments indicate a neutral to positive impact on the quality of the environment (Objectives 2 and 3).
- 42 The evidence of **Mr Rae** and **Ms Lawler** is that the improved roading network with the inclusion of the new inland SH1 route and the Porirua Link Roads will support an integrated approach to regional and local land transport and development, and that the Project will support the development and revitalisation of Waitangirua Village Centre as a focus for activity within the community (Objectives 4 and 5).

ALTERNATIVE SITES, ROUTES AND METHODS

- 43 Although there is a long history of consideration of alternative routings for an inland SH1 and link roads during the 1990s, I will start with the later decision by Transit NZ to move the southern terminal of the then proposed Transmission Gully Project from Tawa (Takapu Road) to Linden. This proposal was supported by the Council when the existing designation was being determined and thus Council appeared at the various hearings in 1997. This is the

designation that is currently shown in the PCDP (see paragraphs 10 and 11 above).

- 44 Provision for two local link roads was included in the proposal to connect James Cook Drive to the Whitby Interchange and Warspite Avenue to the Warspite Interchange. The Warspite Link Road utilised a previously planned route connecting to Whitford Brown and the Porirua Harbour, which the Council had protected by reserving land through purchase and designation.
- 45 When the route was further reviewed by Transit NZ in 2007/8, PCC officers were involved in a number of evening meetings with community groups and community organisations. A Preferred Route was identified by the Project team and the then Transit NZ (now NZTA) called for submissions on this.
- 46 Generally, the Preferred Route followed that currently designated. However, the provision of local link roads was significantly altered, with the separate interchange for the Warspite Link Road being removed and that road being shifted to start at the same interchange as the Whitby Link Road and finish at Warspite Avenue at Waitangirua (Niagara Street) rather than closer to Cannons Creek (see the plan in **Appendix 1** to this statement). This alteration has reduced predicted construction costs and also allowed a realignment of the Main Alignment in the headwaters of Cannons Creek which reduced the impact on the Maraeroa Bush area and helps minimise potential visual impacts that might be associated with the Cannons Creek bridge.
- 47 The new Waitangirua Link Road affected several properties not previously affected, but was seen by Council as enhancing the profile of the Waitangirua shopping centre and being generally supportive of Council's policies. Furthermore, this option does not preclude the opportunity for a route to Whitford Brown Avenue to be developed in the future, using Niagara Street as a link, as had been the situation with the previous Warspite Link Road proposal. The Council on 26 August 2008 approved lodging a submission to Transit NZ in support of the "preferred" route and link roads.
- 48 In 2009/10, in conjunction with the NZTA Project team, PCC staff under my oversight continued to inform directly affected Whitby and Waitangirua land owners and occupiers about the progress of the Project. Various link road routing and property access options were explored. On 11 November 2009 a meeting was held with directly affected land owners to discuss the latest suite of options for each route, and suggestions made at the meeting were further developed by the Project team. Following that work a "preferred option" was selected for each link road.

- 49 In February 2010 Council resolved that there should be public consultation on the preferred options for the Porirua Link Roads before deciding on their alignment and design details. A consultation document was distributed to property owners and occupiers on or close to the proposed roads, as well as to local and national organisations expected to be affected or to have an interest in the Project. The document was also hand-delivered to businesses near the proposed Waitangirua Link Road intersection with Warspite Avenue and posted on PCC's website with an online form for responses.
- 50 The consultation period commenced on 26 February 2010 after some initial publicity in Kapi-Mana News and on Samoan Capital Radio. The consultation period was originally intended to close on 19 March 2010 but was extended to 23 March to allow late submissions.
- 51 During the 4-week consultation period, the Link Roads page on the Council's website was visited 1194 times, being accessed from 549 separate computers (the second-most visited area of the site after the Job Vacancy area). The report was downloaded 239 times from the website.
- 52 While there was a good level of interest in the Porirua Link Roads (evident from the activity on PCC's website), there were only a modest number of submissions received. A total of 34 submissions were received, with 22 of these received electronically through the website.
- 53 Respondents were asked if they supported, opposed or "don't mind" the Porirua Link Roads design and preferred routes. Most of the submissions received "supported" (19) or "don't mind" (8), with seven (7) respondents opposed to the proposal.
- 54 Respondents were also asked where they lived. Most of the respondents lived in Porirua or represented organisations that had an interest in the Project, with only two from out of the area. This is not surprising as the consultation was targeted towards local interests. Of the seven who opposed, four were concerned about the possible additional traffic in local streets and two of these argued that the Link Roads were not needed (or had not been justified to their satisfaction). Two others in opposition were concerned about the details of the connection between the Main Alignment route and the Link Roads and one was concerned about the possible effects on natural gas pipeline routes. Some of these concerns were also held by those who supported or "didn't mind" the Link Roads.
- 55 The various issues raised by all 34 respondents were reported to Council and considered by the Project team. The Council decided on

9 April 2010 to approve the proposed alignments as shown in the consultation document for the purpose of preparing the notices of requirement and resource consent applications for the Porirua Link Roads.

RESPONSE TO SUBMISSIONS

- 56 I have considered those submissions which raise issues relating to the PCC link roads, and implications of the Project for Porirua City. I respond to those submitters below.
- 57 One submission (**No 2**) has suggested a change to the proposed Kenepuru Interchange to include links directly from the Interchange onto the existing SH1 heading north towards Mungavin. I understand that this option was considered during the scheme assessment phase and found to have no advantages over the present proposal. A significant disadvantage was that it would place a greater demand on the Mungavin Interchange, which already has capacity constraints.
- 58 Another submission (**No 7**) suggests that the southern terminal of the Project should be at Takapu Road as had been proposed prior to 1997, rather than Linden as now intended. The change to Linden in 1997 responded to community concerns about adverse environmental impacts and I do not consider there would be any advantage in revisiting that decision.
- 59 **Submitter No 14** is concerned about access to their property from the Waitangirua Link and possible environmental impacts during construction and operation. The Council has been in regular contact with the submitter's representatives and I confirm that access will be possible. Proposed consent and designation conditions have been drafted to address the management of the construction and operation of the Project. The submitter's representatives will be alerted to these.
- 60 Two submitters (**Nos 15 and 25**) comment on pedestrian safety and urban design on Warspite Avenue at and close to the terminal of the Waitangirua Link Road. They are concerned that the existing pedestrian crossing on Warspite Avenue may need extra features to ensure safe crossing between the Marae and Community Park when Warspite Avenue traffic flows increase as a result of the link road. The Council is aware of these concerns and has been in discussion with local groups about them. The proposed intersection design at Warspite/ Niagara/ Waitangirua Link was changed from a roundabout to traffic signals following these discussions to provide a safer signalised crossing at that point. The existing mid-block pedestrian crossing is expected to continue in operation, but will be monitored by the Council once the new road has been constructed and any changes will be discussed with the local community. The

submitters were also concerned about the future tree planting shown on the verge of Niagara Street adjacent to the Community Park. This matter will be commented on by **Ms Lawler**.

- 61 **Submitter 58** opposes the Project and expresses doubt that the intended benefits for coastal communities will occur. The diversion of significant traffic flows from the existing SH1 and SH58 routes does however provide an excellent opportunity for improvements to be made to the quality of the environment for those living adjacent to the existing State Highways. Some physical changes will be needed to reinforce the local nature of these roads once they are no longer State Highways and the Council will be working with NZTA to make the necessary changes at that time. Local communities will be involved in this process.
- 62 Another submitter (**No 64**) requests consideration of a traffic bypass of Pukerua Bay as a more immediate response to the traffic impacts on that community. A route for such a bypass was designated but when its future was reconsidered in the late 1990s the local community was divided on whether it should be supported or not and the designation was abandoned in favour of pursuing the Transmission Gully Project.
- 63 **Submitter 60**, who is the owner of most of the land required for the Whitby Link Road, comments that the proposed designation is not best aligned for optimal residential subdivision of the lower slopes of the route and has attached various suggested modified alignments. While **Mr Edwards** will comment on these, I understand that they generally conform to the design requirements for the Link Road. Council staff have been working with all landowners and will continue to do so to achieve outcomes that satisfy the need for a link road of a suitable standard while also assisting in realising the developmental objectives of landowners.
- 64 Council officers have met with the submitter and the parties agree that they expect several further design iterations for both the subdivision and the link road between now and the time of subdivision. If a mutually agreed alternative alignment eventuates in the future as part of an application for residential subdivision Council will withdraw any parts of the designation that are redundant. In the meantime, it is necessary that a continuous designation be put in place to give certainty that the necessary link road can be established when needed.

- 65 The submitter was also concerned that frontage access would not be available to some adjacent residential sections. That is not intended to be the case; as with other local arterial roads Council would permit access other than where safety considerations preclude it. Indeed, I view frontage access as being beneficial in reinforcing the local urban character of the Whitby Link Road and reinforcing the 50kph speed limit.



Peter Arnold Bailey
15 November 2011

APPENDIX 1 - PLAN



Changes to Link Road Connections and Alignments proposed in 2008 (extract from TNZ consultation leaflet 'Preferred route identified for Transmission Gully' July 2008)