

## Transmission Gully Project



Technical report 22:  
Consultation summary report

### Quality assurance statement

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## Executive summary

The Transmission Gully Project (the Project) has been talked about for many years – and on-going consultation and communication has been undertaken with the community over this time.

The Western Transport Corridor Study, which includes Transmission Gully, involved widespread consultation in 2004. In 2008, a Draft Scheme Assessment Report for Transmission Gully was issued. This also involved widely advertised and well attended public consultation meetings in 2007 and 2008. Further consultation was held in 2008 on the “preferred route” chosen in the Scheme Assessment Report. Over the past year, in the process of the preparation of new applications for resource consents and Notices of Requirement (NoRs) and the associated Assessment of Environmental Effects (AEE), a further structured suite of consultation has been undertaken.

In addition to this consultation, there has been a significant amount of property acquired by the NZTA along the Transmission Gully route over many years – and now over 60% of the proposed corridor is owned by the NZTA. The process of acquiring property has involved one-on-one communication with property owners. All property owners whose land is affected by the proposed designations are aware of the Project.

In addition to pre-application consultation, it will be a requirement that consultation and communication is an integral part of the construction phase of the Project as well.

This report provides a short overview of the consultation and feedback received as part of the Western Corridor Study and Scheme Assessment Report, but does not repeat the detail of reporting already undertaken. The main focus of this report is on the recent consultation completed for the purpose of preparing new applications for resource consents and NoRs and the associated AEE.

In summary, the consultation undertaken to date shows a good level of community support for the Project, though there are some members of the community who are not in support of the Project.

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## 1. Introduction and purpose of this report

This report has been prepared to outline the communication and consultation that has been undertaken to inform the preparation of documentation to support applications for resource consents and Notices of Requirement (NoRs) for the Transmission Gully Project (the Project).

These consent applications and NoRs are being lodged with the Environmental Protection Authority (the EPA) using the new national consenting process. The NZTA considers the Project is a proposal of national significance under Part 6AA of the Resource Management Act 1991 (RMA or the Act).

The Project consists of three components:

- The Transmission Gully Main Alignment ('the Main Alignment') involves the construction, operation and maintenance of a State highway formed to expressway standard from Linden to MacKays Crossing. The NZTA has financial responsibility for the Main Alignment.
- The Kenepuru Link Road involves the construction, operation and maintenance of a State highway from the Kenepuru Interchange to Kenepuru Drive. The NZTA has financial responsibility for the Kenepuru Link Road.
- The Porirua Link Roads involves the construction, operation and maintenance of two local roads connecting the Main Alignment to the existing eastern Porirua road network. Porirua City Council (PCC) has financial responsibility for the funding and delivery of the Porirua Link Roads.

The NZTA and PCC have jointly engaged planning and technical specialists to prepare the required documentation to support the applications for the resource consents and NoRs.

## 2. Statutory matters

There are specific requirements in relation to Section 8 of the Act - Treaty of Waitangi obligations - to consult with tangata whenua. Otherwise, there are no specific statutory requirements for consultation under the RMA for either a notice of requirement or an application for resource consent.

However, for a major project like the Transmission Gully Project, it is recognised that consultation and communication with potentially affected parties, communities and key stakeholders represents good practice. For example, consultation and communication with relevant parties is important to help identify effects on people and communities, which in turn allows a robust assessment of environmental effects to be made.

Within the framework of relevant statutory matters, this consultation and communication has addressed:

- Environmental effects of the Project on the existing environment;
- Suitable approaches for avoiding, remedying, mitigating and/or off-setting effects on the environment;
- Consideration of alternative sites, routes and methods for undertaking the Project (under section 171 of the RMA);
- Consideration of alternatives within the context of the Fourth Schedule of the RMA;
- Engagement with tangata whenua one-on-one and commissioning of a Cultural Heritage Assessment Report; and
- Construction management for the Project.

The following sections describe the statutory matters that have informed the Consultation Strategy for the Project.

### 2.1 Resource Management Act 1991

In terms of the applications for resource consents and the NoRs under the RMA, the following factors have been important drivers for the Project:

- Taking into account the views of surrounding communities;
- Taking into account the views of directly affected parties - i.e. those whose land will be purchased or otherwise encumbered, or those whose existing registered interests are affected (such as leases, rights of way);
- Taking into account the views of affected parties - i.e. those whose properties are close to or neighbouring the Project;



- Managing the expectations of the regulatory agencies and other government bodies including the Department of Conservation;
- Avoiding adverse effects on the environment;
- Giving adequate consideration to alternative sites, routes, and methods of undertaking the proposed works; and
- Engaging with tangata whenua.

## 2.2 Land Transport Management Act 2003

The Land Transport Management Act 2003 (LTMA) has a much more general emphasis on consultation than the RMA as it, in part, relates to the development of land transport programmes.

The NZTA's operating principles are set out in Section 96 of LTMA. Specifically relevant to consultation, the NZTA must in meeting its objective and undertaking its functions:

*“(a) exhibit a sense of social and environmental responsibility, which includes -*

- (i) avoiding, to the extent reasonable in the circumstances, adverse effects on the environment; and*
- (ii) ensuring, in relation to its functions under section 95, and to the extent practicable, that persons or organisations preparing regional land transport programmes -*
  - (A) take into account the views of affected communities; and*
  - (B) give land transport options and alternatives an early and full consideration in a manner that contributes to the matters in subparagraph (i) and subparagraph (A); and*
  - (C) provide early and full opportunities to the persons and organisations who are required to be consulted in order to contribute to the development of regional land transport programmes; and*
- (iii) meeting the requirements of section 18H (Maori contribution to decision making);*

Section 18H further directs that the NZTA:

*“must, with respect to funding from the national land transport fund, -*

- (a) establish and maintain processes to provide opportunities for Maori to contribute to the organisation's land transport decision-making processes; and*
- (b) consider ways in which the organisation may foster the development of Maori capacity to contribute to the organisation's land transport decision-making processes; and*
- (c) provide relevant information to Maori for the purposes of paragraphs (a) and (b).”*

## 2.3 Local Government Act 2002

Under the Local Government Act 2002 (LGA) local authorities must prepare a consultation policy to be reviewed within six months of each local government election (Part 4, s. 40 (1(h))).

The Porirua City Council's Community Consultation Policy was last reviewed on 21 April 2010. It includes the following statement:

"The Council is committed to determining the views of its constituent communities as accurately as possible and will use the appropriate techniques to meet this objective in the most effective and efficient manner".

In particular, the policy addresses each of the LGA's consultation requirements under Section 82 of the LGA. The Policy is supported by PCC's Policy on Significance, adopted on 26 June 2006, and by an operational guide for staff.

In preparing its Long Term Council Community Plan (LTCCP) each year PCC uses the Special Consultative Procedure in the LGA (s 83) and its Consultation Policy, as outlined above. The LTCCP includes provision for PCC's future capital expenditure on the provision of the Waitangirua and Whitby Link Roads, which form part of the Project.

In addition, section 82 of the LGA states "A local authority must ensure that it has in place processes for consulting with Maori in accordance with subsection (1)". (Subsection (1) states the LGA's consultation principles in accordance with which consultation must be undertaken). This is also in accordance with the PCC's consultation policy. Historical Consultation on Transmission Gully

In order to understand the scale and length of consultation provided over the development of the Project, it is worthwhile outlining some of the key consultation events which took place prior to 2009, when the current consenting phase studies commenced.

## 2.4 Existing designations

The most significant of the early milestones in terms of the RMA was the NZTA (then Transit New Zealand) issuing NoRs to designate the Transmission Gully route in 1996. The NoR's were confirmed after the resolution of all appeals.

As part of lodging the NoRs, the preliminary designs which had been produced as part of the Greater Wellington Area Transportation Study (completed in 1989) were reviewed and amended. The key design change which was reflected in the NoRs was the relocation of the southern interchange of the Project from Takapu to Linden.

The NoRs were publicly notified and a total of 281 submissions were received. The majority of these (218) related to the two NoRs lodged with PCC. Of the submissions received, 221 indicated support for the designations and 57 submissions were in opposition.

Designations are now contained in four District Plans as the Project route traverses the statutory jurisdictions of Kapiti Coast District Council, Upper Hutt City Council, Porirua City Council and Wellington City Council.

## 2.5 Western Corridor Plan

In 2004 the Greater Wellington Regional Council (GWRC) and Transit New Zealand (now the NZTA), with the assistance of the relevant district councils, commenced a review of options for the western corridor north of Wellington. This study resulted in the Western Corridor Plan which involved a large degree of consultation on options for the transportation corridor and the preparation of the overall package of transportation strategies between Peka Peka in the north and the Ngauranga Gorge in the south. Overall there were 5993 submitters on the Plan, including 3 submissions that were in the form of petitions, which represented 5880 people.

The outcome was that Transmission Gully became the preferred route. The Western Corridor Plan was later transferred to the 2007 Regional Land Transport Strategy (RLTS). The Western Corridor Plan, which sits alongside the RLTS, identified the needs and proposed actions specific to this corridor.

## 2.6 Scheme Assessment Report – 2007/2008

In 2007, following confirmation of the Western Corridor Plan, the NZTA commissioned a Scheme Assessment Report (SAR) to review the previous work carried out on Transmission Gully. This review was necessary as there had been limited detailed investigation of the route to date. The SAR process encompassed a re-evaluation of the designated route with the objective of optimising the alignment and providing more certainty.

In 2008 the SAR was completed. The SAR recommended changing the designated alignment, and in particular, altering the configuration of the connections to eastern Porirua. The assessment also provided a more robust consideration of the methods to be utilised during construction. Key stakeholders from all 5 councils were involved in options consideration and there was general support from the councils in the Region for the recommendations arising from the SAR.

## 2.7 Consultation on the Preferred Route

In July 2008 consultation NZTA led consultation with the public and stakeholders in the Greater Wellington region on the preferred route through Transmission Gully. The purpose was to obtain feedback that would allow the scheme design of the proposed highway to be finalised following completion of the SAR. The prime intention of the consultation process was to provide all interested and affected parties with information on the alternative alignments and methods that had been assessed, the rationale and benefits of the preferred route identified in the SAR and to provide means by which their views on the preferred route through Transmission Gully could be considered by the project team.

The methods used and activities carried out were, as follows:

### Affected property owners

Property owners and occupiers along the preferred route were initially contacted on 24 June 2008. This coincided with the announcement by the Minister of Transport that a preferred route for Transmission Gully had been identified. This contact was followed up by personal visits from project representatives a fortnight later to discuss the potential impact of the preferred route on properties. The property owners were given customised information packs along with details of the mechanisms through which their feedback could be received. The timing of communication with landowners was designed to precede the publication of a four-page insert on the preferred route in the Dominion Post.

In addition, the NZTA worked jointly with PCC to communicate with potentially affected residents (owners/occupiers) on the intended link roads from the preferred route into Porirua City.

### News media publicity

A four-page pull-out insert was published in the Dominion Post on 11 July 2008. This provided detailed information about the preferred route along with instructions on how to engage in the feedback process.

### Territorial authorities

Prior to the Dominion Post insert of 11 July 2008, Mayors and Chief Executives of all territorial authorities in the Greater Wellington Area were provided with information about the preferred route. In addition, briefings were offered to all affected territorial authorities, presentations regarding the preferred route were given to Porirua City Council, Wellington City Council and the Regional Land Transport Committee.

### Other methods

The following methods were used to achieve wide coverage of the preferred route and the feedback process:

- The Transmission Gully website<sup>1</sup> was updated to contain comprehensive information, including detailed illustrations, on the preferred route through Transmission Gully. Provision was also made on the website for feedback forms to be downloaded and for comments on the preferred route to be emailed to the project team.
- Information stands were staffed at various shopping malls in the Greater Wellington area.
- An 0800 telephone line was established and staffed during normal office hours throughout the formal consultation period. General inquiries about the preferred route and/or the feedback process were

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<sup>1</sup> <http://www.nzta.govt.nz/projects/transmission-gully/index.html>

answered by a dedicated call-centre person while callers requiring specific advice were referred to the appropriate project representative for further assistance.

- An eight-page A4 brochure with comprehensive details on the preferred route through Transmission Gully, and containing a postage paid feedback form, was sent to all residents in the Greater Wellington area. The brochure was also made available at all public libraries throughout the Greater Wellington area.

### Other groups

Presentations on the preferred route were given to the Police, Ambulance and Fire Services.

Briefings were offered to identified agencies and community/interested groups, with the following requesting and being given presentations on the preferred route:

- Pauatahanui Inlet Community Trust
- Guardians of Pauatahanui Inlet
- Paremata Residents' Association
- Greater Wellington Regional Council
- New Zealand Road Transport Association
- Whitby Residents' Association
- Tawa Community Board
- Waitangirua Residents
- New Zealand Transport Forum
- Plimmerton Residents' Association
- New Zealand Historic Places Trust
- Pauatahanui Residents Association
- Linden School
- Fish & Game New Zealand.

### Outcomes of consultation on the preferred route

The consultation period on the preferred route for the Project officially ended on 20 August 2008 and resulted in a total of 2411 submissions being received. In summary, 2137 (88.6%) of these submissions supported Transmission Gully being built (in the preferred route), 103 (4.3%) did not have a preference as to whether it should be built or not, and 171 (7.1%) opposed the preferred route.

The submissions made during this phase of the Project were then considered and, where appropriate, addressed in design workshops. These formed part of the further design process required for the preparation of regulatory consent applications of the Project.

### 2.8 PCC consultation on the proposed Porirua Link Roads

Following the conclusion of the NZTA consultation on the preferred route for the Project, which included new proposals for the Waitangirua and Whitby Link Roads (Porirua Link Roads), PCC continued to inform those directly affected by the Porirua Link Roads (i.e. land owners and occupiers) about the progress of the Project.

Various Porirua Link Roads 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 NZTA and the appointed consultant team. Following that work PCC identified a "preferred option" for each link road.

In February 2010, PCC resolved that there should be public consultation on the preferred options for the Link Roads before deciding on their final alignment and design details. A Consultation Document was printed and distributed to property owners and occupiers located on or close to the proposed roads, as well as to local and national organisations expected to be affected by, or to have an interest in, the Project (i.e. the Link Roads). The document was also hand-delivered to businesses near the Waitangirua Link intersection with Warspite Avenue and posted on PCC's website with an online form for responses.

After some initial publicity in Kapi Mana News and on Samoan Capital Radio, the consultation period commenced on 26 February 2010. The consultation period was originally intended to close on 19 March but was extended to 23 March 2010 to include late submissions.

During the four week consultation period, the Link Roads page on PCC'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.

While there was a good level of interest in the Link Roads (which was evident from the activity on the Council'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.

Respondents were asked if they supported, opposed or "don't mind" the Link Roads design and preferred routes. Most of the submissions received "supported" (19) or "don't mind" (8) with 7 opposed to the design/preferred routes of the Link Roads.

Respondents were also asked to indicate where they lived. Most of the respondents lived in Porirua or represented organisations that had an interest in the Project (i.e. the Link Roads) with only two from outside of the area. This is not surprising as the consultation was targeted towards local interests. Of the 7 who opposed, 4 were concerned about the possible additional traffic on local streets and 2 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 Transmission Gully Main Alignment 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 indicated that they supported or "didn't mind" the Link Roads.

The various issues raised by all 34 respondents were reported to PCC and considered by the project team. Further details of the issues raised are discussed in Section 7 of this report. PCC decided to adopt the proposed alignments as shown in the Consultation Document for the purpose of preparing the NoRs for the Link Roads. All submitters were thanked for their submissions and advised of the way forward for the Project.

### 3 Consultation for Phase 2

The physical length of the Project, means that there is the potential for effects on a large number of stakeholders, communities and individuals. A series of consultation objectives and principles have been developed, which are to be used when consulting with stakeholders and the public during the Engineering & Environmental Assessment phase of the Project and into the future.

#### 3.4 Phase 2 consultation objectives

The NZTA and PCC objectives in relation to engagement and consultation are:

- In relation to GWRC, WCC, PCC, KCDC, HCC and UHCC, to carry out technical engagement in all relevant stages of the assessments of environmental effects, including the development of mitigation measures, to provide RMA and other statutory consents on terms/conditions which reflect an appropriate level of consensus with these stakeholders;
- In relation to tangata whenua, to engage with tangata whenua during assessments of environmental effects and in the development of mitigation measures which satisfies RMA requirements in relation to their values and interests and strengthens NZTA's relationship with tangata whenua as a stakeholder;
- In relation to stakeholders generally, to fully and accurately inform the assessments of environmental effects including the development of mitigation measures, of relevant values and interest and resolve unnecessary conflicts;
- To encourage stakeholders, affected persons and the public to raise any particular concerns they may have in the most appropriate forum for addressing that concern;
- To comply with legislative requirements and apply best practice to consultation for the purpose of informing RMA processes, including any relevant statutory instruments and NZTA's principles.

### 3.5 Consultation principles

In developing the principles and approach for how to consult on this Project, the NZTA/PCC has taken into account:

- Previous consultation carried out during the Wester Corridor Plan process;
- The RMA processes which led to the existing designations;
- Consultation carried out in 2008 on the preferred alignment;
- Preparation of the SAR; and
- The NZTA Public Engagement Manual.

From these earlier consultation processes, the NZTA has developed an extensive mailing list and contact list of people who have indicated that they wish to continue to be informed about the Project. This mailing list, along with a consultation database developed specifically for this consenting and approvals phase, has been used as the basis for consulting and disseminating information to the public and key stakeholders.

The following outlines the consultation principles developed as part of the Transmission Gully Consenting Strategy, which have informed the consultation strategy for the Project.

#### Access to information

*Principle A. That persons who will or may be affected by, or have an interest in, the decision or matter should be provided with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons.*

The focus of this principle is access to information. Information should be made available which explains why the preferred alignment takes precedence over the existing designated route in some places. Background information is important and the manner in which it is delivered will require careful consideration. Consultation therefore necessarily requires that the parties being consulted be informed of the detail of the Project.

#### Encouragement to present views

*Principle B: That persons who will or may be affected by, or have an interest in, the decision or matter should be encouraged to present their views.*

An important first step has been taken in that the statutory organisations and affected communities who may be affected by or have an interest in the Project have been identified and there has been communication with them.



### Clear information about what is being consulted on

*Principle C: That persons who are invited or encouraged to present their views to the approved organisation should be given clear information by the approved organisation concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented.*

At the time consultation is invited, it is important to advise persons about the scope of and purpose of what is being consulted on. Persons should therefore be advised that, following previous consultation, the preferred alignment has been identified and that the purpose of the next phase of consultation is to optimise the exact configuration and mitigation of the Project, prior to lodging the resource consent applications and NoRs.

### Reasonable opportunity to present views

*Principle D: That persons who wish to have their views on the decision or matter considered should be provided with a reasonable opportunity to present those views in a manner and format that is appropriate to the preferences and needs of those persons.*

This principle indicates a need for the NZTA to design its consultation procedures with some flexibility of approach to how views are to be sought – e.g. face- to- face meetings, collective discussion, written submissions, or other means of presentation. It also provides for the consultation process to be designed to the needs of the participant.

### Views presented considered with an open mind

*Principle E: That the views presented should be received by the approved organisation with an open mind and should be given due consideration in making a decision.*

This consultation principle is closely allied with principle C. The NZTA needs to be clear in communicating what scope exists for considering changes to the design of the “preferred alignment” as a result of the consultation process.

This principle relates both to receiving views and to the deliberation and decision process. In any situation where there is a formal requirement to consult, the Courts have long established that the consultation must be approached with an open mind.

### Consultation feedback

*Principle F: That persons who present views should be provided with information concerning both the relevant decisions and the reasons for those decisions.*

This principle emphasises the importance of preparing robust decisions. All parties who have been involved in the consultation process should be informed about the decisions which are made, supported by reasons.

## 3.6 Consultation process

The aims for this part of the consultation process have been to:

- identify and understand stakeholder issues;

- robustly consider options for integrating issues and ideas into the decision making process;
- ensure the wider community is captured by the consultation process (as people will have moved into and out of the area since the last round of consultation in 2008); and
- meet the requirements for consultation under the LGA (for PCC).

The process for achieving these aims is discussed below.

### 3.6.1 Consultation with tangata whenua

The key objective for consultation with tangata whenua is to meet responsibilities under the RMA and to make sure that a response is obtained that is clear and useful in the RMA and wider context, to assist with the preparation of the AEE for the Project.

The following principles are relevant to the NZTA's consultation with Ngati Toa, as tangata whenua:

1. Recognition and provision for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.
2. Having particular regard to the kaitiakitanga statement/principles of relevance.
3. Taking into account any relevant principles of the Treaty of Waitangi.

These principles are being met through engagement with Ngati Toa through the Cultural Impact Report and ongoing discussions and meetings, including the development of the Memorandum of Understanding between the parties.

### 3.6.2 Consultation with directly affected parties

Since the confirmation of the existing designations, the NZTA and PCC have had an ongoing dialogue with parties whose land will be directly affected by the Project. "Directly affected parties" are those whose land or registered interests will be directly impacted by the footprint of the works.

Since the design has been revised through this current phase of consultation, all persons whose land will be directly affected have received information packs with maps. Individual meetings have been held and are continued to be held in order to discuss the Project with those directly affected.

### 3.6.3 Consultation with key stakeholders

Consultation with key stakeholders such as residents associations and transport and environmental agencies has occurred as information on the design has become available.

The ecological and water studies have been supplied in draft form to the Department of Conservation, Forest and Bird and the Greater Wellington Regional Council.

The draft archaeology and built heritage assessments have been provided to the Historic Places Trust.

Meetings and project briefing sessions and presentations have been held with a wide range of parties.

### 3.6.4 Communication with regulatory authorities

The NZTA and PCC intend to lodge the resource consent applications and NORs with the EPA using the new “national consenting process” for nationally significant projects. Consequently, the NZTA and PCC are working closely with the EPA in the preparation of the relevant documentation.

As noted in section 3, regulatory authorities have been consulted extensively over the years through the Western Corridor Plan and the SAR. A Regulatory Authorities Technical Advisory Group (RATAG) has been established. The aim of the RATAG is to better coordinate inputs and dissemination of information to the five<sup>2</sup> regulatory authorities – with overview involvement from the EPA.

### 3.6.5 Consultation with interested parties and the wider public

Interested parties have been identified through previous consultation processes, submissions on the original designations, the SAR, summary of consultation, and a further workshop held as part of the consenting phase early scoping. The consultation undertaken during these other stages has been used as a baseline to assist in identifying interested parties.

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<sup>2</sup> Wellington City Council, Porirua City Council, Upper Hutt City Council, Kapiti Coast District Council, Wellington Regional Council

## 4. Consultation methods

The following methods have been used during the consenting phase to consult with different groups, individuals and affected parties.

### 4.1 Project consultation database

A database has been set up and updated as consultation takes place. **Appendix 22.B** provides a summary of who has been consulted. The database identifies:

- Regional and territorial authorities – including the various different sections and groups within each of these authorities. It is recognised that each authority has a number of different functions, including, for example, regulatory and compliance and asset owning;
- Local tangata whenua;
- Key stakeholders;
- Emergency services;
- Directly affected landowners;
- Local schools and community facilities; and
- Parties who have registered their interest to be kept informed about the Project.

### 4.2 One-on-one discussions and meetings

One-on-one meetings have been held where they have been specifically requested by people. In relation to consultation with the following parties, meetings have been held with:

- Directly affected parties – those whose land will be purchased or otherwise encumbered;
- Owners and occupiers of properties adjacent to where a noise barrier will be placed;
- Greater Wellington Regional Council;
- Forest and Bird;
- Government agencies and other organisations including Department of Conservation, public health, emergency services, Housing New Zealand Corporation; and
- Council officers to discuss technical issues.

### 4.3 Open days and Project expo

Consultation undertaken during the preparation of the SAR and the early consultation undertaken during Phase 2, indicated that people were interested in detail about the design of the Project. There was evidence of “consultation fatigue” with people indicating that they were not interested in continuing to hear about high level information, but rather, wanted to be able to view the more detailed design and technical investigation material. Posters presented at these sessions are reproduced in **Appendix 22.E**.

Therefore, once the technical investigations were suitably advanced to allow a higher level of detail to be presented, three public Open Days were held, as follows:

Event	Location	Date
Open Day 1	Pauatahanui, Pauatahanui School Hall, Paekakariki Hill Road	Saturday 9 October 2010
Open Day 2	Paekakariki, St Peters Hall, Cnr Beach Road and Ames Street	Tuesday 12 October 2010
Open Day 3	Tawa, Tawa College, Duncan Street, Tawa	Wednesday 13 October 2010

Attendees at the Open Days included a variety of planners, social planners, technical experts, roading project designers, NZTA staff, PCC staff and consultants. The attendees were chosen and rostered, so that there was:

- The correct technical specialists to match the expected areas of interest from each of the community areas where the sessions were being held, along with the roading designer and planners.
- At least six or more people present for all the meetings (more for the Project Expo – see below) so that people did not have to wait too long to have someone to talk to and assist with their questions.

A “Project Expo” was then held on 16 October 2010 at Pataka Museum in Porirua. The format for the Expo involved two presentations where technical experts briefly presented their area of expertise, and then people were invited to stay and talk one-on-one with the experts about issues that were of interest to them. The Expo presentations were held at 10am with the same presentations repeated again at 1pm. In between the presentations, the project team and technical experts were available to circulate around the room talking to people and answering questions. The Expo presentations were well attended, with a steady stream of people coming and going in between each presentation.

Follow up meetings also occurred with people who requested these.

The Open Days and Expo were publicised in the following manner:

- Advertising in the Dominion Post and local community newspapers; Kapi-Mana and Kapiti Observer;
- Letters to the mailing list;

- Letters to all directly affected parties;
- Information on the NZTA website; and
- Advertising at community venues.

The findings from the Open Days and Expo are summarised in section 6.11 of this report.

#### 4.4 Website, free-phone number and email

A dedicated Project email address and free-phone number have been available during working hours throughout the consenting phase of the Project. All email queries and phone calls are recorded in a database and answered promptly, and meetings are held with the respondent, if requested. The stakeholder database has also been updated regularly to identify and separately inform all known stakeholder groups of the consultation process.

Summaries and detailed information about the Project have been included on the NZTA and PCC websites. Information about the public Open days and the Project Expo was placed on the NZTA website and all presentation material has been made available as pdf documents.

Below, there is discussion of the three Project newsletters which have been sent out to the public.

#### 4.5 Focused community and stakeholder meetings

Community meetings have been held to discuss specific technical issues which affect particular community groups. For example, meetings with groups of rural residents in Flightys Road have been held in relation to issues that they have identified as being of interest to them.

The project team has also been making presentations on request to organised groups on a variety of technical issues, or simply as an overview of the Project. For example, presentations have been made to three Rotary Clubs in Kapiti, Johnsonville and Upper Hutt.

#### 4.6 Newsletters

In winter 2010 a newsletter was sent to the mailing list of parties who had previously expressed an interest in the Project and approximately 3700 households in Tawa, Eastern Porirua (including Whitby), Pauatahanui and Paekakariki. The newsletters were also placed in all libraries within the Greater Wellington Regional Council and Horizons Regional Council areas. A copy of the winter 2010 newsletter and two previous newsletters which were sent are attached as **Appendix 22.C**.

## 5. Summary of findings

Considering the scale and diversity of stakeholders, consultation during the consenting phase of the Project has involved engagement with local, regional and national interests. A variety of methods (as outlined in section 5 of this report) have been used to consult with interested parties. Section 6 of this Report identifies the key outcomes identified from consultation. The parties consulted are summarised into the following broad categories:

- Directly affected parties
- Tangata Whenua
- Regional and District Councils
- Department of Conservation
- Historic Places Trust
- KiwiRail
- Utility providers
- Community Service Providers
- Environmental Agencies
- Community Advocates
- Transport Operators

### 5.1 Directly affected parties

All persons and parties who have land or registered interests that are directly affected by the designations have been contacted. These are parties who have land affected by the footprint of the designation and/or have interests affected by the works – e.g. license holders, rights of way. Parties who are protected under the Residential Tenancies Act may not have been individually contacted (i.e. their landlord will have been contacted).

Some of the parties discussed in the sections below are also directly affected parties. These include Department of Conservation, KiwiRail, utility providers and some of the Councils.

The attached table in **Appendix 22.A** contains a summary of the method(s) of contact and the issues raised by each affected party.

## 5.2 Tangata whenua

The Transmission Gully project team has a Communications and Stakeholder Liaison Manager who manages all contact and engagement with iwi groups that the project team need to be in contact with on this project. Other members of the project team, as well as external consultants, are also involved with iwi engagement, as to and when required, to deal with specific technical issues pertaining to the Transmission Gully project.

The desire for an inland alternative route for State Highway 1 (SH1) to bypass the coastal areas north of Wellington has been sought for more than 50 years and its main aim is to provide an essential alternative route in and out of Wellington. In 2005, Transit New Zealand (now the NZ Transport Agency) and the Greater Wellington Regional Council (GWRC) consulted with the public on the Western Corridor Plan which sought to provide the region with this alternative route. Community feedback in 2005 overwhelmingly favoured the progression of a route through Transmission Gully and the project was included in the GWRC's Western Corridor Plan in 2006. Transit New Zealand then established a project team in 2007 to begin work on progressing the Transmission Gully project.

In the work carried out on the Western Corridor studies and subsequent Western Corridor Plan, Transit New Zealand and GWRC identified Te Runanga o Toa Rangatira (Ngati Toa) as the predominant iwi with tangata whenua status in the area that covered the Western Corridor. Ngati Toa was consequently consulted with during the Western Corridor studies and on the Western Corridor Plan, and was commissioned to produce a Cultural Impact Report for the Western Corridor in October 2005. In this Report, Ngati Toa stated that it was the predominant iwi with tangata whenua status in the area that covered the Western Corridor. The Report also provided a map illustration of the bottom half of the North Island and Northern part of the South Island which shows the rohe (tribal area) of Ngati Toa. The Transmission Gully route clearly falls within the rohe of Ngati Toa.

Notwithstanding the above though, the Transmission Gully project team also contacted and engaged with another major iwi group in the Wellington region in 2009, the Port Nicholson Block Settlement Trust to advise the Trust about the Transmission Gully project and to ascertain the nature of future engagement that the Trust may wish to have with the project team on the project. To this end, the Trust was provided with the proposed alignment for the Transmission Gully route to allow it to ascertain any required involvement with the project from a Trust perspective. In this regard, the Trust indicated that it would not be getting involved with the project on a direct basis but would like to be kept advised of any news or new developments on the project. The Transmission Gully project team has since carried on its relationship with the Trust on this basis.

With respect to other iwi interests, engagement on the Transmission Gully project has also been undertaken with the *Maraeroa Marae in Waitangirua, Porirua*. *This marae serves as a community marae for different groups and is located next to the proposed Waitangirua link road*. Representatives from the marae have been extensively involved with determining details about the design aspects, including location of noise barriers, intersection layout and design, and general management of impacts on that property.



## Te Runanga o Toa Rangatira (Ngati Toa)

Consultation has been undertaken with Te Runanga o Toa Rangatira (Ngati Toa) in the following ways:

- Early engagement with Ngati Toa representatives (Jennie Smeaton and Graeme Hastilow) to understand key concerns.
- Site visits – by a combination of walking and 4WD vehicle – with technical specialists in ecology and water quality accompanying, along with NZTA personnel.
- Collaboratively establishing a “work brief” with Ngati Toa for involvement with and input to the project design phase and preparation of a report. This work brief sets out:
  - The particular items of interest to Ngati Toa;
  - The basis (i.e. a table of contents) for the preparation of a Cultural Heritage Assessment;
  - Key legislation provisions that are relevant – in particular those in Part 2 of the RMA; and
  - Contractual arrangements and remuneration.
- Identification of key areas of specialist study that are needed by Ngati Toa in order to be able to understand the project and prepare an assessment of cultural effects.
- Invitations to attend and be involved in specialist workshops for the development of detailed design aspects for the project in particular areas that have been identified as of interest to Ngati Toa – including involvement in the interactive SSEMP (Site-Specific Environmental Management Plan) workshops.
- Preparation in mid-2010 of a first draft Cultural Heritage Assessment report prepared by Ngati Toa which sets out key areas of interest and gaps in information that are required to be filled in order for a more full and complete assessment to be undertaken.
- Establishment of a MoU and commitment to ongoing involvement and engagement.
- Review of findings of technical reports with Miria Pomare and Jennie Smeaton to inform completion of the Cultural Heritage Assessment report.

## 5.3 Local authorities

The five local authorities fulfil multiple roles with respect to the Project:

- Regulatory – the RATAG group has been set up to coordinate regulatory inputs.
- Asset owners – all Councils own assets which have the potential to be affected by the project.

- Specialist technical roles – there are Council officers who have specialist technical advisory roles and the knowledge and experience of these personnel has been acknowledged. Where appropriate (and offered) their expertise has been used.
- Utilities – in the case of GWRC, they have a role in water supply, for example.

PCC also fulfils a further role as requiring authority for the aspect of the Project relating to the Link Roads.

The issues raised by the Councils are set out in the following sections:

### 5.3.1 Porirua City Council

Numerous discussions have been held with PCC across a wide range of matters regarding the Project. The matters which have been discussed have been broken down into the following subject matters:

- Land use/planning policy;
- Landscape design, parks and recreation;
- Infrastructure/transport network.

#### Land use/planning policy

The planning team met with the PCC policy planning team and had follow up discussions with officers to discuss the Project, in particular how the Project may affect land use planning in Porirua. The Porirua Development Framework, PCC City Revitalisation Strategy, Economic Strategy and LTP were identified as key documents that could inform the AEE for the Project, as well as the NZTA's Proposed Plan Change to the GWRC Freshwater Plan (which, at the time of writing, is currently before a BoI for determination).

#### Landscape design/parks and recreation

The landscape and visual assessment team met with PCC landscape architects and the policy planning team to understand the Rural Review process, particularly the landscape elements of the review and to discuss what (if any) were PCC's plans for future landscape-related policy. The outcomes of this meeting were then fed into the Urban and Landscape Design Framework (ULDF) and the Landscape and Visual Effects Assessment of the Project.

PCC advised the team that the landscape work which has been carried out as part of the Rural Review process and which will feed into the PCC Draft Landscape Management Strategy, is due to be released for comment shortly. The technical review process of the landscape work undertaken is now two years old but is still representative of landscape values. The review process included direct and formal consultation with rural landowners, as well as informal contact and discussions with residential associations.

The proposed Landscape Management Strategy document will provide a 30 year road map for management and development across the city. It was identified at the meeting that in the work PCC has carried out to date (including the PCC Development Framework), the presence of the current Transmission Gully designation is acknowledged as a future transport corridor.

The PCC Development Framework was also influenced by the recent landscape review process and used criteria such as landform and slope to inform the drafting of maps. However, it was largely based on existing knowledge of the area and existing preference for developing in certain areas e.g. flat valley floors and around existing rural-residential development such as Judgeford.

PCC has started to map (in detail) the community's values of the outer coastal edge and will continue to map and identify community values with regard to the inner coastal edge. PCC's position is that it is clear that the wider community and those that live in close proximity to Pauatahanui Inlet value the Inlet highly for its natural and visual qualities.

### Infrastructure/transport network

There are three areas of PCC infrastructure potentially affected as a result of the Project. These are:

1. Existing underground services (water, sewer and stormwater) at the Warspite Avenue end of the Waitangirua Link Road;
2. Existing underground services (water, sewer and fibre optic cable) at the Kenepuru Link Road intersection with Kenepuru Drive; and
3. Existing and proposed future local road network.

In particular, discussions have been held regarding the likely effects of traffic changes (due to the Project) in the Kenepuru/ Mungavin, SH58/Pauatahanui, Warspite Avenue/ Waitangirua and Navigation Drive/Whitby areas. These discussions have identified that facilities needed for pedestrian and cyclist movements on Kenepuru Drive and traffic control requirements at the Raiha Street intersection and access to Porirua Hospital.

Changes to local access due to the realignment of SH58 have been discussed as part of the design process for the Pauatahanui Interchange.

Consultation has also been held on the pedestrian facilities required on Warspite Avenue in conjunction with the proposed new intersection with the Waitangirua Link and the Community Park development.

Consultation with PCC is also ongoing on the future status of existing lengths of SH1 and SH58 proposed for future revocation as State Highways. These discussions include consideration of the changes to the form of these future local roads to reinforce their role in the planned roading hierarchy, including lowered speed limits and Level of Service (LOS) over some lengths.

Ongoing consultation with PCC is taking place to identify and resolve solutions for changes required to these assets.

Regarding the underground services, further discussions are required during detailed design to confirm the effects on specific services and an appropriate design solution.

### 5.3.2 Kapiti Coast District Council

Discussions with KCDC have been held across a wide range of matters associated with the Project. Meetings with various branches of Council have covered the following matters:

- Infrastructure assets;
- Land use/planning policy;
- Landscape design.

#### Infrastructure assets

The Project affects one item of KCDC infrastructure being the water abstraction bore for Paekakariki township.

Ongoing consultation with the KCDC Water & Waste Asset Management team has taken place to identify and agree to a proposed solution for changes required to this asset. Key issues identified through consultation are:

- (Up) River abstraction currently provides 50% of Paekakariki's water supply;
- The existing bore currently provides the remaining 50% of Paekakariki's water supply;
- The KCDC Long Term Council Community Plan (LTCCP) provides for decommissioning of the existing bore and its replacement with a second bore;
- The proposed second bore is directly affected by the Main Alignment;
- The Existing bore could be affected by a proposed embankment for the Main Alignment;
- The proposed embankment of the Project could be affected by additional ground water draw down resulting from a second bore; and
- The long term security of Paekakariki's water supply needs to be protected from the Project's run-off (contaminating the ground water) and out-of-control vehicles such as tankers resulting in loads being ruptured.

The mitigation measures required are being addressed by:

- The NZTA funding the investigation of a replacement second bore (KCDC managed).

- The NZTA have commissioned a geotechnical review of (a) the potential impact of the main alignment embankment on the ground water supply, and (b) the potential impact of additional bore water extraction on the structural integrity of the proposed embankment.

The team is also consulting with KCDC about the potential future revocation of the existing section of State Highway 1 through the district.

### Land use/planning policy

The planning team meet with the KCDC policy planning team to discuss the Project, in particular how the Project may affect land use planning in Kapiti. After identifying the relevant plan changes and strategies that need to be considered, the planning team did not identify any other substantive issues that needed to be discussed regarding the Project.

### Landscape design

The Transmission Gully Project Landscape and visual assessment team discussed with the KCDC policy planning team how they had identified the current landscapes of outstanding significance identified in the KCDCP. It was confirmed that, while the operative District Plan identifies an outstanding landscape layer, individual landscapes and features are not specifically identified, and there is no explanation of the factors that make these landscapes outstanding. As a result the provisions associated with the outstanding landscape layer do not specifically address the valued elements of the landscape. KCDC intends to review this as part of the upcoming District Plan review to ensure that the identification of landscapes is consistent with the Greater Wellington Proposed Regional Policy Statement's factors for identifying outstanding landscapes.

### 5.3.3 Wellington City Council

Regular discussions with WCC have been held regarding the Project. Meetings with various arms of Council have covered the following matters:

- Infrastructure/ transport network; and
- Land use/planning policy.

### Land use/planning policy

The planning team meet with the WCC Senior Planner to discuss the project, in particular how the project may affect land use planning in WCC. After identifying the relevant plan changes and strategies, including the Northern Growth Strategy, the planning team did not identify any other substantive issues that needed to be discussed regarding the Project.

### 5.3.4 Upper Hutt City Council

Consultation with Upper Hutt City Council has covered a narrower set of matters compared to consultation with the other territorial authorities due to only a small corner of the Project affecting land within the UHCC's jurisdiction.

Their primary involvement has been through the RATAG meetings.

### 5.3.5 Greater Wellington Regional Council

Unlike the consultation undertaken with the territorial authorities, historical consultation with departments of GWRC (outside of the transport and policy team) has not been as extensive. This is because the Project was not at a stage where regional resource consents and associated effects were able to be identified. So, while consultation with GWRC had occurred in respect of land use and transport effects through the Western Corridor Study, Regional Land Transport Strategy and more recently, the Strategic Transport Network, consultation as part of this consenting phase of the Project has been more focussed on the following matters:

- Transportation impacts;
- Infrastructure impacts;
- Flood management;
- Land use impacts;
- Recreational and landscape impacts;
- Property impacts;
- Ecological effects on land, water (fresh and marine).

## Strategic transport network

Since the completion of consultation on the Western Corridor Study, run by GWRC and the incorporation of the Project into the RLTS, consultation with GWRC on the transportation network has not been significant. The NZTA has provided presentation updates to the Regional Land Transport Committee, but no follow up actions or issues have been identified.

## Infrastructure impacts

There are three water supply changes required as a result of the Project. These are:

- Where the new Brady Reservoir Rising Main crosses the Main Alignment;
- Where the dual Porirua Branch Mains cross the Main Alignment; and
- Where the bulk water main crosses the Main Alignment twice (including once in a tunnel).

Ongoing consultation with GWRC Asset and Quality (Water) management and engineers has taken place to identify and agree to a proposed solution for the changes required to these assets. Key issues identified through consultation are:

- To maintain 24/7 vehicular access to the water supply infrastructure;
- If the impact of the Main Alignment is detrimental to the integrity of the water main an alternative main will have to be provided in 'parallel', ensuring the original main stays alive at all times other than for commissioning etc; and
- Closures of the water main for up to 24 hours are practical for such commissioning works except for the Porirua Branch where one or other of the twin mains must be kept pressurised at all times. If this is not possible then the shut-down time must be limited to 8 hours.

GRWC has proposed design solutions to manage water supply changes. However, these are subject to an NZTA survey confirming the impacts on the existing GWRC water main tunnel.

## Flood management

Discussions with the flood management team at GWRC have been ongoing.

## Land use/planning policy

In preparing the Land Use and Transport Assessment for the Project, the planning team met with members of the Wellington Regional Strategy team at GWRC to confirm whether there were future changes proposed to be made to the Wellington Regional Strategy (WRS) and to identify any potential issues the team saw with the

Project. No issues of concern were raised as the WRS has already identified the Project and has planned for future development through the WRS, in light of the Project.

## Landscape/Urban design

Meetings were held with the GWRC rangers and landscape team regarding the recreation and landscape values as well as property impacts, which may be affected by the Project. The key outcomes of the meetings were that the landscape design for the route that may affect land owned by GWRC needs to take account of the information held by GWRC on public consultation that has happened for Battle Hill Farm Forest Park and Belmont Regional Parks (Regional Parks). The landscape assessment should also consider the information found in the Sustainable Farm Management Plans developed by GWRC.

Other issues that were discussed included:

- Identifying and managing pedestrian/cycle/bridleways;
- Whether the re-connection of Duck Creek Track to Takapu Track is possible; and
- Where vehicular access (including farm vehicles) as well as pedestrian access within the Regional Parks (walking, biking, bridle paths) should be provided, but not with all modes at the same locations, depending on conflicts between uses or desired lines.

All of the above issues have been addressed as part of the Landscape and Visual Effects Assessment and the Urban Design and Landscape Framework.

## Property impacts

The above meetings also incorporated the GWRC property team, along with the NZTA property manager. Issues that were discussed were:

- Public access to the Regional Parks as well as access for logging operations in the area is important and needs to be provided. The NZTA also needs to know if there are any access ways that are not required by GWRC;
- There may not need to be property acquisition along the western side of the BHFFP farm. This needs to be discussed by both organisations in terms of future land swap replacements with GWRC;
- There is potential for a walkway/cycleway from SH58 to the coast, which is something the public would like to see. There is currently no obvious link for this accessway, but the Project could facilitate this link: and
- A recreation and property working group should be established to discuss key principles for land development, especially for public access to GWRC land.



## 5.4 Landowners affected by noise

Consultation has been undertaken with the owners and occupiers of twenty private properties where acoustic fences are proposed either on, or close, to their property boundary as part of the Project. The properties are located in the Linden/Tawa area, around Collins Avenue, Little Collins Avenue, Raroa Terrace, Mahoe Street, Allen Terrace, South Street, Ranui Terrace, Tremewan Street and Apple Terrace. The need for noise barriers was established through noise modelling and determination of the best practicable option for noise mitigation in accordance with the assessment New Zealand Standard for Road Traffic Noise NZS 6806:2010. All landowners located immediately adjacent to the proposed barriers noise were then identified.

One-on-one or joint meetings with the landowners were undertaken by the project noise specialist and an NZTA representative. The purpose of these meetings was to explain the proposal and obtain feedback on the height of the barriers proposed and general location. The noise specialist gave an indication of the height of barriers being proposed for each specific property, which were generally in the range of 2 – 3m. It was made clear to all owners that there would be further contact with them during the detailed design phase of the Project to discuss the specifics of the acoustic fence design; however, owners were told that the design is likely to be steel posts and timber panels.

The majority of landowners indicated that they were happy at the prospect of an acoustic barrier, viewing it as a benefit in terms of noise reduction. Several others either expressed concern at the loss of view, or were concerned that the effects on their property were not able to be adequately mitigated through fencing, due to the elevation of their property. In these cases other means of acoustic mitigation were discussed, such as ventilation lowering the height of the fence or placing it in another location to reduce the effect. Several landowners also requested further information about the proposed mitigation? and this has subsequently been provided.

## 5.5 Department of Conservation

The NZTA has a Memorandum of Understanding with the Department of Conservation (DOC) which records that the two agencies undertake to engage early with each other where there is potential for conflict to occur between both agencies' objectives when working near, adjacent to, or through Public Conservation Land.

During the consenting phase, officers from the DOC Regional office have been involved as follows:

- A "kick off" information and briefing presentation by the NZTA staff and technical team to introduce the Project, Project methodology and key deliverables to the DOC team;
- Supply of the NZTA's draft Plan Change documents for its proposed change to the Freshwater Plan;
- Attendance at two Environmental Management Plan interactive workshops which were focussed on developing integrated solutions to managing effects of construction and operation in key focus areas;
- Attendance at a conditions drafting workshop, along with offer to review relevant draft resource consent and designation conditions; and

- Supply of draft ecology, water quality, flooding and stormwater technical reports for comment (which will be appended in final form to the Project's AEE).

The key issues that the DOC officers have been interested in are:

- Managing effects on the natural environment;
- Involvement with review of draft resource consent and designation conditions; and
- Review of all the technical reports on ecological and water related topics.

Overall, the relationship between DOC and the NZTA is positive and there are milestones for continuing to come together prior to finalising the documentation for the resource consent applications and the NoRs.

## 5.6 New Zealand Historic Places Trust

The NZTA has a Memorandum of Understanding with the Historic Places Trust (HPT), and there is ongoing dialogue between the two organisations that are both project specific and related to the whole Wellington Roads of National Significance (RoNS).

The HPT has been provided with the draft archaeological assessment and the draft built heritage assessment reports for review and comment. These assessments will form part of the AEE, once finalised.

The NZTA has received comments on both draft documents from the HPT and feedback will be given to the HPT about how the comments have been incorporated into the final reports and the Project overall.

## 5.7 KiwiRail

The Kenepuru Link Road will cross the North Island Main Trunk (NIMT) line. Therefore consultation with KiwiRail's Land and Asset Manager has taken place to identify and agree to a proposed solution for bridging the NIMT rail line. A Deed of Grant will be developed to address the property related issues.

In order to further the preparation of the Deed of Grant documentation, the NZTA and KiwiRail are working together to confirm:

- Cross sections at either parcel boundary and at track centreline;
- Bridging structure dimensions/details so that appropriate clearances are maintained;
- An agreement to undertake detailed construction planning with KiwiRail to minimise construction delays and identify opportunities when rail closures could be used to undertake key pieces of work.

## 5.8 Network utility providers

A summary of consultation which has been completed to date with utility providers is outlined below. Where possible, any works required to move utilities will be completed as part of the Project's enabling works

### 5.8.1 Transpower NZ

There are a number of transmission towers affected as a result of the Project – likely to be 27 towers subject to further refinements and investigations by Transpower in relation to each individual tower. These are located principally along the northern section of the Main Alignment route (north of State Highway 58).

Ongoing consultation with Transpower, via their appointed Asset Works Project Manager, has taken place to identify and agree to a proposed solution for changes required to these assets. Key issues identified through consultation are:

- Quantifying costs, risks and timeframes;
- Allowing time for Transpower to plan the switch to new lines; and
- Maintaining 24/7 vehicular access to each tower (for vehicles up to and including 8 tonne rigid truck with hoist) at all times for maintenance purposes.

The NZTA and Transpower have an agreement in place to jointly oversee design, consenting and construction of the solution. The two parties are also preparing agreements to protect assets during construction of the Project.

### 5.8.2 Vector Gas

There are twenty (approx.) gas main locations affected as a result of the Project. Ongoing consultation with Vector, via Vector's Land Management Coordinator and Key Relationship Manager, has taken place to identify and agree to a proposed solution for changes required to these assets.

This has resulted in an *Agreement for the Movement of Infrastructure* being agreed which is expected to be signed by the NZTA and Vector prior to March 2011.

The twenty (approx.) changes required that are to be addressed by the *Agreement for the Movement of Infrastructure* will be undertaken via a staged process.

### 5.8.3 Powerco Gas

There are six areas where Powerco Gas's assets may potentially be affected as a result of the Project. The NZTA has been in discussion with Powerco Gas regarding what work is likely to be required to the gas distribution assets.

### 5.8.4 Wellington Electricity Lines (WEL) Company

There are five areas of WEL infrastructure affected as a result of the Project. These are:

- Four instances of 11kV overhead line crossings, including two pole mounted substation locations, and two instances of overhead line crossings and an 11kV underground cable with an associated termination pole;
- At the proposed connections of the Whitby and Waitangirua Link Road to Warspite Avenue and James Cook Drive where there are two instances of ground mounted substations and several crossings of 11kV underground cables;
- Two instances of twin circuit 33kV overhead line crossings (Waitangirua and Porirua Zone circuits);
- At the Kenepuru Interchange and at the proposed connection of the Kenepuru Link Road to Kenepuru Road, where there are two instances of 33kV underground cables including overhead termination structures, plus one instance of twin circuit 33kV overhead lines (Kenepuru Zone circuits) plus one instance of 11kV underground cable.

Ongoing consultation with WEL's Customer Project Manager has taken place to identify and agree to a proposed solution for changes required to these assets. Key issues identified through consultation are that access needs to be provided to assets at all times, outages need to be well planned, and design solutions need to be progressed in consultation with WEL.

### 5.8.5 Electra

Electra has 33KV line(s) running along the existing SH 1 (north of Paekakariki), which are affected as a result of the Project. Consultation with Electra Network Planning & Development Manager and Network Engineer has taken place to identify and agree to a proposed solution for changes required to these assets. Key issues identified through consultation are:

- Considerable planning is required (up to 1 year from start of planning to completion of the necessary mitigation works);
- There is a potential need to move a transformer and overhead switchgear. This will be confirmed in the planning stage;

- The changes required will be addressed by Electra proposing design solutions based on the confirmed impacts of the Project.

## 5.8.6 Telecommunications Operators

### TelstraClear

There are two areas of TelstraClear asset, affected as a result of the Project. These are:

- A single (mixed aerial and underground) fibre running along SH 58. This is a 'backbone' line providing a connection between the Hutt Valley and the Kapiti Coast but does not have lateral connections along its length; and
- A single fibre cable runs underground along Kenepuru Drive to Kenepuru Hospital.

Ongoing consultation with TelstraClear's Planning and Design Engineer has taken place to identify and agree to a proposed solution for changes required to these assets. A key issue for TelstraClear is that the existing fibres must remain operational until the new fibres are commissioned. Then the redundant fibres will be removed. Further discussions are required during detailed design in order to confirm the most appropriate solution.

### Chorus/Telecom

There are six areas of Telecom asset, affected as a result of the Project. These are:

- Where the Main Alignment merges with SH 1 north of Paekakariki (main underground fibre cable is located essentially in the shoulder on the western side of SH 1);
- Where isolated underground copper lines in the vicinity of Flightys Road Reserve (and/or Pauatahanui Golf Course) may cross the Main Alignment;
- Where underground fibre and copper lines are in the northern shoulder of SH 58;
- Where underground copper lines feed the Takapu Substation and some residents of Takapu Road;
- Where the Main Alignment merges with SH 1 at Linden (main underground fibre cable is located essentially in the shoulder on the western side of SH 1); and
- Where the Kenepuru Road Link merges with Kenepuru Road (underground fibre cable and copper essentially in the eastern shoulder of Kenepuru Road).

Ongoing consultation with the Chorus Delivery Specialist has taken place to identify and agree to a proposed solution for changes required to these assets. Key issues have been identified through consultation and will be addressed by incorporating the requirements of Chorus/Telecom into the detailed design of the Project.

## Vodafone NZ

A single cell tower will need to be relocated (near Linden). Ongoing consultation with Vodafone management (Site Acquisition and Project Managers) has taken place to identify and agree a proposed solution for changes required to this asset. As the current cell tower site is leased from the Crown through the NZTA, Vodafone is responsible for confirming an alternative parcel of land on which they will construct their replacement cell tower.

## 5.9 Community service providers

### 5.9.1 Emergency services

Emergency services staff including the New Zealand Fire Service, New Zealand Police, Wellington Free Ambulance and St John Ambulance has been consulted. Local firefighting staff have also attended the Open Days.

In general, the emergency services providers are happy with the Project. However, some issues were identified as needing to be addressed.

#### Wellington Free Ambulance:

Wellington Free Ambulance raised the following issues:

- How will response times/delay effects for tie-ins to existing highways be addressed?
- Is it possible for a turnaround facility to be provided in the median at regular intervals to allow for attendance at emergency events? If possible, the Wellington Free Ambulance indicated a desire for these to be provided every 2.5 to 3.0 km.

In terms of the response times/delay effects for tie ins, two lanes will be kept open (one in each direction) at all times at all tie-ins, with two through lanes kept open in peak direction at Tawa/Linden. NZTA understands that the Wellington Free Ambulance is comfortable with this arrangement. With respect to the request for turn around facilities, this issue will be addressed during detailed design. Further consultation on this issue will be undertaken at this time.

## New Zealand Police

Meetings were held with the Local Area Commander and Traffic Control Commander of the New Zealand Police. New Zealand Police are supportive of the Project, particularly in its capacity to relieve congestion and reduce safety issues along the existing SH1 route and along Grays Road. In terms of the Porirua Link Roads, NZ Police is supportive of the design proposed but would like traffic calming measures provided for vehicles coming into Waitangirua. This will be further considered during detailed design.

## New Zealand Fire Service

NZTA has met with the NZFS several times. There were no particular concerns expressed, though NZFS is interested in the design.

## Ministry of Civil Defence

Ministry of Civil Defence was contacted to discuss whether they have any interests in relation to the Project or contributions they wish to make. The Ministry is currently finalising Wellington's Earthquake National Initial Response Plan (WENIRP) and were interested the following issues:

- Climate change impacts (adaptation) during the design of the Project
- How route resilience had been planned for in the design.

These matters were discussed with the Ministry and they confirmed they were happy with the response.

## 5.9.2 Regional Public Health

Capital and Coast District Health Board and other Public Health Organisations were sent general invitations as to whether they would like to be consulted or to arrange an information meeting with members of the Project team. As a combined response from the Greater Wellington region, Regional Public Health met with the planning and social impact assessment teams twice and were consulted on their views about the Project. The first meeting was specifically to discuss the methodology for the Assessment of Social Effects report, and the second meeting involved a wider group of people who were interested in receiving an overview of the project. One of the Regional Public Health Team members also attended the Pataka Open Day.

After the first meeting, the Project's social impact team were pleased to receive a significant amount of informative written material from the Regional Public Health team. This information was able to be fed into the Assessment of Social Effects report.

The Regional Public Health team's main areas of interest were in relation to areas of the Project close to communities and in particular, the Porirua Link Roads. Key issues identified were:

- What impact the proposed Link Roads, traffic volumes would have on community cohesion – for example, will there be more traffic and will it be travelling faster and will this affect walking and cycling and general safety?
- Overall health effects on communities from additional noise and air emissions along the Link Roads (in particular).
- How future changes to connections between land uses as a result of the Link Roads being constructed will impact on connectivity at the Waitangirua Village for disadvantaged communities.
- Effects on popular recreational cycling routes such as SH58.

Outcomes sought from Regional Public Health were:

- That landscaping and traffic calming measures should be included in the Waitangirua Link Road to reduce driver speed as they enter the local road network.
- The intersection at Waitangirua should be signalised, with a dedicated pedestrian phase, to further reduce traffic speed.
- The opportunity to review and provide comment on the Assessment of Social Effects report.

These outcomes have been taken into account by the Project's design team and urban designers and through the social impact team members being a key part of the integrated design workshops. For example, the following has been achieved:

- An indicative concept design outlining how the form and function of the Waitangirua intersection will be treated has been documented in the Urban and Landscape Design Framework;
- The proposed Waitangirua intersection form has been assessed and will be able to provide safely for pedestrians
- The design response of the Waitangirua Link Roads has been undertaken in consultation with the local Marae (adjacent to the Link Road) and PCC. Local schools have also been consulted, as is discussed see below.

Regional Public Health has reviewed and provided comments on the draft Assessment of Social Effects report (which will be appended to the AEE in final form).

### 5.9.3 Schools

The Ministry of Education and 34 schools in the local and wider environment have been provided the opportunity to be consulted regarding the Project. Other than school properties directly affected by or adjacent



to, the Project route, no representatives from the schools or Ministry of Education requested any further meetings or information be provided to them.

### Linden School

Linden School (will be directly affected by the Project in Section 9 of the Main Alignment. This is because the motorway will be widened alongside the edge of the school. This will result in a noisier environment over time in this location. One-on-one meetings have been held with this school to identify their concerns. The main issues identified through consultation were:

- Noise effects – which will be managed through installation of a specially designed noise barrier; and
- Safety for school pupils.

### Tawa College

Tawa College has been consulted with directly several times throughout the development of the project detail. They have a long history with the Project, having been involved in the existing designation.

### Pauatahanui School

Pauatahanui School were offered the opportunity to have a one-on-one meeting through contact with the Principal following the consultation Open Days, one of which was held at the school. They have not replied since the open day asking for a follow up meeting.

## 5.9.4 Housing New Zealand Corporation

Housing New Zealand Corporation (Housing NZC) owns appropriately 1900 out of the 4000 houses in Eastern Porirua. Housing NZC's interest in the Project is primarily around the impact of the proposed alignment on its properties and assets. After reviewing the proposed alignment drawings and consultation material they have identified no issues with the Project's location.

Housing NZC is interested in reviewing future detailed construction plans when they are completed. These will be provided to them, at the appropriate time.

## 5.10 Environmental Groups

### Royal Forest and Bird Protection Society of New Zealand

Representatives of the NZTA met with the Royal Forest and Bird Protection Society of New Zealand (Forest and Bird) to discuss the Project and the NZTA's Proposed Plan Change to the Greater Wellington Freshwater Plan, which is to be heard by a Board of Inquiry. Forest and Bird wanted to understand what water quality testing and ecological assessments had occurred. The NZTA gave Forest and Bird an outline of all of the technical reports being produced regarding the Project. Forest and Bird outlined that they would like to see the draft freshwater, avifauna, herpetofauna and, estuarine and ecological reports when they are given to DoC and RATAG. The NZTA has agreed that this will occur.

### Fish and Game

Representatives from the NZTA have met with Fish and Game.

### Pauatahanui Inlet Community Trust/Guardians of Pauatahanui Inlet/Pauatahanui Wildlife Reserve Staff

The following Environmental Groups requested presentations by the NZTA on the Project:

- Pauatahanui Inlet Community Trust (PICT);
- Guardians of Pauatahanui Inlet (GOPI); and
- Pauatahanui Wildlife Reserve Staff.

A joint meeting was held with these groups. The groups' concerns were around potential ecological and water quality impacts from the Project. PICT and GOPI were supportive of the fact that the Project will substantially reduce traffic around both sides of Pauatahanui Inlet, thereby reducing potential runoff.

They noted a concern regarding tolling, and whether tolling of the Project could reduce the potential benefits of a reduction in vehicle traffic along the roads surrounding the Inlet.

## 5.11 Community advocacy groups

Residential associations, advocacy groups and community boards who have previously expressed an interest in the Project and groups that have since expressed an interest in the Project following newsletter, letters and advertising of public Open Days have been provided an opportunity to be consulted regarding the Project. Sections 6.9.1 – 6.9.2 of this report provides a summary of their concerns and how they have been addressed through the Project.

### 5.11.1 Community boards

Tawa Community Board has been consulted in regards to the Project. They did not raise any specific concerns regarding the Project. The project team understands that the Community Board consulted widely with Tawa residents, emailing their database to ask if any residents had any concerns regarding the Project.

### 5.11.2 Residents' associations

Residents associations within the Project area were invited to attend the Open Days via letter and the associations have been informed of the ability to discuss the Project with the Transmission Gully project team through newsletters. Paramata, and Whitby Residents Associations were also called post Open Days to confirm if they would like a further meeting. Only the Pauatahanui Residents Association and Waitangirua Providers Forum has asked for a specific meeting.

#### Pauatahanui Residents Association

NZTA meet with the Pauatahanui Residents Association and provided a presentation and answered questions regarding the Project. The association's members had widely differing views about the relative merits of the Project. Some members thought it would be fantastic and should be built immediately, while others thought it should not be built at all. No specific concerns were raised to be addressed in the design of the Project.

#### Waitangirua Providers Forum

An initial request was made by the Waitangirua Providers Forum to the NZTA team for a meeting. Unfortunately, multiple calls and emails by the planning team to the Forum to set up the meeting were not returned. Accordingly, no meeting has occurred.

### 5.11.3 Business groups

The Wellington, Porirua and Kapiti Chambers of Commerce were invited to attend the Open Days and/or have follow up meetings regarding the Project. No response has been received from these groups.

## 5.12 Transport operators

### 5.12.1 Road Transport Association New Zealand

A meeting was held with the Road Transport Association New Zealand Area Executive for Hawkes Bay, Manawatu, Wairarapa, Wellington. At the meeting a powerpoint presentation was provided by the NZTA to explain historic, recent and likely future Project development. The presentation highlighted specific issues of interest to heavy vehicle users.

The association was generally happy with the design as proposed. In particular they were happy with:

- including the emergency run-off area on the downhill run to Paekakariki;
- the brake check areas at Wainui Saddle; and
- the absence of overbridges for the new SH.

Specific issues that were raised were:

- not to have signs or streetlights impinging into the "envelope area" (11m x 6.5m) which is required for heavy vehicles. They suggested a 3m width from shoulder/kerb to streetlight poles be provided; and
- if possible, they would like an area to check brakes (note that this is provided at Wainui Saddle).

The signage and streetlight issues will be addressed in the detailed design phase of the Project.

The NZTA and the Road Transport Association will continue to meet regularly, potentially every 2 – 3 months.

### 5.12.2 Automobile Association - Wellington Region

A meeting was held with the Automobile Association, Wellington Region (AA). The NZTA provided a powerpoint presentation to explain historic, recent and likely future Project development, including issues of particular interest to road users, such as effects of the Project on traffic volumes. Various questions were asked by members, but no specific concerns were raised.

A follow up meeting with the AA will be held to discuss detailed design.

## 5.13 Open day and Project expo summary

Details about the Open Days and Project Expo were outlined in section 5.3 of this Report. Further information about the feedback received at those events is now provided.

Approximately 426 people attended the Open Days and Project Expo held between 9-16 October. At the Open Days a comprehensive suite of information on the Project was provided, using posters, maps and plans. A fly through visualisation of the Main Alignment was also presented

At each of the Open Days a wide variety of members of the community and interested parties attended each session. There were several NZTA and PCC staff and technical specialists available to answer questions from the public. In terms of specialists available at each of the Open Days, the attendance of specialists was targeted to the site area. For example, in Pauatahanui and Paekakariki, road design, landscape design, ecology and water quality/hydrology specialists were present. At the Tawa Open Day, the technical specialists were road, landscape design and noise.



Figure 22.1 Open day held at Pauatahanui School.

For the Project Expo, the same suite of information on the Project was available as what was at the Open Days. A power point presentation by some of the technical specialists was also provided to outline some of the approaches to managing environmental issues\ . NZTA and PCC staff were present at the Expo as well as all of the technical specialist who are lead authors of the AEE.



Figure 22.2 Project Expo held at Pataka Museum, Porirua.

Key feedback received at the Open Days and Project Expo is outlined in **Table 22.2**. Overall, feedback on the Project was positive. Some specific issues around noise effects were identified which required a later follow up, but otherwise the questions asked at the Open Days and Expo were able to be answered on the day.

Table 22.2 Feedback from the Open Days and Project Expo

Theme	Comment	How has this been addressed in the AEE?
<b>Traffic flows</b>	<p><b>State Highway 58</b></p> <ul style="list-style-type: none"> <li>Will the side roads around SH58 be upgraded? Residents were concerned about the safety and accessibility of vehicles exiting or entering the side roads to and from SH58.</li> <li>What impact will there be on SH58 to the Hutt? How will the road be managed to cope with extra traffic?</li> <li>Positive feedback on the configuration of SH58 and the James Cook interchange was provided by eastern Whitby residents.</li> <li>Eastern Whitby residents appeared pleasantly surprised at the configuration of both the SH58 and James Cook interchanges with the Link Roads.</li> </ul> <p><b>Pukerua Bay</b></p> <ul style="list-style-type: none"> <li>Respondents were pleased about the reduction in travel volume through Pukerua Bay as a result of the Project.</li> </ul> <p><b>Linden</b></p> <ul style="list-style-type: none"> <li>Many respondents thought this was the best route, but thought that there could be congestion issues at Linden.</li> </ul> <p><b>Porirua Link Roads Interchange</b></p> <ul style="list-style-type: none"> <li>How traffic priorities are going to be managed at the Waitangirua and James Cook interchanges was of interest.</li> </ul>	Description of impacts and modelling is provided in the Assessment of Traffic and Transportation Effects report.
<b>Design</b>	<ul style="list-style-type: none"> <li>How are pedestrians being catered for at the intersections?</li> <li>Some people expressed surprise at the size</li> </ul>	The description of the design philosophy for intersections and cuts is provided in the Design Philosophy

Theme	Comment	How has this been addressed in the AEE?
	of the batter faces and the steepness and narrowness of the Te Puka Stream section of the Project.	Statement Report and in the ULDF.
<b>Stormwater</b>	<ul style="list-style-type: none"> <li>Many respondents were interested in stormwater treatment devices and how they will work.</li> </ul>	The stormwater treatment devices have been described in the Water Quality Assessment of Effects.
<b>Aquatic ecology and water quality</b>	<ul style="list-style-type: none"> <li>Interested in ephemeral streams that flow through Pauatahanui township.</li> <li>Interested in effects on streams in Horokiri (including sedimentation).</li> <li>Many respondents were interested in whether there will be sediment in the Pauatahanui Inlet. Some respondents also raised issues around sediment control in tributary streams.</li> <li>Many respondents were supportive of the suggested restoration of Lanes Flat.</li> <li>Many respondents were impressed at the level of detail provided for the proposed mitigation.</li> </ul>	<p>The aquatic ecology and water quality impacts have been assessed in the assessments concerning:</p> <p>Water quality;</p> <p>Freshwater; and</p> <p>Ecological impact.</p>
<b>Terrestrial Ecology</b>	<ul style="list-style-type: none"> <li>Cannons Creek Bridge – Friends of Maraeroa want a walking track up to the Cannons Creek gully and under the bridge, to allow access for re-vegetation.</li> </ul>	This will be provided as part of the Project. This is discussed in the AEE.report
<b>Recreation</b>	<ul style="list-style-type: none"> <li>Some golf course members were interested in how long the Pauhatahanui golf course would be out of action.</li> </ul>	Further communication will be required prior to and during construction to minimise effects on the golf course. This is discussed in the AEE report.
<b>Recreation cont'd</b>	<ul style="list-style-type: none"> <li>Discussed the impacts on Pauatahanui Golf Course with person responsible for the course. The need for the road was accepted, and the focus was on how the course could be adjusted to remedy the loss of the 6th hole. His other concern was to ensure their water supply which is sourced from the opposite side of the designation is maintained.</li> </ul>	Further communication will be required prior to and during construction to minimise effects on the golf course. This is discussed in the AEE report.

Theme	Comment	How has this been addressed in the AEE?
<b>Construction</b>	<ul style="list-style-type: none"> <li>Many respondents asked questions about how long construction will take.</li> </ul>	This is described in Chapter 8 of the AEE.
<b>Noise</b>	<ul style="list-style-type: none"> <li>Two separate residents from Flightys Road were concerned about potential noise issues.</li> <li>There were questions around noise emissions and how these will be mitigated at the SH58 Interchange.</li> </ul>	Noise impacts are discussed in the Noise assessment report.
<b>Cost</b>	<ul style="list-style-type: none"> <li>Some respondents asked questions about whether the road will be tolled.</li> </ul>	This is discussed in Chapter 3 of the AEE.
<b>Property</b>	<ul style="list-style-type: none"> <li>Four people were concerned about effects on their properties, each of which is accessed off Paekakariki Hill Road. But in each case they seemed to need for the road and were interested in mitigation. Concerns were noise, visual effects and (in one case) maintenance of access and flooding.</li> </ul>	Potential noise, visual and flooding impacts have been assessed in each of the technical reports.
<b>Support for Project</b>	<ul style="list-style-type: none"> <li>Many respondents said they had fought for the Project for a long time. They now just want to see it built.</li> <li>Some respondents thought that while the project is expensive, it is still needed for route security.</li> <li>Some respondents wanted to be kept up to date with the project in the local paper and for the Project website to stay up to date.</li> </ul>	



## 6. Porirua Link Roads consultation

### 6.1 Directly affected parties

In addition to the provision of updates on the progress of the Project, specific discussions have been held as follows:

**Silverwood Forest Corporation Ltd.** Discussions have been held with representatives of the company on the options for both the Whitby and Waitangirua Link Roads and their likely timing related to the company's development plans.

**Whitby Coastal Estates Ltd.** A number of discussions were held in 2010 with Mr David Bradford, the owner of the company, and his technical advisors on the alignment of the Whitby Link Road. Following an initial suggestion made by Mr Bradford the link was aligned to the south and onto Whitby Coastal Estate land for most of its length. Further discussion were held with the objective of developing an alignment at the James Cook Drive end of the route that reduced any impact on future residential subdivision layouts while maintaining the through traffic function of the Link Road.

**Local landowner adjacent to Waitangirua Link Road.** Discussions were held with technical advisors for the landowner regarding access onto his land from the Waitangirua Link Road and a plan they prepared showing a possible access point.

**Maraeroa Marae Association.** Three meetings were held in 2010 with the Executive to discuss the possible effect of the Waitangirua Link Road on the Marae operations and buildings. These discussions covered possible noise and vibration effects and pedestrian safety beside the new road and at the Warspite Avenue intersection. The Executive were also very interested in the urban design details proposed, especially the surface treatment of any noise walls and the possibility of a "gateway" feature close to the end of the link road. It was agreed that the Marae Executive would have an ongoing involvement in the design of these features as the Project progresses.

**Tokelau Christian Church.** A meeting was held with representatives of the Church who expressed concern about the effect of the Waitangirua Link Road proposal on their plans to construct a residence for their minister on their property. Their preferred location for this building was land that would be required for the new road. The Church had not been aware of the Link Road proposal prior to their recent purchase of the property. A commitment was made to continue dialogue on possible options for the Church.

### 6.2 Matters raised by submitters to Porirua Link Roads consultation

The matters raised by submitters as part of public consultation in respect of the Porirua Link Roads are summarised below, with responses in italics. Many submitters made several different comments. Organisations are named below, but individual submitters have not been. All submitters were sent copies of the report to PCC which included how the Council had taken on board their concerns.

**A. Impact on network utilities:**

Two organisations (Vector and Transpower) highlighted the need for ongoing consultation with them as the proposed Link Roads cross the line of their pipes and cables.

*It is not practical to reroute the Link Roads to avoid these facilities. As explained above, consultation with all affected service authorities has started and will continue.*

**B. Need and justification for Porirua Link Roads:**

Three individual submitters were concerned that there would be effects on local village character (especially Whitby) due to excessive additional traffic and noise levels on local streets and that the Link Roads would not be justified as there would be few local users (from Waitangirua). One commented that James Cook Drive already had problems of excessive vehicle speed.

*Traffic patterns will alter when the Link Roads are available but the changes are expected to be limited to those streets that are currently provided for as Principal Streets (such as James Cook Drive, Discovery Drive, Mungavin Avenue, Omapere Street, Postgate Drive and Spinnaker Drive) and/or Minor Urban Arterial roads (Warspite Avenue) in Part H of the Porirua District Plan. As some traffic that presently travels to SH1 will travel the other way if using a Link Road to access the Main Alignment, there may be both increase and reductions of traffic on some road lengths.*

**C. Proposed location of James Cook Interchange:**

One submitter suggested that the interchange with the Main Alignment and the Link Roads be moved further to the south to make sure it is more attractive for movements to and from Wellington City. Four submitters commented on the design of the connections at the present location, they were generally concerned that the single exit from the roundabout serving both Link Roads followed by a Tee junction could be congested or unsafe. It was also suggested that the proposed priority at the Tee junction for the Waitangirua Link Road should be reversed in favour of the Whitby Link Road.

*The interchange position has been decided following earlier consultation on the Transmission Gully Project Main Alignment route. The NZTA is planning to make further information available later in 2011 as the design of the Project progresses. The Waitangirua Link Road is expected to carry a significantly higher flow than the Whitby Link Road and that is why it is proposed that it should have priority. An analysis of traffic delay and accident risk for the Link Roads has been prepared as part of the work programme and is reported in the Assessment of Traffic and Transportation effects report.*

**D. Judgeford Hills connection:**

Two submissions were received. One submitter advocated a connection to the Judgeford Hills development from the Whitby/Waitangirua Interchange and the other objected this idea.

*The PCC Plan Change providing for the Judgeford Hills development (Plan Change 6) deliberately does not allow for a connection to the Project. No new linkage is being provided from the Project to any area of Porirua City east of the route and this helps to reinforce existing PCC land development policy.*

**E. Whitby Link intersection with James Cook Drive:**

Two submissions suggested that this intersection may need widening and a roundabout with pedestrian crossing points installed. One submitter suggested that heavy motor vehicles be prohibited from using local roads in both Whitby and Waitangirua.

*It is agreed that the Whitby intersection may need a roundabout with some limited widening and pedestrian crossing points. Sufficient land will be designated for the Link Road so that this work can be done in the future as part of detailed design. It is not expected that heavy goods vehicles will use local roads as through routes, and PCC will encourage the use of the Principal Street network, as is the case at present.*

**F. Porirua Link Roads design details:**

The Whitby Residents' Association was concerned about traffic noise from the use of the new roads and suggested the use of innovative road surfaces to reduce this effect. One individual submitter was concerned about light pollution of the night sky and suggested that all lights be fitted with shades. He also advocated for pedestrian footpaths on both sides of the Link Roads.

*Methods for reducing noise impacts may include noise fences and special road surfacing where needed. Lighting of the Link Roads would only be provided in residential areas, as would footpaths, and current best practice designs would be followed. Areas where special measures are required are specified in the Assessment of Noise effects report and include use of quieter road surfaces for the first 500 metres of each Link Road.*

**G. Runoff control during construction:**

Three submitters were concerned about runoff from construction works for the Link Roads, especially any possibility that pollutants could reach Duck Creek. One submitter suggested planting both sides of the road to control runoff and noise. One mentioned their dissatisfaction with the control of runoff from subdivisional development in their area.

*The PCC is aware of the need for this Project to avoid pollutants entering natural waterways and will ensure that appropriate measures are included in the construction requirements. The concern about the past performance of a developer will be passed to the GWRC for their consideration.*

**H. More information needed:**

Various submitters requested more information on certain aspects of the Project:

- The Historic Places Trust asked that a survey of archaeological, cultural and historic features and areas be carried out *(additional meetings have been held)*;
- NZ Fish and Game asked for specific information on sites affected and opportunities for positive environmental enhancement *(additional meetings have been held)*;
- Regional Public Health recommended the use of the NZ Health Impact Management tool *(additional meetings have been held and they have been invited to comment on the Assessment of Social Effects)*; and
- One individual submitter asked for details of the future proofing of the Project *(this was responded to in a follow up)*.

**I. Desire for further involvement:**

The Maraeroa Marae Association highlighted possible issues of structural damage from traffic vibration, traffic noise and control, and impacts on community development; especially on activities on the community Marae and at Waitangirua Community Park. They suggest landscaping and a "gateway" be a part of the Link Road design at the entry to Waitangirua. Both the Association and a local residential land developer request further discussions.

*Discussions will continue with all affected land owners and occupiers, as requested. The impact on local communities is a specific part of the work programme for the Project and is expected to guide the details of the design of the new Link Roads, especially in existing developed areas such as Waitangirua.*

**J. General support of the Project:**

Representatives of three community organisations (Pauatahanui Residents Association, Paremata Residents Association and Pauatahanui Inlet Community Trust) support the Project as it will help reduce existing traffic flows on SH58 around the Inlet, with consequential road safety and water quality benefits. Other individual submitters supported the Project generally, on the basis of safety benefits and the possible opportunity for new bus routes using the Link Roads.

## 7. Future consultation

### 7.1 Prior to lodgement and during the consenting process

Ongoing consultation and communications will be welcomed by the NZTA and PCC throughout the next phase of the Project, as the regulatory applications are lodged and then considered (Phase 3). It is the NZTA's experience that the RMA process will benefit from communication and information sharing with the public throughout this phase, both on an ongoing basis and in response to any submissions received. The NZTA and PCC will work through issues as they arise on a case by case basis.

### 7.2 Construction phase

The draft conditions that are proposed by the NZTA and PCC for both the designations and resource consents will require any future contractor/constructor to set up active communication and consultation processes that will be ongoing through the construction phase of the Project (Phase 5). The types of methods that could be employed are outlined in the Draft Construction Environmental Management Plan. The experience of the NZTA with other major construction projects around New Zealand is that communication and information is one of the best ways to manage the effects of construction on people and communities.

APPENDIX 22.A – SCHEDULE OF DIRECTLY AFFECTED PARTIES  
(Indicative only as at June 2011. Refer to LA00-08 for land to be designed)

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			<b>Land required in Kapiti Coast District for the Main Alignment (NOR1)</b>		
1	Legal Road (SH) NZ Gazette 1987 p 201 Section 2 SO Plan 404046 GN 8075418.1	HMQ	1.7833	1.7833	Nil – purchased as part of MacKays Crossing project) already designated as part of SH1
2	State Highway 1	Road		3.8419	Nil – already designated as part of SH1
3	Lot 1 DP 52615 NZ Gazette 1987 p 201	HMQ	3.1682	3.2368	Nil – In terms of the area purchased there is enough land (3.50 ha) but the land acquired in a slightly different area to that in the MOU. Liaison required with DoC regarding wetland construction & sediment pond.
4	Pt Lot 4 DP 714 WN27B/863	HMQ M J and J Riepen	21.8899 Also a further 0.7346 m <sup>2</sup> in 27D/932	2.0175	Nil-purchased
5	Pt Lot 4 DP 4269	Sang Sue	21.5182	4.705	Market garden block with retail outlet with a dwelling and the potential for



PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
	WN8A/1009	Limited			<p>subdivision.</p> <p>Land adjacent to the existing highway (utilised for vegetable growing) is required.</p> <p>The key issue is the impact on the continued viability of the market gardening business. An economic assessment has been completed and discussions are being entered into with the owner about purchase options.</p>
6	Lot 1 DP 57703 WN28A/265	D R and R D Baxter and A R Carruthers	2.0478	0.2359	<p>Rural residential block with dwelling located to the rear. A triangle of land at the front portion of the property adjacent to the road is required, and an alternative access will be provided by the NZTA. The road will be elevated across the road frontage. Was not affected by the existing designation.</p> <p>Issues raised by the landowner include noise effects, visual impact, the potential impact on existing trees, and the implications for the future sale of the property.</p> <p>No trees or bush will be affected by the Project. The noise and visual effects on this property are addressed in the specialist Noise and Visual Assessments.</p>
7	Lot 4 DP 71876 WN54C/10	Van Cruchten	88.2000	1.1293	<p>The property is part of a larger holding that is used for farming/forestry. This lot was not affected by the existing designation (other lots held by same owner were affected).</p> <p>Land is required from the front portion of this lot adjacent to the existing highway and the access is affected. Owner has a subdivision proposal lodged and approved with KDC. The NZTA has been involved with that process and</p>

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
8	Lot 1 DP 53032 WN24A/200	HMQ	1.1193	1.1372	Nil – purchased
9	Lot 1 DP 47726 WN18D/456	HMQ	0.7973	0.7765	Nil – purchased
10	Lot 1 DP 87790 WN55C/104	KCDC Local Purpose Reserve	0.2433	0.1871	Held by KCDC for Paekakariki water infrastructure – Part of this lot and associated easements affected by the proposed NZTA designation. This lot was not affected by the existing designation (but water infrastructure on other privately owned lots was affected).
11	Lot 2 DP 304260 CFR 17260	H Kiehn and N W Hughes	49.9470	0.2300	The property is part of an undeveloped rural-residential lifestyle holding that is used for forestry – lifestyle block with cleared house lot (no building as yet). Land is required from the front portion of the lot and access and services are affected. Initial discussions held with owner and he has articulated his concerns. Will be addressed by proposed underpass. Alternative access is provided through the design.

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
12	Lot 2 DP 87790 WN55C/105	HMQ	9.2003	4.5098	Nil – purchased
13	Lot 7 DP 70122 WN38A/630	HMQ	6.5840	3.7095	Nil – purchased
14	Lot 1 DP 368307 CC 5653133.1 CC 6637449.1 CC 6637451.1	HMQ	11.42 Subject to survey	10.6224	Nil – purchased  Protected by Compensation Certificate (“CC”)
15	Lot 1 DP 368307 CFR 277518	John Hayes Perkins	389.3373 ha Balance of Lot 1 subject to survey.	1.4036	A hill-country farm (predominately sheep), with two houses and a workers cottage. Land has subdivision potential. Land has been purchased for the existing designation and leased back to the Perkins. Additional land is now required due to the change in alignment.  Issues raised include the extent of land required, disruption to the stock and farm operation, and concern about repeat investigations and access.  Relocated transmission lines may affect land.  Negotiations are underway with a view to entire property purchase.
16	Lot 1 DP 368307 CFR 277518	John Hayes Perkins		25.300	

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			17	Lot 10 DP 70122 WN38A/633	
18	Lot 13 DP 70122 WN38A/636 CC 5235875.1	HMQ	42.5390	6.8164	Nil – Part of Lot 13 purchased (18.6150 ha) Protected by Compensation Certificate (“CC”)
19	Section 1 SO 431609 NZ Gazette 2010 p 3116 CFR 535244	HMQ	21.7500	10.285	Nil – purchased
<b>Land required in Upper Hutt City for the Main Alignment (NOR2)</b>					
20	Section 2 SO 431609 CFR 535245	GWRC	5453.647	0.0728	Minor adjustment – could be handled as part of a previous agreement relating to Property Ref No 19. Nil – purchased
21	Lot 1 DP 368307 CFR 277518	HMQ	1.13 Subject to Survey	0.758	Nil – purchased. Protected by Compensation Certificate (“CC”)

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			<b>Land required in Porirua City for the Main Alignment (NOR3)</b>		
22	Lot 1 DP 11960 NZ Gazette 1988 p 4495	HMQ		0.3588	Nil – purchased
23	Lot 1 DP 4268 NZ Gazette 1988 p 4495	HMQ	29.1202	16.7041	Nil – purchased. Land for possible environmental mitigation and exchange options with WRC to mitigate for land loss (See Map Ref. 23a)
24	Lot 6 DP 90282 WN58A/100	M B Kenning	40.0306	2.3562	Grazing land used in conjunction with other blocks (see Property Ref Nos 25 and 30).  Strips of land to the rear of the properties are required. No land was required with the existing designation. The NZTA owns an existing right of way off Paekakariki Hill Rd into the alignment (Crosses Property Ref Nos 24, 25 and provides access to 23) that will be relinquished upon completion of construction.  Negotiations are underway with a view to property purchase. Agreement with owner will include a provision to exclude forestry from future land use options (on balance land).
25	Lot 7 DP 90282	M B Kenning	40.2085	9.4332	Grazing land used in conjunction with other blocks (see Property Ref Nos 24

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
	WN58A/101				<p>and 30).</p> <p>Strips of land to the rear of the properties are required. No land was required with the existing designation. The NZTA owns an existing right of way off Paekakariki Hill Rd into the alignment (Crosses Property Ref Nos 24, 25 and provides access to 23) that will be relinquished upon completion of construction.</p> <p>Negotiations are underway with a view to partial property purchase. Agreement with owner will include a provision to exclude forestry from future land use options (on balance land).</p>
26	Lot 2 DP 71399 NZ Gazette 1988 p 4495	HMQ	213.4629	22.5740	<p>Nil – purchased. Land for possible environmental mitigation and exchange options with WRC to mitigate for land loss (See Map Ref. 26a)</p>
27	Lot 2 DP 71399 WN41D/399	M N and C A Davies	47.922	3.6203	<p>Rural residential lot with areas of recently planted pine trees. Access is via Paekakariki Hill Road. There is no dwelling on the lot. The property is currently for sale. Was not affected by the existing designation.</p> <p>A strip of land to the rear of the lot is required. Issues include the extent of land required and the impact on additional forestry planting.</p> <p>Negotiations are underway to purchase the required area.</p>
28	Section 45 WN16B/184	G I and M K McArthur	10.1171	0.2840	<p>A narrow rural residential block with regenerating native bush. A dwelling is located to the front of the property with access from Paekakariki Hill Road. Cattery business is run from this property. No land was required with the</p>

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
29	Section 42 WN17B/1054	D J Jackson and A R Scannell	40.4685	1.2734	A lifestyle block (with some sheep) and some regenerating native bush. A dwelling is located near the Paekakariki Hill Rd frontage. No land was required from this block for the existing designation.  A small strip of land to the rear of the property to the rear is required.  The landowners have expressed concerns regarding the stability of the land for a road, and emphasised the need for the new boundary fence to be stock proof.  Negotiations are underway with a view to a partial property purchase.
30	Lot 1 DP 41731 WN13D/1330	M B Kenning	43.7260	5.4615	A lifestyle block grazed in conjunction with other lots. Lot is predominantly regenerating bush. A dwelling is located near the Paekakariki Hill Rd frontage.  Land to the rear of the properties informally occupied by Kenning (see Property Refs Nos 24 and 25) will be required.  Issues raised include potential for subdivision.  Negotiations are underway with a view to partial property purchase.
31	Lot 3 DP 77862	Pauatahanui Forest	162.4630	0.5947	Forestry block with subdivision potential. Access to the block is currently via a

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			TOTAL LAND	LAND TO BE DESIGNATED	
32	WN44D/367 (Plus forestry licences) For Licensees refer Table D	Partnership (occupier – 30yr forestry licence)  Inglis Family Trust (owner)	4.2900	2.1125	right of way through the Draper land (adjacent to Property Refs No 34 and 35).  The route of the access passes over Property Refs No 31, 32 and 34.  Access is affected and a small area of land is required. A transmission line easement may be required. Issues raised include how uncertainty around access could impact on possible future sale of the land, and access for logging trucks.  Replacement access to the property is being negotiated, together with purchase of land required.
33	Section 1 SO 402089 NZ Gazette 2008 p 3159 439219	HMQ	1.7019	1.6057	Nil – purchased          Nil – purchased
34	Section 2 SO 426500 NZ Gazette 2010 p 4281	HMQ	10.6493	10.705	Nil – purchased



PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			35	Section 1 SO 426500 NZ Gazette 2010 p 4281	
36	Legal Road (to be closed)	HMQ Legal (Paper) Road		0.8085	Nil – purchased. Settled and the Crown is equitable owner. Needs to be surveyed prior to being gazetted.
36a	Legal Road (to be closed)	HMQ Legal (Paper) Road			Nil – purchased. Land to be transferred to present owner Draper (successor in title).
37	Lot 1 DP 8107 WN31C/915	Wellington Regional Council (Battle Hill Farm Forest Park)	374.7389	17.835	Access, land exchange, wetlands and silt and sediment control measures. To negotiate a settlement for the land required and consider land exchange options in those negotiations to mitigate GWRC land losses.
38	Part Lot 2 DP 8107	Wellington Regional	124.0797	5.028	To negotiate a settlement for the land required and consider land exchange options in those negotiations to mitigate GWRC land losses.

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			TOTAL LAND	LAND TO BE DESIGNATED	
39	WN31C/915 Lot 4 DP 87055 WN54D/115	Council (Battle Hill Farm Forest Park)  HMQ	23.5050	0.788	Nil – purchased. Consideration to be given in land exchange discussions for Property Ref. Nos 37 and 38 to examine possible road access over Property Ref. Nos 40,41 and 42
40	Lot 3 DP 87055 WN54D/114	HMQ	5.4190	4.495	Nil – purchased. Consideration to be given in land exchange discussions for Property Ref. Nos 37 and 38 to examine possible road access over Property Ref. Nos 39, 40, and 41 and 42
41	Lot 2 DP 87055 WN54D/113	HMQ	5.3785	0.2190	Nil – purchased. Consideration to be given in land exchange discussions for Property Ref. Nos 37 and 38
42	Lot 2 DP 64048 WN35C/763	M J Collins M Lucic L P A Reid M E Hubble	38.9890	3.596	Grazing and forestry block with dwelling near the Paekakariki Hill Rd frontage. The block will be severed approximately in half, with an area of land currently used for grazing required for the alignment. A transmission line easement may also be required. Issues raised include visual and noise effects, subdivision potential, the loss of grazing land, and the provision of access to the rear of the property. Accesses to other properties (being the Szeto Property reference 43, GWRC Property references 37 and 38 and the Ex Toomey block (Lot 4) Property reference 39 are required to be provided through this lot.

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			TOTAL LAND	LAND TO BE DESIGNATED	
43	Lot 2 DP 77897 WN44D/328	W P Szeto Limited	40.7320	3.188	<p>Access will be provided to the severed area of the subject property.</p> <p>Initial consultation with landowner has taken place and concerns expressed. Owner attended open day in October 2010.</p> <p>A forestry block with no dwelling. The front portion of the property adjacent to Paekakariki Hill Road is required. Lot has subdivision potential.</p> <p>The existing access will be severed and an alternative access will be provided through Property references 40 and 42 – including for logging trucks.</p> <p>Liaison with the owner is ongoing.</p>
44	Lot 1 DP 77897 WN44D/327	P J Poppe H A Poppe S D Walsh	7.6800	1.233	<p>A rural lifestyle block with two dwellings. The main house is located towards the rear of the property, with the other house on the front portion of the block near to Paekakariki Hill Rd. Land was not required for the existing designation.</p> <p>A small area of land is required from the rear of the property for the proposed designation. A transmission line easement may be required.</p> <p>The owner has raised serious concerns about the project at the open day in October 2010. A wide range of issues have been raised including land use, noise and visual amenity.</p>
45	Lot 2 DP 73878 WN40D/764	E J and G J M Deuss	32.1040	4.510	<p>Rural lifestyle lot with a dwelling and equine facility. Used for endurance horse riding. Property has subdivision potential.</p> <p>The alignment severs the lower approximately one third of the property,</p>

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			TOTAL LAND	LAND TO BE DESIGNATED	
46	Lot 6 DP 88589 WN56B/234	HMQ	3.3840	1.1032	<p>including the dwelling from the rear portion. A transmission line easement may be required.</p> <p>Issues raised include the provision of access to the severed block and the viability of the property for its current use, land use/lot size for subdivision, noise and visual amenity. Access to the rear of the property will be examined.</p> <p>The owner has raised serious concerns about the project related to horse riding and access to the rear of the property.</p>
47	Lot 3 DP 88589 WN56B/233	HMQ	5.3320	2.523	<p>Nil – purchased. Contractual obligations to provide access via an underpass, including access for neighbour. See Property Ref. No. 48. Also for the Tse ROW interest refer Table B</p> <p>Nil – purchased</p>
48	Lot 1 DP 304740 CFR 18881	Jair Valley Ltd	74.055	18.412	<p>Large grazing block with access from Paekakariki Hill Rd. The property has subdivision potential (5 ha blocks) – conceptual design yet to be submitted to PCC. The owners have adjoining forestry blocks to the west. There has been discussion about access to a potential development on adjacent land via this property. Advanced planting areas required under the existing designation have not been implemented.</p> <p>Issues include access, impact on subdivision potential, and requirement to acquire part of this land for replacement golf holes affected by the alignment on the neighbouring property (Property Ref No 49).</p>

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
49	Lot 4 DP 337497 CFR 153958	Pauatahanui Golf Club	27.0844	2.534	<p>Owner attended October 2010 open day. Further negotiations with this landowner required.</p> <p>Nine hole golf course and clubrooms. The northern rear portion of the golf course is affected by the alignment. Two golf holes will be affected and replaced by acquiring land from the neighbour. See Property Ref No 46.</p> <p>Issues raised by the Golf Club include the uncertainty that the work has created for their future plans, the ability to retain a 9 hole course with reduced land area, noise effects and the loss of rural character and ability to reconfigure the course prior to work on the alignment.</p> <p>Advanced planting areas required under the existing designation have not been implemented.</p> <p>A golf course designer has been commissioned to give advice on a future layout, incorporating part of the adjacent Jair Valley Development land.</p>
50	Section 1 SO 38343 NZ Gazette 2001 p 1374	HMQ	0.1385	0.1390	<p>Nil – purchased</p>
51	Lot 4 DP 83730 NZ NZ Gazette 1999 p 1610	HMQ	2.3932	2.3920	<p>Nil – purchased. Included land to realign access.</p>

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			TOTAL LAND	LAND TO BE DESIGNATED	
			52	Lot 3 DP 83730 NZ Gazette 1999 p 1610	
53	Section 1 SO 319591 CFR 138232	HMQ	2.1610	2.1610	Nil – purchased. Included land to realign access.
54	Section 2 SO 319591 CIR 118384	HMQ	0.7684	0.7684	Nil – purchased. Included land to realign access.
55	Section 3 SO 319591 CIR 118383	HMQ	0.4177	0.4177	Nil – purchased. Included land to realign access.
56	Lot 2 DP 362475 CFR 254916	S G Stuckey and L V Grace	5.005	0.3185	Rural residential block with dwelling, and a small free range pig farm. Land was not required for the existing designation. A small area of land on the Flights Road frontage, and a part of the existing ROW is required to accommodate an altered local access road. To be designated and transferred to PCC later. No concerns with the proposal have been identified by the landowner. The landowner has requested that the existing young trees planted on the ROW be

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			TOTAL LAND	LAND TO BE DESIGNATED	
57	Lot 1 DP 90297 WN58A/126	D S McDonald and M K Dolman	5.0080	0.3105	retained. Acquisition planned for 2011 -2012  Rural residential block with dwelling and contracting business. Land was not required with the existing designation.  A strip of land is required along the frontage of Flightys Road to accommodate an altered local access road. To be designated and transferred to PCC later.  No concerns with the proposal have been identified by the landowner.  Acquisition planned for 2011 -12
58	Lot 1 DP 83730 WN50D/616	HMQ	7.2440	7.2440	Nil – purchased
59	Section 1 SO 314239 CIR 102713 GN 5642537.1	HMQ	111.5093	111.5093	Nil – purchased
60	Lot 4 DP 85032 WN53A/112	D T G Barton	21.8265	0.134	
61	Lot 4 DP 85032	D T G Barton		0.020	

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
62	WN53A/112 Lot 4 DP 85032 CC 7745665.1	HMQ	0.188	0.188	Nil – purchased. Barton could potentially still be an affected party. Protected by Compensation Certificate (“CC”). 1885 m2 (subject to survey) acquired.
63	Pt Section 66 and Part Section 67 WN516/57	E J and ME Nation and R C Turner	31.9462	2.3039	Large lot with dwelling. The front portion closest to Paekakariki Hill Rd is grazed, with pine forest to the rear.  A strip of land along the rear boundary is being acquired together with a transmission line easement. Other issues include the provision of a water supply easement to a neighbouring property (adjoining property – balance of Property Reference No 62).  Negotiations are underway.
64	Part of Part Section 33 Pautahanui Agricultural Reserve CC 7856606.1	HMQ	4.7500	4.370	Nil – purchased completing water easement requirements. Protected by Compensation Certificate (“CC”)
65	Lot 3 DP 314471 CFR 57408	W I and G M Weich	52.9875	14.910	Large lot with access via a narrow strip from Paekakariki Hill Rd.  The block is severed approximately in half by the designation. The landowner wishes to subdivide the land for lifestyle blocks in future and is concerned at



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			TOTAL LAND	LAND TO BE DESIGNATED	
65a	Part Lot 3 DP 314471 CFR 57408	W I and G M Weich			the extent of land take and severance. There is also an issue over the provision of access across the designation and whether the cost in providing an underpass can be justified in terms of the value of the severed area.  Currently NZTA lease an area of land required for advanced planting required under the existing designation conditions  Negotiations are ongoing.
66	Pt Section 64 NZ Gazette 1999 p 128 GN B707828.3	HMQ	5.6816	5.6806	Land being severed by work.  Cost to provide access is significantly more than the value assessed to buy the land. Negotiations continuing  Nil – purchased
67	Lot 1 DP 51325 NZ Gazette 1999 p 128 GN B707828.3	HMQ	1.3565	1.3562	Nil – purchased
68	Legal Road (SH 58)	Paremata Haywards Rd		2.2364	Nil – purchased

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			TOTAL LAND	LAND TO BE DESIGNATED	
			69	Section 1 SO Plan 312252 GN 5731335.1: Road	
70	Section 4 SO 38167 NZ Gazette 2000 p 2187 GN B799511.2 Severance	HMQ	2.0056	2.0056	Nil – purchased
71	Section 1 SO 38167 NZ Gazette 2000 p 2187 GN B799511.1	HMQ	7.7515	7.7515	Nil – purchased
72	Lot 2 DP 76425 WN56A/952	HMQ	2.0080	2.0080	Nil – purchased
73	Section 2 SO 38167 NZ Gazette 2000	HMQ	0.1039	0.1039	Nil – purchased

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
74	p 2187 GN B799511.1  Part Lot 1 DP 76425 WN56A/952	HMQ	9.9885	9.9885	Nil – purchased
75	Section 1 SO 429423 NZ Gazette 2010 p 1798 CIR 525356	HMQ	1.7175	1.7175	Nil – purchased
76	Lot 13 DP 81760 Crown acquired 2.1000 ha subject to survey WN48B/466	HMQ	7.4740	0.2463 More than acq	Nil – purchased – an adjustment to the agreed land area may be required (from new owner P J and RM Freeman)  Protected by Compensation Certificate (“CC”) Acquired 2.1000 ha subject to survey
77	Pt Lot 2 DP 426821 CIR 526391	HMQ	12.8815	11.2833	Nil – purchased

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
77a	Pt Lot 2 DP 426821 CIR 526391	HMQ		0.0	Severed land – no access  Nil – purchased at the request of the owner
78	Lot 11 DP 81760 Crown acquired 720 m2 subject to survey WN48B/466	HMQ	7.9665	0.0810 More than acq	Nil – purchased. Protected by Compensation Certificate (“CC”)
79	Lot 10 DP 81760 WN48B/463	S J Nickson & W DMcDonald	11.4965	0.0533	Rural residential lifestyle block used for grazing with one dwelling. Access is via Bradey Road. No land was required from the lot for the existing designation.  A small triangle of land to the rear of the block is required.  Landowner has been advised by letter - negotiations to be commenced. Contact has been made.
80	Lot 3 DP 426821 CFR 526392	HMQ	11.7024	11.7024	Nil – purchased
81	Lot 1 DP 312987 CFR 319610	EOM	28.6575	2.1074	Additional land required required from this owner. Owner happy to wait for further land requirement plans.

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			TOTAL LAND	LAND TO BE DESIGNATED	
			82	Lot 1 DP 312987 CFR 319610 CC 7854306.1	
83	Pt Lot 3 DP 426821 CFR 526392	HMQ	0.069	0.069	Nil – purchased
84	Lot 4 DP 426821 CFR 505670	HMQ	33.2229	1.4406	Nil – purchased
85	Lot 4 DP 426821 CFR 505670	HMQ		0.737	Nil – purchased
86	Lot 5 DP 86077 CFR 319610 CC 7854306.1	HMQ	42.7710	2.4252	Nil – purchased  Acquired 2.7330 subject to survey. Protected by Compensation Certificate (“CC”)
87	Lot 5 DP 86077 CFR 319610	EQM	42.7710	0.0649	Further area of land land required from this owner
88	Lot 5 DP 426821	HMQ	27.4559	14.9826	Nil – purchased

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
	CIR 505671				
88a	Lot 5 DP 426821 CIR 505671	HMQ	11.9294	0.0	Severance purchase includes ROW (Encumbrance 573190.2) to Bradeys Road  Nil – purchased at the request of the owner
89	Section 3 SO 368657 CFR 510286	Wellington Regional Council (Belmont Regional Park)	772.2499	47.159	Regional Park – used for active and passive recreational purposes and leased to Landcorp Farming Ltd. Property has gazetted walkway easements across it – for public walkway purposes. Areas covenanted for bush protection – some of which are affected by the designation.  Issues include farming operation access along and across the designation, and recreational access. The land has three advance planting areas which have been implemented and are within the existing designation. Process required to remove the covenants – replacement options to be considered.  Owners and leaseholders are aware of the land required, and negotiations are underway.
96	Section 2 SO 368657 CFR 510285	PCC (Porirua Park – Sievers Road) and Porirua Shooting	46.137	20.5256	Porirua Park – Sievers Road Reserve.  Negotiations ongoing for land purchase.  Compensatable interest in the land is held by the Shooting Association.  Negotiations underway for relocation of the Association to a new location –

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			TOTAL LAND	LAND TO BE DESIGNATED	
		Association (Licensee)			still to be confirmed.  The Shooting Association straddles the boundary between Section 2 SO 368657 and Lot 1 DP 389024 owned by Landcorp Farming Limited
None	Lot 1 DP 389024 CFR 356055	Landcorp Farming Limited		Small triangular areas	Exchange proposed triangles ex PCC for Landcorp areas.
97	Lot 1 DP 28193 WN10A/706 Also NZ Gazette 1981 page 1572	PCC (Porirua Park – Sievers Road)	32.8329	0.2410	Porirua Park – Sievers Road Reserve.  Negotiations ongoing.
98	Lot 1 DP 28193 WN10A/706 Also NZ Gazette 1981 page 1572	PCC (Porirua Park – Sievers Road) Gillies Bush		4.2002	Porirua Park – Sievers Road Reserve.  Negotiations ongoing.
99	Lot 55 DP 27640 WND4/718 Vested from DP CFR 27640	PCC (Porirua Park – Sievers Road) Gillies Bush	5.4233	0.7263	Porirua Park – Sievers Road Reserve.  Negotiations ongoing.

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			TOTAL LAND	LAND TO BE DESIGNATED	
			100	Lot 2 DP 90736 WN58C/309	
101	Lot 3 DP 78422 WN45A/375	HMQ	7.3790	4.232	Nil – purchased
102	Lot 4 DP 78422 WN45A/376	HMQ	8.9910	5.785	Nil – purchased
103	Lot 5 DP 78422 WN45A/377	HMQ	8.6890	4.513	Nil – purchased
104	Lot 18 DP 78422 WN45A/377, WN45A/378, WN45A/379	HMQ	0.0722	0.0722	Nil – purchased
105	Lot 7 DP 78422	HMQ	6.0080	3.910	Nil – purchased



PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
106	Lot 7 DP 78422	HMQ		0.039	Nil – purchased
107	State Highway One	Road (Johnsonville Porirua Mway)		5.9856	
108	ID 103578	North Island Main Trunk	1.2805	0.0994	NZ Railways Corporation  To acquire air rights to pass over. Negotiations pending.
109	Lot 6 DP 78422 WN45A/378	HMQ	15.1370	8.007	Nil – purchased
<b>Land required in Wellington City for the Main Alignment (NOR4)</b>					
89	Section 3 SO 368657 CFR 510286	Wellington Regional Council (Belmont Regional Park)	772.2449	47.159	Also partly in Porirua District  Regional Park – used for active and passive recreational purposes and leased to Landcorp Farming Ltd. Property has gazetted walkway easements across it – for public walkway purposes. Areas covenanted for bush protection – some of which are affected by the designation.  Issues include farming operation access along and across the designation, and recreational access. The land has three advance planting areas which have been implemented and are within the existing designation. Process required to remove covenants – replacement options to be considered.

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
90	Pt Section 31 232279. Also NZ Gazette 2005 page 2499 GN 6497851.1	HMQ (DOC)  WRC	8.2372	1.788	Owners and leaseholders are aware of the land required, and negotiations are underway.  Wellington Regional Council appointed to manage as part of Belmont Regional Park.  Yet to be acquired.
91	Pt Section 30 232279. Also NZ Gazette 2005 page 2499	HMQ (DOC)  WRC	47.4451	3.490	Wellington Regional Council appointed to manage as part of Belmont Regional Park.  Yet to be acquired.
92	Local Road (Takapu Road)	Wellington City Council		0.1081	Owner contacted. Negotiations need to commence.
93	Section 41 Takapu District WN38A/541	Transpower NZ Ltd	3.6371	0.1121	Part of Takapu Road sub-station.
94	Lot 1 DP 51158 WN20C/86	HMQ	2.0405	1.7570	Nil – purchased (from Cody Wong)

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			95	Area A on SO Plan 37892 NZ Gazette 2002 page 4338	
110	Lot 1 DP 82381 NZ Gazette 1997 p 360 GN B.574690.1	HMQ	0.3728	0.3728	Nil – purchased  Vodafone will need to relocate their cell tower (a requirement of NZTA's licence).
111	Lot 1 DP 82381 WN49A/102	M M Jalal and Tait	3.5144	0.9033	Rural residential lifestyle lot with tenanted dwelling. The property is also used for grazing and training horses in a small arena. Land was not required for the existing designation.  Issues raised include ongoing use of property and horse arena. Possible use of site for construction yard.
112	Lot 1 DP 29032 WN6A/1277	HMQ	0.0551	0.0420	Nil – purchased
113	Lot 89 DP 9069 WNF4/722	HMQ	0.0857	0.0857	Nil – purchased
114	Lot 90 DP 9069	HMQ	0.0989	0.0989	Only part property purchased.

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
	WN482/90 245 m2 acquired (subject to survey)	Ex R M Priest and B E Roche			Protected by Compensation Certificate ("CC") 7221192.1 The whole of the remaining property is to be designated.
115	Lot 91 DP 9069 WN550/289	HMQ	0.0989	0.0989	Nil – purchased
116	Lot 1 DP 63321 WN33C/482	HMQ	0.0709	0.0709	Nil – purchased
117	Lot 2 DP 63321 WN32B/191	HMQ	0.0747	0.0747	Nil – purchased
118	Lot 3 DP 63321 WN32B/192	HMQ	0.0724	0.0724	Nil – purchased
119	Lot 4 DP 63321 WN32B/193	HMQ	0.0733	0.0733	Nil – purchased
120	Lot 5 DP 63321 NZ Gazette 1996	HMQ	0.0792	0.0792	Nil – purchased

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
121	page 361 GN B.450623  Pt Section 53 NZ Gazette 1956 page 430	HMQ	0.01350	0.0135	Nil – purchased
122	Section 2 SO 36594 WN40C/630	HMQ	0.0360	0.0212	Note affected property acquired in its entirety Nil – purchased
123	Lot 1 DP 28157 WN40C/630	HMQ	0.0912	0.0278	Note affected property acquired in its entirety Nil – purchased
124	Road to be declared Motorway	Legal Road (Johnsonville Porirua Mway)		9.3105	Nil – already designated as part of SH1
<b>Land required in Wellington City (NOR5) and Porirua City (NOR6) for the Kenepuru Link Road</b>					
K1	Lot 6 DP 78422 WN45A/378	HMQ	15.1370	1.831	Nil – purchased

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
K2	Lot 7 DP 78422 WN45A/379	HMQ	6.0080	0.157	Nil – purchased
K3	State Highway One	Road (Johnsonville Porirua Mway)		1.167	Nil – already designated as part of SH1
K4	ID 103578	North Island Main Trunk	1.280	0.1631	KiwiRail has been advised of the land requirement (of the “air space”) – negotiations to be undertaken to acquire interest. NZTA designation will be secondary to the primary NZRC designation.
K5	Lot 1 DP 48357 Unit Title Plan DP402262 CUR 407078 CUR 407079 CUR 407080	37 Kenepuru Drive Three unit titles (two owners) Savile Row Marketing Ltd (Lewis – occupier) and Douglas (Deneefe – occupier)	0.7608	0.692	Whole property to be acquired. Property is currently subject to flooding which will be reduced as a result of the TG Project.  Owners have been advised. Concerns have arisen re the availability of similar premises elsewhere within the local catchment and close to a proposed access road (profile and visibility) and uncertainty about the timing of purchase/relocation and associated impacts on their businesses.

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
K6	Local Authority (PCC) Legal Road. Kenepuru Drive	Kenepuru Drive		0.902	Note - access to BowlLand property passes over this this.
<b>Land required in Porirua City for the Whitby Link Road (NOR7)</b>					
P1	Lot 84 DP 417028 CFR 465474	Whitby Coastal Estates Ltd	19.5457	3.9960	Required for the PCC Link Roads – use of land as a better link road route was suggested by owner during project consultation. Discussions have been held on integration with possible future residential subdivision and links to Silverwood land.
<b>Land required in Porirua City for the Waitangirua Link Road (NOR8)</b>					
P2	Lot 3 DP 426821 CFR 526392	Part HMQ	0.357	0.357	No issues.  Confirmed Part acquired by HMQ Protected by Compensation Certificate ("CC")
P3	Marked W7 DP 426821	WRC Easement	0.061	0.061	No issues. Noted on easement schedule.
P4	Lot 3 DP 426821	HMQ	0.730	0.730	Owners aware and regularly updated. No issues.  Confirmed HMQ Protected by Compensation Certificate ("CC")

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
			P5	Lot 4 DP 426821 CFR 505670	
P6	Lot 5 DP 86077 CFR 319610 CC 7854306.1	HMQ	0.192	0.192	No issues.  Protected by Compensation Certificate ("CC")
P7	Lot 6 DP 426821 CFR 505672	Silverwood Forest Corp	45.6633	2.3637	Owners aware and regularly updated. No issues.
P8	Lot 1 DP 426821 CFR 505668	Silverwood Forest Corp	26.4252	5.9413	Owners aware and regularly updated. No issues.
P9	Lot 2 DP 88662 WN56B/380	S P Head & M B Carolin	3.836	1.0996	Owners aware and regularly updated. Owners have expressed an interest in the possibility of access to top of the property.
P10	Lot 1 DP 88662 WN56B/379	I R Taylor	5.5400	0.3274	Owners aware and regularly updated. Owners interested in possible access to house sites as a better option than access from Exploration Way.
P11	Lot 25 DP 341339	C A Green	5.7501	0.6818	Owners aware and regularly updated. A possible access to the top of the property has been designed by consultants for the owner.



PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
P12	CFR 170059 Lot 1 DP 3138 NZ Gazette 1970 page 239	PCC Waterworks Res	1.8942	0.1925	No issues.
P13	Lot 1 DP 33491 WN38B/455	Khan Painters Limited	9.2622	2.3269	Mr Khan aware and regularly updated. No issues. Land subject to an easement refer to easement table.
P14	Lot 1 DP 40411 WN39A/328	HMQ (Whitireia Community College)	1.0521	0.3632	Mana Coachlines (lessee) aware and regularly updated. No issues.
P15	Lot 4 DP 33985 WN35D/400	Tokelauan Christian Church	0.4312	0.0969	Owners aware and regularly updated. The Church is concerned about property security, mitigation of perceived noise and pollution from the new road and the possibility of a land exchange to provide land for a Minister's house close to the Church.
P16	Lot 2 DP 30550 WN39D/709	PCC (Local Purpose Reserve)	1.5067	0.1082	The Maraeroa Community Marae (lessee) aware and regularly updated. Issues discussed include noise and vibration and a landscaped noise fence has been agreed, with the Marae to be involved in detailed design at a later stage.
P17	Lot 2 DP 389024	Landcorp Farming Ltd	62.1284	5.0309	Greater Wellington Regional Council (Waitangirua Farm) – aware and regularly updated. No issues.

PROPERTY REFERENCE NUMBER	LEGAL DESCRIPTION	OWNERSHIP	AREA OF LAND (Ha)		LANDOWNER AND/OR LESSEE ISSUES
			TOTAL LAND	LAND TO BE DESIGNATED	
	CFR 356054				

## APPENDIX 22.B – SCHEDULE OF PARTIES AND GROUPS CONSULTED

Stakeholder	Scope				Primary Interest (s)							Project Stage		
	Local	Regional	National	Land Use Planning	Environmental	Community	Business/ Economics	Transport	Property Owner Impacts	Other	Scheme Assessment Report	Statutory Approvals	Construction	
<b>COUNCILS</b>														
Greater Wellington Regional Council <sup>1</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Kapiti Coast District Council <sup>2</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Porirua City Council <sup>3</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Wellington City Council <sup>4</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Upper Hutt City Council <sup>5</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Hutt City Council <sup>6</sup>		✓					✓		✓	✓		✓	✓	
Political representatives – Local <sup>7</sup>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			
<b>GOVERNMENT ORGANISATIONS</b>														
Dept of Conservation (Wellington and Kapiti)	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	
Historic Places Trust	✓	✓	✓		✓					✓	✓	✓	✓	
<b>IWI</b>														
Ngati Toa Rangatira	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	

Stakeholder	Scope				Primary Interest (s)						Project Stage		
	Local	Regional	National	Land Use Planning	Environmental	Community	Business/ Economics	Transport	Property Owner Impacts	Other	Scheme Assessment Report	Statutory Approvals	Construction
Port Nicholson Tenth's Trust	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
<b>COMMUNITY SERVICES</b>													
Housing New Zealand (National and Porirua)	✓	✓	✓	✓		✓	✓	✓	✓			✓	✓
Capital and Coast DHB and Hutt Valley DHB <sup>9</sup>	✓	✓				✓		✓		✓	✓	✓	✓
Emergency Services <sup>10</sup>	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓
<b>TRANSPORT GROUPS</b>													
Transport Operators/Representatives <sup>11</sup>	✓	✓	✓				✓	✓			✓	✓	✓
Transport Interest Groups <sup>12</sup>	✓	✓					✓	✓					✓
Cycle Representatives <sup>13</sup>	✓	✓	✓							✓	✓	✓	✓
Equestrian Groups	✓	✓		✓						✓	✓	✓	✓
Wellington International & Paraparumu Airports	✓	✓						✓					✓
<b>UTILITIES</b>													
Power <sup>14</sup>	✓	✓	✓								✓	✓	✓

Stakeholder	Scope				Primary Interest (s)							Project Stage		
	Local	Regional	National	Land Use Planning	Environmental	Community	Business/Economics	Transport	Property Owner Impacts	Other	Scheme Assessment Report	Statutory Approvals	Construction	
Telecommunication <sup>15</sup>	✓	✓	✓				✓	✓		✓	✓	✓	✓	
KiwiRail	✓	✓	✓				✓	✓		✓	✓	✓	✓	
Directly Affected Land Owners	✓			✓		✓	✓		✓	✓	✓	✓	✓	
<b>OTHERS</b>														
Schools <sup>16</sup>	✓					✓			✓		✓	✓	✓	
Advocacy groups <sup>17</sup>	✓			✓		✓	✓				✓	✓	✓	
Residents' Associations <sup>18</sup>	✓			✓		✓	✓				✓	✓	✓	
Business Groups <sup>19</sup>	✓	✓		✓		✓	✓				✓	✓	✓	
Charity Groups <sup>20</sup>	✓					✓							✓	
Tawa Community Board	✓			✓		✓	✓				✓	✓	✓	

Notes: 1 Including – Bulk water, Regional parks, Transport, Environmental Regulation, Forestry, Rivers / Flood protection

2 Including – Bulk Water, Policy Planning team, Infrastructure / transport, Property

3 Including – Requiring Authority role, Policy Planning, Infrastructure / transport, Parks and Recreation, Property

4 Including – Policy Planning, Infrastructure / transport, Parks and Recreation, Property

- 5 *Including – Policy Planning, Infrastructure / transport*
- 6 *Including – Infrastructure / transport*
- 9 *Including – Porirua PHO, WellHealth PHO, Kapiti PHO, Pacific Health Services, Maraeroa Marae Health Services, Regional Public Health*
- 10 *Including – NZ Police, NZ Fire Service, Wgtn Free Ambulance, St Johns Ambulance, Ministry of Civil Defence, National Engineering Lifeline Committee*
- 11 *Including – Road Transport NZ, NZ Automobile Association, Heavy Haulage Association, Intercity Coachlines, NZ Bus, Bus & Coach Association and NZ Taxi Federation (Regional)*
- 12 *Including – Road Transport Forum, Active Transport Forum*
- 13 *Including – Cycle New Zealand Federation, Cycle Aware Wellington, CAN*
- 14 *Including – Transpower, Vector (Gas transmission), Wellington Electricity, Electra, Powerco*
- 15 *Including – Chorus, Vodafone, 2 Degrees, TelstraClear, FX Networks*
- 16 *Including – Greenacres School, Hampton Hill School, Linden School, Redwood School, St Francis Xavier School (Tawa), Tawa College, Tawa Intermediate, Tawa School, Adventure School, Discovery School, Bishop Viard College, Brandon Intermediate, Cannons Creek School, Corinna School, Glenview School (Porirua East), Holy Family School (Porirua), Kapi-Mana School, Maraeroa School, Natone Park School, Pauatahanui School, Porirua Alternative School, Porirua College, Porirua East School, Postgate School, Rangikura School, Russell School (Porirua East), Samuel Marsden Collegiate School – Whitby, Tairangi School, Te Kura Maori o Porirua, Windley School, Paekakariki School*
- 17 *Including – QE II Trust, Guardians of Pauatahanui Inlet, PHIAG, Pauatahanui Inlet Community Trust, Forest & Bird, Fish & Game, Friends of Maara Roa, Waitangirua Action Group Waitangirua Providers Forum, Waitangirua Community Park Design Group,*
- 18 *Including – Whitby Residents' Association, Pauatahanui Residents' Association, Plimmerton Residents' Association, Waitangirua Residents' Association, Pukerua Bay Residents' Association, Paramata Residents' Association, Titahi Bay Residents' Association, Ranui Heights Residents Association Incorporated*
- 19 *Including – Wellington Chamber of Commerce, Porirua Chamber of Commerce, Kapiti Coast Chamber of Commerce.*
- 20 *Including – Rotary and Lions Clubs (Johnsonville, Stokes Valley and Kapiti)*

APPENDIX 22.C – WINTER 2010 NEWSLETTER





# Wellington Northern Corridor

## Transmission Gully Update

Winter 2010

# Full steam ahead on Transmission Gully

The NZ Transport Agency (NZTA) expects to lodge regulatory consent applications for the Transmission Gully project in March next year.

Principal Project Manager Craig Nicholson said the current Phase 2 work, to gather information required for the lodging of the consent applications, is progressing to schedule and the project team is on track to meet the March 2011 target.

"The complex work involves 16 different workstreams with a team of consultants working on the individual components.

"Our consultants are very experienced in their fields and provide the right mix of skills to undertake the detailed and thorough work needed to achieve the desired outcomes within a robust framework and to a tight timeframe," he said.

The 27-km four-lane (two in each direction) Transmission Gully route runs from MacKays Crossing to Linden and is expected to cost \$1.025 billion (2008 dollars) to build. There will be interchanges connecting the route to State Highway 58 and to Kenepuru with a connection to Kenepuru Drive. In addition, there will be two link roads from the eastern Porirua suburbs of Whitby and Waitangirua to the route. The Porirua City Council will be the responsible authority for the Whitby and Waitangirua link roads.



Environmental consultant Aleisha Keating seen above recording water quality test results as part of the Phase 2 work currently being undertaken.

Mr Nicholson said the NZTA intends to lodge its consent applications with the newly-established Environmental Protection Authority (EPA), which was set up as part of a governmental move to streamline and simplify the resource consent application process.

"We are currently seeking confirmation that the Transmission Gully project is nationally significant and qualifies to be processed by the EPA. One of the benefits of the EPA process is the shorter timeframe for considering

applications which therefore allows outcomes to be known much more quickly than previously.

"We expect the entire consenting process, using the EPA path, to take somewhere between nine and 12 months," he said.

If the regulatory consents are granted the timetable for the project sees construction beginning in late 2014 and substantially completed by 2020.

## Roads of national significance

The Government has identified seven essential state highways that are linked to New Zealand's economic prosperity. Called the 'roads of national significance', the NZ Transport Agency is charged with delivering these highway projects within the next 10 years.

The highway programme represents one of New Zealand's biggest ever infrastructure investments and is a key part of the Government's National Infrastructure Plan and the Government Policy Statement on Land Transport Funding.

The seven roads of national significance are Puhoi to Wellsford, Western Ring Route (Auckland), Victoria Park Tunnel (Auckland), Waikato Expressway, Tauranga Eastern Corridor, Wellington Northern Corridor and Christchurch Motorways project.

## Wellington Northern Corridor

### Benefits

The Wellington Northern Corridor runs from Levin to Wellington Airport and completing it will assist regional and national economic growth as well as delivering a range of benefits including:

- Support for a growing regional population.
- Support for the transport of increasing freight volumes particularly by truck.
- Improved access to Wellington's key facilities such as the port, the central business district, airport and hospitals.
- Relief from the current road congestion.
- Improved safety for motorists.
- Improved journey time reliability.

### Sections

The Wellington Northern Corridor is made up of the following eight sections:

- Airport to Mt Victoria Tunnel (including tunnel duplication).
- Transportation improvements around the Basin Reserve.
- Terrace Tunnel duplication.
- Ngauranga to Aotea Quay.
- Linden to MacKays (Transmission Gully).
- MacKays to Peka Peka.
- Peka Peka to Otaki.
- Otaki to Levin.

## What is Phase 2 about?

The current Phase 2 work is to gather information required for the lodging of the regulatory consent applications. This work covers the following individual workstreams:

### Geographic Information Systems

A computerised mapping system has been developed to provide visual representations of the project to assist consultants and planners when presenting the project to key stakeholders and the wider public.

### Road design

Civil engineering work will support the road design by taking into consideration social, environmental and ecological issues. Plans are being produced for consultation, design and to support regulatory consent applications.

### Transportation and traffic impacts

Consultants are assessing the wider road network and how Transmission Gully will affect it. The findings of the transport modelling work assist the other technical assessments to produce an integrated assessment of the overall effects of Transmission Gully.

### Hydrology and stormwater control

Erosion, sediment controls, and stormwater design are being studied to better understand the streams and coastal environment. Controls and designs are being developed to manage effects of the highway both during and after construction.

### Ecological effects

The team is undertaking a full ecological effects assessment for all affected waterways, including stream surveys and ecological valuation, in order to propose measures and treatments to avoid, remedy or mitigate these effects. Extensive flora and fauna surveys have also been undertaken, including birds, lizards, snails and native vegetation.



### Structural design (geotechnical investigations, earthworks, bridges, culverts and retaining walls)

Specific structural forms, bridge spans and earthwork designs are being refined and improved in order to avoid, remedy or mitigate any potential adverse effects. This work ensures that a top quality design is produced, including maximising route security against seismic events.

### Landscape and visual impacts

The visual impacts of the project are being assessed and suitable design treatments being developed to avoid, remedy or mitigate adverse effects for road users and adjacent property owners. An integrated approach to the urban and road design has been adopted.

### Urban design

An urban and landscape design framework document is being developed in consultation with key stakeholders to define the urban and landscape design concepts for the project. These will inform the detailed design, and will be a key driver in achieving a good visual outcome.



## Noise and vibration

An assessment of the effect of road noise on communities and properties along the route, including ambient noise measurements, and modelling of construction and operational noise is being completed. The construction methods likely to be used, and associated noise and vibration are being assessed. A noise management plan is being developed to determine the best ways to manage those effects.

## Water quality

The streams and water catchments include areas of high ecological value. The quality of water before, during and after construction is being assessed, and measures developed to avoid or reduce any potential effects on streams and the coastal environment.

## Utilisation of physical resources

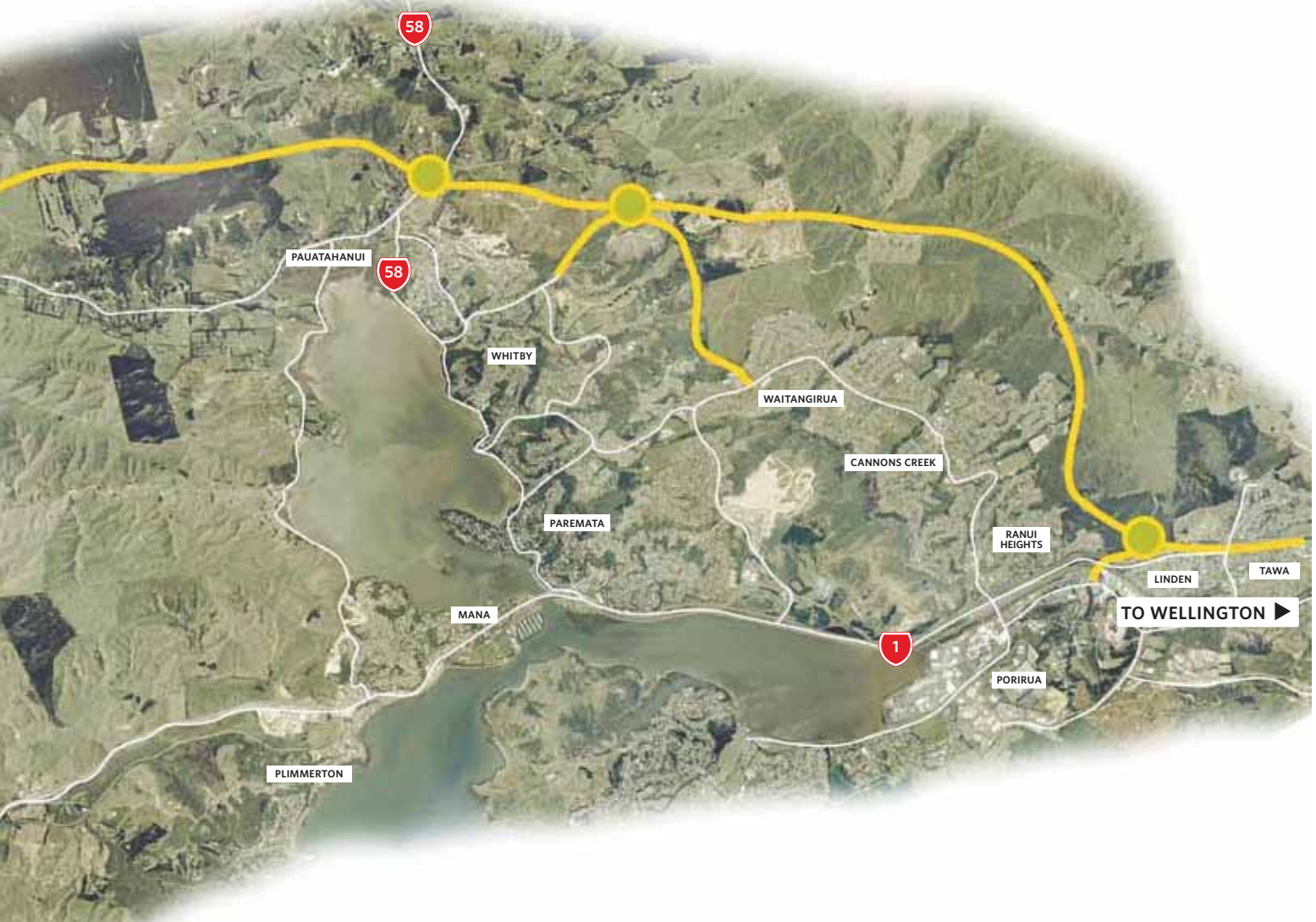
The design and construction methods are constantly being tested to improve the utilisation of physical resources and reduce the emission of greenhouse gases.

## Social impact, community cohesion and health

The team is examining the potential social impacts and wider benefits associated with the project. These are being considered particularly in relation to the location of new connections, and methods to connect communities across the route.

## Culture and heritage

The NZTA is undertaking an archaeological assessment, consideration of architecture with historic background that merits preservation, and an assessment of iwi cultural impacts.



## Air quality

Consultants are producing an assessment to determine effects on air quality. This assessment enables consultants to understand the wider air quality benefits Transmission Gully brings to other communities.

## Contaminated land

As part of the technical assessment, historical data and site investigations are being used to identify potential areas of existing contaminated land that, if disturbed, could be harmful to people, ecological health, air and water quality. Suitable treatment plans are being developed to manage effects.

## Land use and transport integration

An assessment of how the Transmission Gully project fits in relation to local land use planning and the interface between land use and transport, is a key part of the assessment of effects.

## Board's approval was early Christmas present for project team



Craig Nicholson

Approval by the NZ Transport Agency Board last December to progress the Transmission Gully project was a "great early Christmas present" for the project team, says Principal Project Manager Craig Nicholson.

"After ongoing public debate for so many years, it is good that the project has been given the green light and the team can now take the planned highway through to construction stage," he said.

Craig, who took over as Principal Project Manager following the promotion of his predecessor Rob Whight to Wellington State Highway Manager, has a background in traffic engineering and transportation planning and brings considerable expertise to the project.

He said the team will continue to work closely with regional partners, stakeholders and local communities to deliver a quality highway that will serve the region well for many years to come.

## Porirua City Council selects routes for link roads

The Porirua City Council has selected the preferred routes for the two link roads from Whitby and Waitangirua to the Transmission Gully highway after considering various options together with submissions received from a public consultation process.

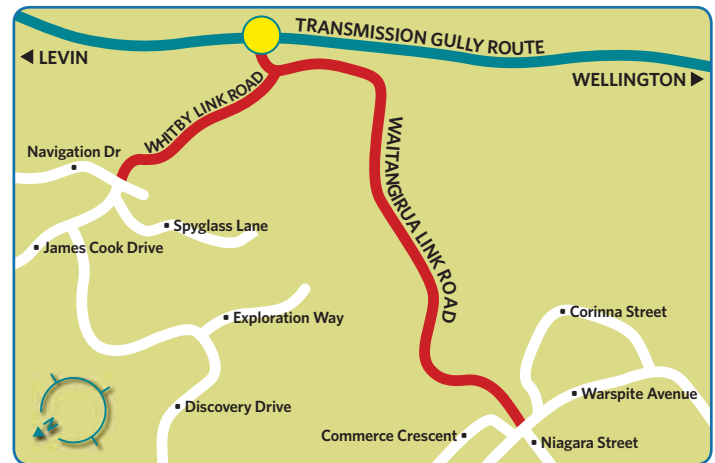
The link roads to James Cook Drive and Warspite Avenue/Niagara Street will be part of the Council's local road network and have been designed to local road standards, for a 50km/h operating speed with no section steeper than a grade of 1:10.

At the Warspite Avenue/Niagara Street intersection, a new roundabout is proposed with sufficient land reserved for traffic signals and the possible future extension of Niagara Street as a link to Whitford Brown Avenue.

Where zoning permits future residential development beside the link roads, the designation sought will allow for future footpaths, kerbside parking, entrance splays for residential roads and necessary services.

The Council says that further investigations and discussions with the community and the NZTA may be required but it is hoping, by March 2011, to have prepared all the information necessary to be able to apply for the required regulatory consents.

This will be done jointly with the NZTA, with the NZTA being the applicant for the Transmission Gully route and the Council being the applicant for the Whitby/Waitangirua link roads.



## Transmission Gully Timetable

PHASE	TIMEFRAME	ACTIVITY
Phase 2	Now until March 2011	Gathering of information on 16 workstreams for the lodging of regulatory consent applications.
	March 2011 onwards	Presentation of information to the NZTA Board. Submitting of Notices of Requirement and applications for resource consents.
Phase 3	April 2011 to April 2012	Consideration of Notices of Requirement and resource consent applications.
Phase 4	May 2012 to May 2014	Undertake preliminary design.
Phase 5	September 2014 to February 2017	Pre-construction works.
	April 2016 to 2020	Construction beginning and substantially completed.

## Open Days/ Public feedback

A series of Open Days are being planned to give the public the opportunity to find out more about the Transmission Gully project. Details of these will be advertised in local suburban newspapers and on the project website closer to the time. Feedback on any aspect of the project can also be given at any time through the contact details provided on this page.

## Our contact details

For general enquiries, or contact information about NZ Transport Agency please check our website [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

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 NZ Transport Agency  
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 Freephone: 0800 TG INFO (0800 84 4636)  
 Fax: 04 910 2559  
 Website: [www.nzta.govt/projects/transmission-gully/index.html](http://www.nzta.govt/projects/transmission-gully/index.html)



APPENDIX 22.D – SCHEDULE OF QUESTIONS ASKED AT OPEN DAYS AND PROJECT  
EXPO

THEME	COMMENT OR QUESTION	ADDRESSED HOW?
Noise	Will there be planting around the noise barriers?	Discussed at Open Day. No follow up required.
	Where will the noise walls/ barriers go?	Discussed at Open Day. No follow up required.
	Will the noise walls/ barriers be more attractive than the ones at Tawa College?	Discussed at Open Day. No follow up required.
Ecology	Interested in Cannons Creek area and the ecological implications of the Project. Discussion over Site Specific Environmental Management Plan drawings.	Discussed at Open Day. No follow up required.
Road Design	Interested in the road linkages – how to get on and off the road, and the link at SH58 and at Kenepuru Road	Discussed at Open Day. No follow up required.
	Interested in the changes in the alignment from the previous designation	Discussed at Open Day. No follow up required.
	Interested in specific details of road design – where it will go, impacts on his property.	David Olsen – interested in receiving some plans. Follow up required. Actioned by Stephen Chiles in relation to noise.
Fault line	Questions around the fault line - concern expressed that the fault line goes through part of the route, particularly in light of the recent Christchurch example.	Discussed at Open Day. No follow up required.
Construction	When is this going to be built?	Discussed at Open Day. No follow up required.
Support for the Project	Is this actually going to happen? We need it now	Discussed at Open Day. No follow up required.
	Need to get on and build the road	No follow up required.
RoNS	Questions about other RoNS projects - what is happening with MacKays to Peka Peka; Otaki to Levin; Mt Victoria duplication	Discussed at Open Day. No follow up required.
Recreation	Interested in the effects on Belmont Regional Park	Discussed at Open Day. No follow up required.

THEME	COMMENT OR QUESTION	ADDRESSED HOW?
	What are the walking/ cycling opportunities in relation to the Project?	Discussed at Open Day. No follow up required.
Emergency Services Response	Questions around which fire station would respond to accidents along the route - person a retired Fire Service coordinator so he looked at the route from a point of view of access and whether closest station was volunteer or manned. His son now co-ordinates the local Fire Service responses and he claims his son has not been consulted? I went through interchange access routes from existing Fire Stations with person - name of son is Michael Farrand; Chief Fire Officer - Tawa.	Discussed at Open Day. NZFS to be added to consultation list.
	Discussions with Craig Gold (NZFS) around emergency access across the median or use bridge accesses – especially north of SH58	Discussed at Open Day. NZFS to be added to consultation list.

APPENDIX 22.E – OPEN DAY POSTERS AND VISUAL MATERIALS  
(OCTOBER 2010)



## Linden to MacKays (Transmission Gully)

### About the Transmission Gully project

#### What is Transmission Gully?

Transmission Gully will provide an inland state highway between Wellington (Linden) and the Kapiti Coast (MacKays Crossing).

The main alignment is part of the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance.

The main alignment is approximately 27 kilometres in length and crosses four districts:

- Wellington City
- Porirua City
- Upper Hutt City
- Kapiti Coast District.

#### Project objectives

- To provide an alternative strategic link for Wellington that improves regional network security.
- To assist in remedying the safety concerns and projected capacity problems on the existing State Highway 1 by providing a safe, reliable and more responsive route between Linden and MacKays Crossing in an environmentally sustainable manner.
- To assist in enabling wider economic development by providing a cost-optimised route that better provides for the through movement of freight and people.
- To assist in the integration of the land transport system by enabling the existing State Highway 1 to be developed into a safe and multi-functional alternative to the proposed new strategic link.

#### Interesting numbers

27	Length of the Transmission Gully route (kilometres)
3	Number of link roads (Kenepuru, Waitangirua, Whitby)
3	Number of interchanges (SH58/Pauatahanui, James Cook, Kenepuru)
262	Highest point of the Transmission Gully route (metres above mean sea level)
29	Total number of bridges
260	Approximate length of the longest bridge (metres)
1.6	The combined length of all the bridges (kilometres)
6,000,000	Total volume of cut material (cubic metres)
5,200,000	Total volume of fill material (cubic metres)
8	Maximum gradient (percent)
127	Number of culverts
33	Number of different bird species found
38	Number of terrestrial macro-invertebrates (insects) found
1	Number of bats detected

#### Transmission Gully features

The Transmission Gully project involves:

- A 27km expressway from Linden to MacKays Crossing. The key features of the Transmission Gully route are:
  - four lanes (two lanes in each direction with continuous median separation)
  - three grade separated interchanges (Kenepuru, James Cook and SH58/Pauatahanui)
  - minimum horizontal and vertical **design** speeds of 100km/h and 110km/h respectively (speed limit will be 100km/h)
  - maximum gradients of 8%
  - a third lane in the steepest sections to account for the significant speed differences between heavy and light vehicles.
- The Kenepuru Link Road from the Kenepuru Interchange to Kenepuru Drive. This will connect Transmission Gully to western Porirua. This link road has been designed to the following standards:
  - two lanes (one in each direction)
  - design speeds of 50km/h
  - maximum gradient of 8%
  - limited side access.
- Whitby Link Road – local road/speed of 50km/h
- Waitangirua Link Road – local road/speed of 50km/h.

#### The concept of a Transmission Gully route has been around for decades

##### 1940s

First talk of alternative route for SH1 north of Wellington

##### 1996

Notice of Requirement sought to include proposed route in District Plans

##### 2003

Appeals resolved and designation confirmed

##### 2005

Transit NZ and the Greater Wellington Regional Council (GWRC) consulted with the public on the Western Corridor Plan

##### 2006

GWRC included Transmission Gully project in Draft 2007-2016 Regional Land Transport Strategy

##### 2007

Preliminary geotechnical assessments and Scheme Assessment Report started

Contract awarded to plant 62,000 indigenous trees along proposed Transmission Gully route

##### 2008

Scheme Assessment Report completed

##### 2009

Phase II Environmental and Engineering studies commence

#### WE ARE HERE

##### Late 2010

Scheme design for consents finalised and Assessment of Environmental Effects prepared

##### Mid 2011

Lodgement of consent applications and Notices of Requirement for designations

##### Late 2011/Early 2012

Hearings (Consenting process commences)

##### 2014

Construction enabling work commences

##### 2021

Transmission Gully completed



## Linden to MacKays (Transmission Gully)

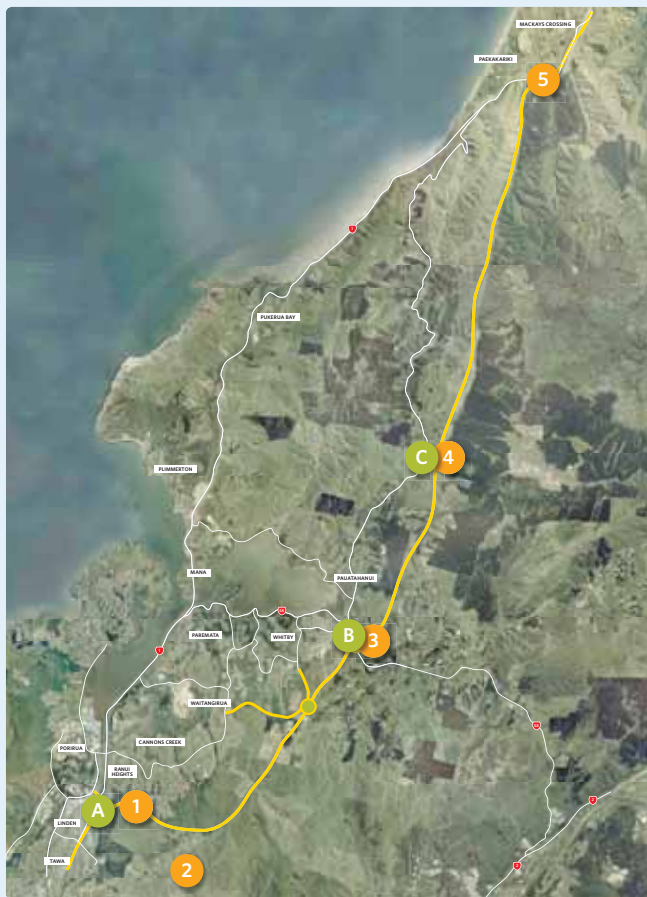
### Managing the effects of construction

#### Managing construction traffic

Wherever possible, construction traffic will use the project alignment for access and construction. In some cases, construction vehicles and workers will need to access the project site from local roads. Key site access points from local roads include:

- 1 **Ranui Heights** – access for both machinery and workers will be via suburban streets for construction of the Kenepuru Interchange for approximately 12 months. These streets may also be used for logging trucks. Access will not be needed once an access track from the existing SH1 is established.
- 2 **Takapu Road** – will provide access for the construction of the Cannons Creek bridge.
- 3 **SH58 and Bradey Road** – the main site office will be in the Lanes Flat area. This area will include a concrete batching plant to make concrete bridge and road components which will then be delivered onto the site. Initially temporary access to the alignment south of SH58 will be via Bradey Road. Once a new bridge has been built across the Pauatahanui Stream, access will be available along the main alignment and the use of Bradey Road will no longer be needed.
- 4 **Paekakariki Hill Road** – will provide access for the northern section of the project. There could be around 300 additional vehicles per day using this road for up to two years.
- 5 **MacKays Crossing** – access will initially be along the existing disused sections of SH1 at MacKays Crossing. Following construction of a new structure across the existing SH1, the main project alignment will be used for construction access and traffic as much as possible.

Contractors will be required to manage construction traffic by (for example) careful planning, providing buses to transport staff to site, encouraging car pooling, defining hours of operation, and appointing people to work closely with the local communities to understand their concerns. A travel demand management programme will be a requirement of the appointed contractor.



#### Establishing site compounds

Any large construction project will need compounds for management, designers, engineers and project management staff. It is intended that the major project compounds will be located at:

- A Linden connection
- B SH58 interchange (Lanes Flat)
- C Property south of Battle Hill Farm Forest Park

#### Contamination management

The entire route has been evaluated for the potential presence of land contamination. Detailed investigations were carried out at locations where past activities may have led to land contamination. These areas have been tested and any contaminated spoil will be disposed of at an appropriate facility or treated on-site.

#### Managing construction noise and dust

Much of the route is located well away from people. Where the route is close to people they may be affected by noise, vibration and/or dust from construction. Steps will be taken to limit these effects on dwellings and properties. Methods for managing these effects include:

- water spraying on-site and on haul roads
- wheel wash and cover sheets (e.g. over trucks and stock piles)
- stabilising exposed areas through planting or other methods
- careful management of equipment and working areas
- careful management of construction traffic activity (on and off-site)
- temporary noise barriers and muffling of otherwise noisy machines
- considerate construction equipment choices
- managing hours of work including daily site start up and close down procedures
- maintaining communication with adjacent property owners to ensure 'no surprises' and to identify potential issues at an early stage.

A Construction Environmental Management Plan establishing processes for managing effects will be prepared and will require constructor compliance. This plan will set out management methods as well as monitoring, review and corrective action processes.

#### Protecting our streams and coast from sediment

There is an average of 121 days of rain per year in Wellington (i.e. once every 3 days) with an average daily volume of 11 mm. This means that silt and sediment control is critical for a large earthworks site to protect our streams and the coastal environment.

One of the first things to be done when construction starts, is to install devices to reduce and to catch sediment run off from earthworks areas before it reaches natural watercourses and the Pauatahanui Inlet. Extensive studies have been undertaken to analyse each of the catchments along the route, look at the volume of water that will be generated, and the amount of sediment that needs to be captured.



Example of a typical sediment control pond from Project West Wind - Photograph supplied courtesy of Meridian Energy Limited



Example of a typical sediment control pond on a ridge in terrain similar to Transmission Gully from Project West Wind - Photograph supplied courtesy of Meridian Energy Limited

Methods used to control silt and sediment will include:

- cut-off drains
- settlement ponds
- flocculation systems which help sediment settle quickly
- minimising areas of earthworks occurring at any one time
- stabilisation of completed earthworks areas
- careful staging of earthworks.

## Linden to MacKays (Transmission Gully)

### Designing Transmission Gully



Wairua Saddle looking south

#### Landscape and urban design

Design of the project has been influenced by a number of landscape and urban design principles aimed at ensuring that:

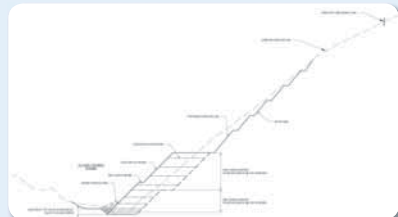
- the highway fits in as best as practicable with the landforms, the character of the landscape and the built and community environments through which it passes
- local connectivity across the project corridor for pedestrians, cyclists and vehicles is maintained, especially where the highway traverses regional parks or urban areas
- the design of the highway minimises adverse visual, amenity and noise impacts on the adjoining communities and land uses
- the design of the highway contributes to creating a positive road user experience.

#### Resource utilisation

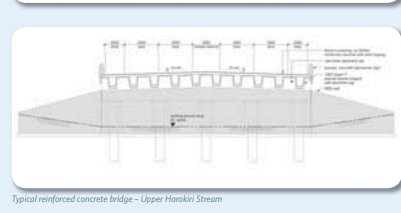
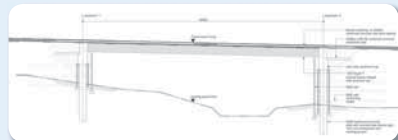
A project of this size will require the use of a lot of resources, both for its construction and for its operation. The project design has incorporated a number of principles to ensure we use resources as efficiently as possible.

This has involved evaluating how different design options can reduce waste, improve environmental outcomes, reduce consumption of non-renewable resources and reduce greenhouse gas emissions. Design measures include reducing the fuel consumption of road users by encouraging a constant speed, smooth driving and reducing rapid acceleration or braking.

When construction of the project is underway, carbon footprinting and greenhouse gas reduction methods will be employed.



Reinforced soil embankment - Upper Te Puka Stream looking south



Typical reinforced concrete bridge - Upper Horokiri Stream



Carnsons Creek bridge elevation



## Linden to MacKays (Transmission Gully)

### Looking after the environment

#### Noise management

All properties near the Transmission Gully alignment and which are considered to be sensitive receptors – including schools, residential properties, care centres, churches – have been assessed against the New Zealand Standard 6806:2010 Acoustics: Road Traffic Noise. This is a new standard specifically written to manage road traffic noise. Transmission Gully is the first NZTA project in Wellington to be assessed against the new standard.

At the interchanges there will be an increase in road-traffic noise levels, but these remain within the criteria set by New Zealand Standard 6806.

As a new road, Transmission Gully will cause a noticeable change in amenity in some locations. A variety of methods will be used to manage noise including noise barriers and planted bunds (mounds).



Noise bund with landscape planting

#### Vibration

Heavy vehicles on roads can generate vibration that travels through the ground to nearby houses. Typically this is normally well below limits set to avoid structural damage to houses or cosmetic damage such as cracking plaster and paintwork. In some instances however people might be able to feel the road-traffic vibration.

Vibration levels reduce as vibration travels further away from a road. A detailed assessment of road-traffic vibration has been conducted for the Transmission Gully project, including measurements of vibration from the existing SH1 in Linden. It has been found that beyond approximately seven metres from the road any vibration noticed would be at an acceptable level. There are no houses within seven metres of the proposed road.

#### Stormwater management

Permanent stormwater treatment devices will be installed to catch run off from the new road carriageway and treat it to a high level before it is discharged to natural watercourses.

Over 75% of all particles and contaminants which gather off the road, will be removed using naturalised pond systems, constructed wetlands and engineered treatments before it is discharged into a waterway. Where possible, treatment methods will be used in combination with each other as part of a 'treatment train' process.

The NZTA has a keen focus on protecting the natural streams running through the site, and the Pauatahanui Inlet and Porirua Harbour, from run off from the road.



Pauatahanui Inlet - Porirua Harbour

#### Landscaping

The road has been designed to integrate with the landscape as much as possible. Landscaping will be undertaken in many places along the route to help achieve this by emphasising the contrasting vegetation, terrain and landform of the various sections along the route. The road design has been refined from the original proposed route so that it better takes into account the underlying landscape character.



Visual simulation of Battle Hill Farm Forest Park with Transmission Gully in place

#### Ecology

The Transmission Gully alignment passes through land that has mostly been cleared and converted to exotic vegetation including pasture and pine plantation. There are however some remnant pockets of indigenous vegetation mainly in the upper reaches of the Te Puka Stream valley, areas of regenerating forest such as at Cannons Creek and areas of regenerating former pasture characterised by gorse, tauhinu and mahoe, that will be affected by the project.

The design of the road has sought to minimise the removal of indigenous vegetation through sensitive route alignment and construction principles and methods, including the careful location of access and construction tracks. Stream crossings have been minimised but the road still requires significant lengths of stream diversions (to the Te Puka, Horokiri, Ration and Pauatahanui Streams) and placement of culverts under the new road.

Fish passage and habitat will be maintained by using bridges or by minimising culvert lengths and grades. In Duck Creek a number of existing 'hanging' culverts will be replaced with structures that will provide fish passage once again. Integral to the construction of the new road is the provision of new riparian (along the edges of existing streams) planting with native vegetation to provide shade and a good quality habitat for insects, birds and fish. In addition, the creation of new wetland areas and the retirement of farmland, means that ecological values overall will be able to be maintained, if not enhanced, in the long term.



Ecological surveying



## Porirua City Council objectives

The Porirua City Council's objectives for the Porirua Link Roads are:

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.



## The Whitby Link Road

The Whitby Link Road will be 0.9km long and will run from the existing roundabout at the intersection of James Cook Drive and Navigation Drive to the Waitangirua Link Road. The new intersection of the proposed Waitangirua and Whitby link roads will be an unsignalised T-intersection with traffic from the Whitby Link Road giving way to Waitangirua Link Road traffic.



## The Waitangirua Link Road

The Waitangirua Link Road will be approximately 2.5km long and will run from the James Cook Interchange to the existing intersection of Niagara Street and Warspite Avenue. This will be a signalised intersection. The Waitangirua Link Road will cross five waterways and will link into the western side of the James Cook Interchange.

The link road has been designed to follow the contours of the existing ground as much as possible. This will both reduce the visual impact of the road and will allow limited direct access onto it from adjoining properties.



Maraeroa Marae.



Waitangirua neighbourhood centre.



Urban design concept for Warspite Avenue intersection



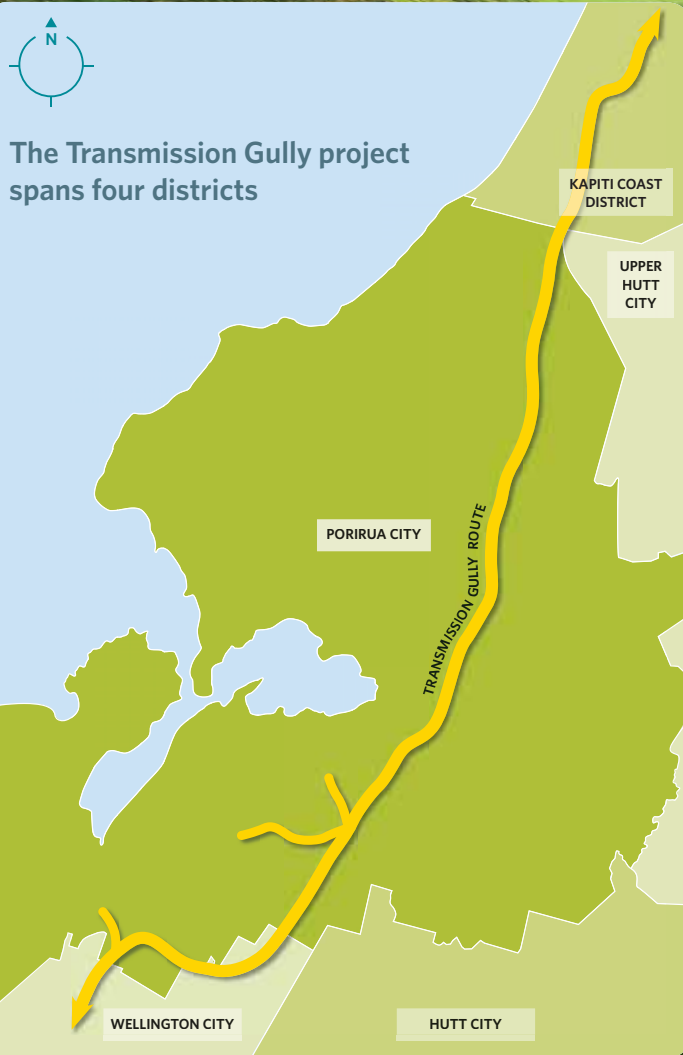
## Linden to MacKays (Transmission Gully)

### Seeking regulatory approvals

#### Resource Management Act approvals

In order to construct and operate the Transmission Gully project, approvals are required under the Resource Management Act 1991 (RMA). These approvals involve:

- Notices of Requirement (NOR) to designate land – one for each district plan and separate NORs for the Porirua City Council link roads and Kenepuru Link Road
- applications for resource consents.



The Transmission Gully project spans four districts

#### Proposals of national significance

New provisions were introduced into the RMA in October 2009 for the consideration of proposals of national significance. The NZTA considers that the Transmission Gully project is 'nationally significant' because:

- the project will affect four districts: Wellington City, Porirua City, Upper Hutt City and Kapiti Coast
- the project forms part of the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance
- the cost of constructing the project is significant for New Zealand
- the scale of the project means that it involves significant use of natural and physical resources and has caused widespread public interest.

### Consenting process steps



## Linden to MacKays (Transmission Gully)

### How Transmission Gully will change traffic flows

The opening of Transmission Gully and the associated link roads will result in a significant redistribution of traffic around the region.

Traffic modelling has been used to identify the likely changes in traffic patterns and volumes, with numbers based on the 2006 national census data and demographic model, and the NZTA's traffic count information. The figures below show the current and predicted traffic volumes at a number of key locations.

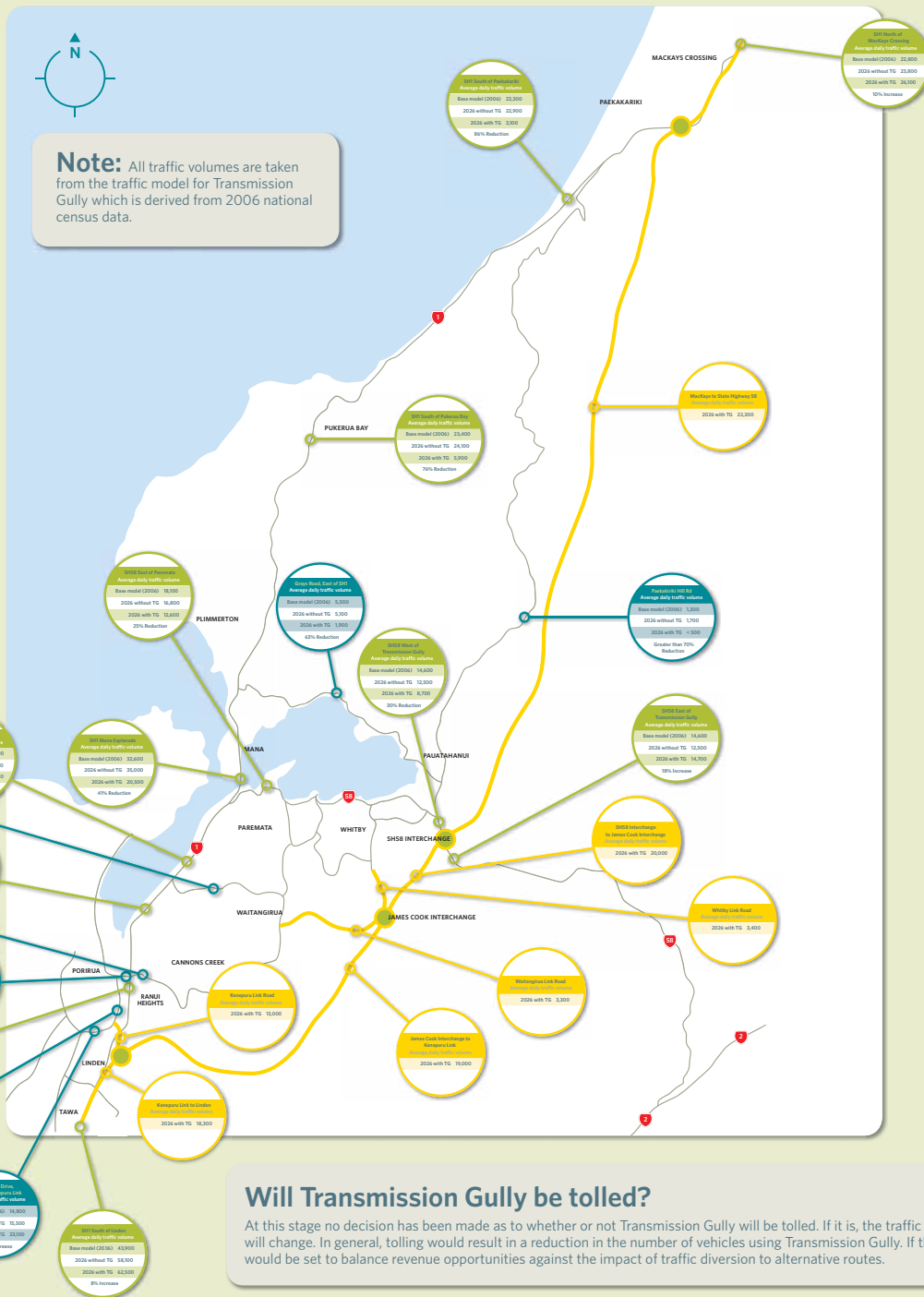
Transmission Gully itself is expected to carry 18,300-22,300 vehicles/day by 2026. The existing SH1 route between Linden and MacKays Crossing will experience significant reductions in traffic volumes, ranging from 86% south of Paekakariki to 24% south of the Mungavin Interchange at Porirua.

Traffic volumes will fall on SH58 by 24-30% alongside the Pauatahanui Inlet, but will increase slightly to the east of the SH58/Pauatahanui

Interchange. Elsewhere, traffic volumes will decline on Grays Road, the Paekakariki Hill Road and at the Mungavin Interchange to the east of Porirua city centre.

Kenepuru Drive will experience an increase in volume to the south of the proposed Kenepuru Link Road, from its intersection with Kenepuru Drive through to Raiha Street, due to the expected attractiveness of this link to Transmission Gully.

A number of changes have been developed for the existing coastal route to improve accessibility for local residents. These will be implemented as part of the Wellington Northern Corridor road of national significance network plan and will have the effect of making the use of the existing route less attractive for longer-distance traffic.

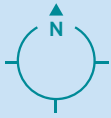


### Will Transmission Gully be tolled?

At this stage no decision has been made as to whether or not Transmission Gully will be tolled. If it is, the traffic volumes indicated above will change. In general, tolling would result in a reduction in the number of vehicles using Transmission Gully. If the route was tolled, tolls would be set to balance revenue opportunities against the impact of traffic diversion to alternative routes.



## 1 Wellington Northern Corridor

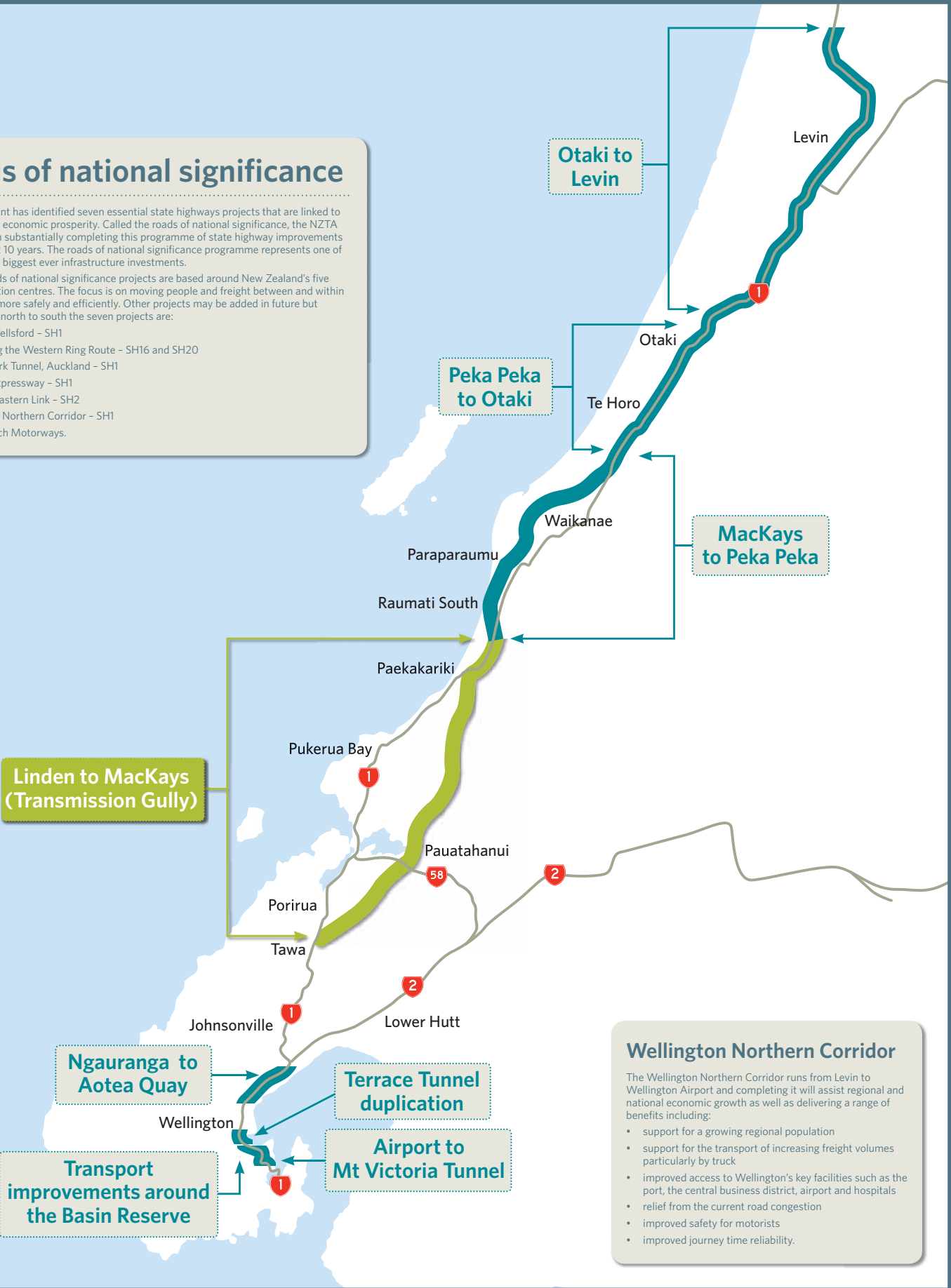


### Roads of national significance

The Government has identified seven essential state highway projects that are linked to New Zealand's economic prosperity. Called the roads of national significance, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments.

The seven roads of national significance projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other projects may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford – SH1
- Completing the Western Ring Route – SH16 and SH20
- Victoria Park Tunnel, Auckland – SH1
- Waikato Expressway – SH1
- Tauranga Eastern Link – SH2
- Wellington Northern Corridor – SH1
- Christchurch Motorways.



### Wellington Northern Corridor

The Wellington Northern Corridor runs from Levin to Wellington Airport and completing it will assist regional and national economic growth as well as delivering a range of benefits including:

- support for a growing regional population
- support for the transport of increasing freight volumes particularly by truck
- improved access to Wellington's key facilities such as the port, the central business district, airport and hospitals
- relief from the current road congestion
- improved safety for motorists
- improved journey time reliability.