

PART F: CONSULTATION AND ENGAGEMENT

10 Consultation and engagement

Overview

As the proposed Expressway design progressed, consultation and engagement was undertaken at local, regional and national levels, with two key consultation periods held at the main decision-making points.

Methods of consultation included two series of public open days (“EXPOs”) held to signal the start of each consultation period, a project Information Centre in Coastlands Shopping Mall for the duration of the period, occasional newsletters to the community, one-on-one meetings and online material.

In addition, engagement with tangata whenua has been ongoing since the commencement of the Project, and regular engagement with the relevant regulatory authorities and other stakeholders was also undertaken.

10.1 Introduction

This Chapter outlines the strategy and methodology of consultation and engagement that was undertaken for the Project, and sets out the:

- Objectives of the consultation
- Statutory framework for consultation
- History of consultation
- Consultation phases
- Parties Consulted with
- Consultation methods
- Consultation reporting

The consultation strategy and methods that were adopted were developed to provide targeted and effective consultation with stakeholders and the public.

Further detail is included in the Consultation Summary Report in Technical Report 3, Volume 3.

10.2 Statutory framework

Resource Management Act 1991 (RMA)

A consultation strategy was developed to assist progressing investigation and design development of the Expressway proposal. While there is no statutory requirement to consult when preparing an application for a NoR or resource consent under the RMA, it is considered best practice to do so, and it is in accordance with NZTA policy.

Land Transport Management Act 2003 (LTMA 2003)

Section 96(1) of the LTMA requires NZTA to exhibit a sense of 'social and environmental responsibility' in meeting its objectives and undertaking its functions. This is further detailed to include avoiding, to the extent reasonable in the circumstances, adverse effects on the environment. The LTMA also has a statutory obligation under section 18H to establish and maintain opportunities for Māori to contribute to the Agency's decision making functions. To enable this involvement the NZTA shall consider ways in which they can foster the development of Māori to contribute to decision making.

NZTA Public Engagement Policy 2008

This document sets out NZTA's engagement policy, and provides guidance for deciding when and how to engage the public. It explains the steps involved and provides a number of engagement resources. The NZTA Public Engagement Policy⁹⁸ identifies four key commitments to public engagement:

- Providing opportunities for public consultation;
- Ensuring people are informed;
- Adopting an inclusive and representative approach to public engagement; and
- Maintaining high professional public engagement standards.

The NZTA's Public Engagement Policy has been adhered to in undertaking consultation in relation to the proposed Expressway.

10.3 History of consultation

In May 2009, the Government identified SH1 between Wellington International Airport and Levin (referred to as the Wellington northern corridor) as one of seven RoNS. Government signalled the need for future investment in the northern corridor to provide for growing populations in Wellington and the Kāpiti Coast.

⁹⁸ NZTA Public Engagement Manual 2008 – Part 1

In November 2009, the NZTA began consultation on corridor options for a four-lane Expressway between Mackays Crossing and Peka Peka. The three options that were consulted on include were:

1. The Eastern option – Expressway following the rail corridor with local supporting roads;
2. The Western option – Expressway avoiding the Waikanae Town Centre with local supporting roads; and
3. The Western Link Road Expressway option – Expressway following the Western Link Road corridor.

Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. The MacKays to Peka Peka Alliance was established in 2010 and a second stage of consultation was undertaken on behalf of the NZTA in November/December 2010 to gain feedback on the preferred alignment within that corridor and the location of interchanges along the route. A third stage of consultation was undertaken in May/June 2011 to seek feedback on the preferred design of the proposed Expressway. Further information regarding consideration of alternatives is included in Part E, Chapter 9.

10.4 Objectives and purpose of consultation

Objectives for the 2009 Consultation Process:

The NZTA objectives for consulting on the proposed Expressway options in 2009 were to:

- Inform affected communities, key stakeholders, iwi and other members of the general public about the Expressway options;
- Provide an opportunity for these parties to provide feedback to the NZTA on the Expressway options;
- Provide the NZTA Board with an understanding of the views of the affected community, key stakeholders, iwi and general public regarding the three Expressway options; and
- Provide a method of community, stakeholder and general public engagement on the preferred route for a four-lane Expressway between MacKays Crossing and Peka Peka, which meets the requirements of the Land Transport Management Act 2003.

Objectives for the 2010 Consultation Process:

The consultation objectives that were set for the Expressway project in late 2010 / early 2011 were to:

- To comply with statutory requirements related to the planning and implementation of this project;
- Raise stakeholder awareness and understanding of the project;
- Engage early and effectively with iwi, key stakeholders and communities to enable them to communicate their concerns and objectives in order to inform the design and development of the proposed Expressway;

- Ensure stakeholders are advised as quickly as possible on all new developments, key milestones and planned activities on the project;
- Work with potentially affected property owners and occupiers in a sympathetic and fair manner at all times; and
- Maintain regular contact with stakeholders in order to continue to be aware of and address any potential issues.

Objectives for the 2011 Consultation Process:

The purpose of consulting on design development for the proposed MacKays to Peka Peka Expressway in mid-2011 was to:

- Inform the community of the decisions that have been made on the alignment including which options have been selected at the southern end and at Waikanae, and on interchange locations;
- Communicate what the community told the NZTA during the last stage of engagement and demonstrate how that feedback influenced the decisions made;
- Seek feedback on proposed design details which were not available at the last stage of engagement; and
- Explain the process for giving feedback, finalising this phase of the project, how the EPA process works and timing of the rest of the Project.

10.5 Consultation phases

2009 Consultation – Scoping and Corridor Assessment

NZTA began consultation for the MacKays to Peka Peka Project area in October 2009 with preliminary scoping and corridor assessment work. The options consulted on were based on the *Kāpiti Strategic Study* prepared by Opus International Consultants for the NZTA. A total of 4,446 submissions were received on the proposed Expressway options from MacKays Crossing to Peka Peka.

Feedback indicated that the preferred corridor for the proposed Expressway was the route largely following the WLR alignment. A summary of the consultation findings can be viewed separately in the *Mackays Crossing to Peka Peka Community Engagement Report 2009*.

2010 Consultation – Alignment and Interchange Options

An important phase of the development of the MacKays to Peka Peka Expressway was to re-engage with the community, one year after the original consultation held in October 2009. This was undertaken between 28 November 2010 and 4 February 2011. The purpose of this consultation was to obtain information and assist in refining the alignment and the location of interchanges, specifically:

- The route options between Waikanae River and Te Moana Road (Options 1 and 2);
- The southern connection around Poplar Avenue;
- The number and location of interchanges; and

- The northern connection at Peka Peka Road.

2011 Consultation - Design Development

The alignment of the proposed Expressway and the location of four interchanges along the proposed Expressway route were confirmed in May 2011. Following this announcement, further consultation was undertaken with the general public and key stakeholders on design development of the proposed Expressway and its surrounding environment.

Feedback was specifically sought on the following design aspects:

- Cycle ways, walk ways and bridleways;
- Local road connections;
- Possible mitigation measures, including earth bunding and landscape treatment for visual and noise mitigation;
- Noise, vibration and air quality;
- Stormwater/drainage and wetlands; and
- Ecology.

The diagram below (Figure 10.1) illustrates the investigation process undertaken thus far to develop the proposed Expressway design.

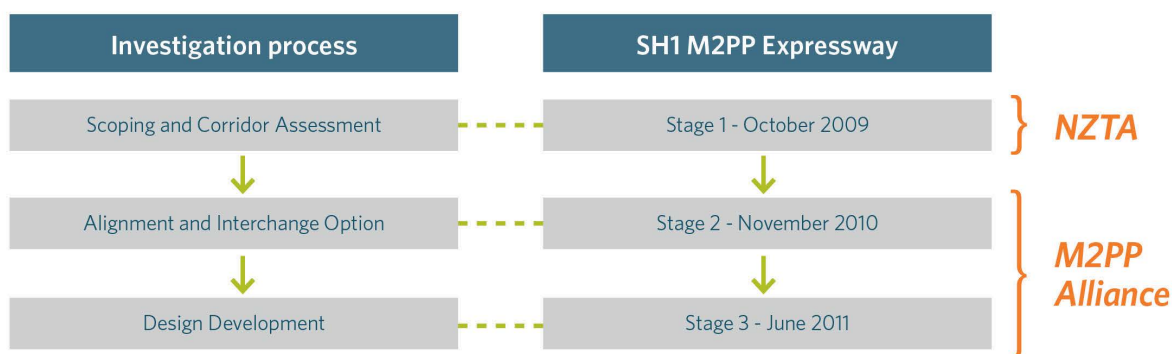


Figure 10.1: Investigation Process

10.6 Parties consulted

Methods used to engage with stakeholders included:

- **EXPO** – Open days that were held to inform residents of what the NZTA is seeking feedback on. Technical experts from the Alliance attended the open days to answer questions about the proposed Expressway project. Feedback was taken as part of the consultation.
- **Consultation Brochures** – Used primarily to update residents on key decisions for the proposed Expressway, and important upcoming dates.

- **Coastlands Information Centre** – A staffed tenancy in Coastlands Shopping mall (Paraparaumu), copies of information and maps for viewing on the latest stage of design were available.
- **Stakeholder letter** – A letter used to provide updates.
- **M2PP 0800 info phone line** and **info@m2pp.co.nz email address** – A port of call for any proposed Expressway related queries.

The following parties have been consulted as part of the proposed Expressway development process.

Table 10.1: Parties Consulted

Category	Stakeholder	Interest	Method of engagement
Political	Minister of Transport	<ul style="list-style-type: none"> ■ Any issues and progress of project. 	<ul style="list-style-type: none"> ■ Briefings when required.
	MP for Ōtaki and Mana	<ul style="list-style-type: none"> ■ Any issues and progress of project. 	<ul style="list-style-type: none"> ■ Briefings when required.
Local Authorities/ Organisations	Greater Wellington Regional Council	<ul style="list-style-type: none"> ■ GW Regional Council owned land along the proposed Expressway corridor. ■ Implications as a consenting authority. ■ Relationship to rail and bus public transport services. 	<ul style="list-style-type: none"> ■ Meet as required and through programmed strategic and technical meetings as well as meetings as required to discuss specific issues.
	Manawatu-Wanganui Regional Council	<ul style="list-style-type: none"> ■ Implications for regional traffic demand. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Horowhenua District Council	<ul style="list-style-type: none"> ■ Implications for regional traffic demand. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Porirua City Council	<ul style="list-style-type: none"> ■ Implications for regional traffic demand. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Kāpiti Coast District Council (Joined the Alliance in September 2010)	<ul style="list-style-type: none"> ■ Work with to develop and achieve common objectives for the proposed Expressway. Develop and maintain relationship. ■ CEO on Project Alliance Board. 	<ul style="list-style-type: none"> ■ Ongoing briefings, as required with Mayor and Councillors. ■ Programmed strategic meetings and workshops with Council staff. ■ Meet as required to resolve technical issues.
Statutory Agencies	Environmental Protection Authority (EPA)	<ul style="list-style-type: none"> ■ Develop and maintain relationship with EPA. 	<ul style="list-style-type: none"> ■ As required and through programmed meetings.

Category	Stakeholder	Interest	Method of engagement
	Department of Conservation	<ul style="list-style-type: none"> ■ QE Park wetlands and ecology generally. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure. ■ Briefing as required. ■ Meetings as required.
	Regional Public Health	<ul style="list-style-type: none"> ■ Community health. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure.
	NZ Historic Places Trust	<ul style="list-style-type: none"> ■ Sites of cultural or historical significance. ■ Archaeological authority approvals. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure. ■ Briefing as required. ■ Programmed meetings.
Transport Industry	Automobile Association	<ul style="list-style-type: none"> ■ Regionally and nationally safe and efficient road networks. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	NZ Road Transport Association	<ul style="list-style-type: none"> ■ Inform early ■ Keep informed by way of regular newsletter ■ Arrange meetings on request 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Road Transport Forum NZ	<ul style="list-style-type: none"> ■ Keep informed by way of regular newsletter. ■ Arrange meetings on request. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Wellington Regional Transport Committee	<ul style="list-style-type: none"> ■ Keep informed by way of regular newsletter. ■ Arrange meetings on request. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required.
	Passenger Transport Providers (e.g. Mana Coachlines)	<ul style="list-style-type: none"> ■ Keep informed by way of regular newsletter. ■ Arrange meetings on request. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required. ■ Consultation brochure.
	NZ Heavy Haulage Association	<ul style="list-style-type: none"> ■ The width and clearance heights at bridges for over dimensioned and heavy vehicles. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Briefing as required. ■ Consultation brochure.
Business Groups	Wellington Regional Chamber of Commerce	<ul style="list-style-type: none"> ■ Inform early. ■ Keep informed by way of regular newsletter. ■ Arrange meetings on request. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure.
	Kapiti Coast Chamber of Commerce	<ul style="list-style-type: none"> ■ Inform early. ■ Keep informed by way of regular newsletter. ■ Arrange meetings on request. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure.
Community Interest Groups	Nature Coast Enterprise	<ul style="list-style-type: none"> ■ Community response and feedback on the proposed Expressway project. 	<ul style="list-style-type: none"> ■ Stakeholder letter. ■ Consultation brochure. ■ Meetings as required.

Category	Stakeholder	Interest	Method of engagement
	Paraparaumu-Raumati Community Board	<ul style="list-style-type: none"> Community response and feedback on the proposed Expressway project. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
	Waikanae Community Board	<ul style="list-style-type: none"> Community response and feedback on the proposed Expressway project. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
	Schools adjacent the corridor	<ul style="list-style-type: none"> Noise and air pollution from the proposed Expressway. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
	Other interest groups (e.g. Cycle Aware; Highway Occupants Group (HOG), Friends of the Waikanae River and Wharemauku Stream and Waikanae on One (WOO))	<ul style="list-style-type: none"> Noise, air pollution, visual effects, stormwater/drainage, the effects of the proposed Expressway on traffic flows. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
Emergency Services	NZ Police	<ul style="list-style-type: none"> East west connectivity across the proposed Expressway. Access on and off the Expressway. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
	NZ Fire Service	<ul style="list-style-type: none"> Access onto the proposed Expressway to quickly attend callouts. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
	Wellington Free Ambulance	<ul style="list-style-type: none"> Access onto the proposed Expressway to quickly attend callouts. 	<ul style="list-style-type: none"> Stakeholder letter. Consultation brochure. Meetings as required.
Community	Directly affected landowners and occupiers	<ul style="list-style-type: none"> Property ownership (homes and businesses affected). 	<ul style="list-style-type: none"> Individually notified in week prior to Expo. Consultation brochure. Expos. Individual meetings. Individual and group meetings. 0800 number and info@M2PP.co.nz email address.
	Owners and occupiers of land adjoining the Expressway	<ul style="list-style-type: none"> Construction - noise, dust, visual construction movements of heavy machinery. Operational Expressway - noise, visual effects of bridge structures, stormwater and drainage. 	<ul style="list-style-type: none"> Talking to individuals and hearing their issues and concerns. Consultation brochure to precede Expos. Expos. 0800 number and info@M2PP.co.nz email address.

Category	Stakeholder	Interest	Method of engagement
	Wider community	<ul style="list-style-type: none"> ■ How the proposed Expressway relates to their everyday activities. ■ The effect the proposed Expressway will have on local roads. 	<ul style="list-style-type: none"> ■ Coastlands Information Centre. ■ Consultation brochure. ■ Expos. ■ 0800 number and info@M2PP.co.nz email address.
Māori	Manawhenua: Te Āti Awa ki Whakarongotai Takamore Trust	<ul style="list-style-type: none"> ■ Alignment of the proposed Expressway in relation to their sites of cultural significance. ■ Access to the Takamore Urupā area. ■ Focus on avoiding or mitigating any effects on significant sites. 	<ul style="list-style-type: none"> ■ Seek meetings prior to key consultation phases. ■ Assist Te Āti Awa in holding a wananga at early stage. ■ Consultation brochure to precede Expos. ■ Attend meetings as required. ■ Work towards a memorandum of understanding.
	Tangata Whenua: Muaupoko Ngāti Raukawa ki te Tonga Ngāti Toa Rangatira	<ul style="list-style-type: none"> ■ Alignment of the proposed Expressway in relation to their sites of cultural significance. ■ Focus on avoiding or mitigating any effects on significant sites. 	<ul style="list-style-type: none"> ■ Seek meetings prior to key consultation phases. ■ Consultation brochure.
	Māori Interest Groups: Te Whakaminenga o Kāpiti (KCDC)	<ul style="list-style-type: none"> ■ Alignment of the proposed Expressway in relation to their sites of cultural significance. 	<ul style="list-style-type: none"> ■ Convene prior to key consultation phases. ■ Consultation brochure.

10.7 Communication and engagement with directly affected landowners

10.7.1 2010 consultation – alignment and interchange options

On Thursday 25 November 2010, members of the Alliance visited all properties within the District that may have been required for the proposed Expressway alignment at that stage. These visits were undertaken prior to the commencement of public consultation on the alignment and interchange options. Not all property owners were home when visited but letters were also delivered on all visits, confirming that the property may be required and providing detail on how further information could be obtained. Subsequent site visits were arranged following this initial contact.

Where landowners did not live on the affected property, particularly those who lived outside the District, letters were sent to the landowners (at their alternative or postal address) on Thursday 25 November 2010. Best endeavours were made to contact all directly affected landowners prior to the commencement of the consultation on 28 November 2010.

In addition to the pre-consultation visits, directly affected landowners also received the consultation brochure detailing information about the upcoming consultation and postcards which were sent to all households within the Kāpiti Coast District advising of EXPO dates.

10.7.2 2011 consultation – design development

The announcement of the proposed Expressway alignment and the location of the four interchanges (which were finalised after feedback during the 2010 consultation) provided certainty as to which properties would be required. Members of the Alliance team made phone calls to landowners, on behalf of the NZTA, on 5 and 6 May 2011 to advise whether their properties were required for the proposed Expressway. Those property owners whose land was not required were also advised at this time.

A letter confirming the phone conversation was sent on 6 May 2011 to property owners. This letter was accompanied by an indicative map showing the site specific partial or full land requirement. Best endeavours were made to contact all directly affected landowners prior to the commencement of the consultation with the general public on Sunday 15 May 2011.

Following confirmation of property requirements, meetings were arranged to discuss the acquisition process under the PWA with the Crown's accredited suppliers (The Property Group and Opus International Consultants). These initial meetings set in train the process of property acquisition discussions with directly affected property owners who are willing sellers.

Communication with business owners and residents that adjoin the proposed Expressway

Members of the Alliance have had ongoing meetings with business owners and residents that work and live near the proposed Expressway to discuss the effects of the proposed Expressway on their properties and how access will be maintained. For a number of properties, the proposed Expressway will alter vehicle and pedestrian access and introduce traffic noise, earth embankments and bridge structures that were not previously part of the existing environment. Details of the proposed interchanges on Poplar Avenue, Kapiti Road, Te Moana Road and Peka Peka Road have been provided to nearby residents and businesses.

Communication with landowners where site investigations are required

Ground investigations have taken place along the proposed Expressway alignment to assist in developing a construction methodology for the Project. Investigations include:

- Drilling bore holes (geotechnical investigations) to understand the underlying ground substrate and measure the depth of the water table;
- Testing of sites that may be contaminated (for example, market gardens);
- Carrying out ground penetrating radar (GPR) investigations to identify sites that may have burial remains or taonga. The GPR work involves handheld radar equipment and no land disturbance occurred;
- Monitoring noise to collect data on the existing environment;
- Monitoring of air quality was undertaken on Raumati Road; and
- Measuring vibration from traffic in local conditions by installing vibration transducers in dwellings near the existing SH1.

Access onto properties was obtained through land entry agreements. In instances where the works may create some noise or will be highly visible (for example, drilling rigs working within road reserve) adjoining property owners were advised of the works in advance by receiving a letter. The letter informed them of the nature of investigations and when they would be undertaken. Advertisements were also placed in the Kāpiti /Mana News and the Kāpiti Observer newspapers advising of the dates and investigation activities that were scheduled.

10.8 Communication with key stakeholders

10.8.1 2010 consultation – alignment and interchange options

Letters were sent to all key stakeholders identified in the stakeholder list (Table 10.1) on Monday 29 November 2010. The letters informed the key stakeholders of the commencement of the public consultation period and where further information could be obtained. It also invited stakeholders to meet with the Project team, as the NZTA's representative, to discuss the proposal further.

10.8.2 2011 consultation – design development

A consultation brochure confirming the chosen alignment was sent to all key stakeholders on Friday 6 May 2011. The brochure explained the reasons behind the decision, with particular explanation provided on what were considered to be the two most contentious areas:

1. Raumati South – North of Poplar Avenue; and
2. North of the Waikanae River – Option 1 (west) or Option 2 (east) near Puriri Road, Kauri Road and the Takamore Urupā.

Meetings and discussions were held with key stakeholders within the public consultation period seeking feedback on the proposed Expressway design. KCDC provided detailed feedback on the design of the proposed Expressway and interchange locations. As required, relevant members of the Project team met with various groups and individuals.

10.8.3 Communication with Tangata Whenua

Purpose of Engagement

The purpose for engaging with the tangata whenua was to enable the iwi communities to meaningfully participate in the Project, the desired outcomes of that engagement were and are:

- to obtain feedback from the key iwi stakeholder groups;
- to assist in the identification of effects and appropriate mitigation; and
- to provide iwi with stakeholder participation throughout the Project.

To date, this process has largely been achieved through the application of an agreed engagement framework and methodology informed by matauranga Māori.

Iwi Consultation

In accordance with 'best practice' principles the NZTA adopted an engagement methodology underpinned by tikanga Māori in relation to consultation derived from New Zealand case law.

The Project team identified three stakeholder categories in relation to engagement with tangata whenua on the Project. This allowed for a better understanding of the nature of their interests in the project and the level of engagement required.

Category 1	Category 2	Category 3
Mana Whenua/Tangata Whenua	Interested Parties	Māori Land Owners

Category 1:

There are a number of iwi with traditional associations to the Kāpiti Coast, which broadly comprise the following tribal representative groups:

- Takamore Trust
- Ngāti Toa Rangatira
- Ngāti Haumia
- Te Āti Awa ki Whakarongotai
- Muaupoko
- Ngāti Raukawa

These iwi are considered affected parties and have been engaged throughout the various consultation pathways associated with the proposed Expressway. However, as identified earlier, Te Āti Awa ki Whakarongotai are regarded as the primary manawhenua group for the Project.

Category 2:

Wider but equally significant iwi interest groups engaged with included:

- Nga Hapu o Ōtaki
- Te Whakaminenga o Kāpiti – Kāpiti Coast District Council

Category 3:

Māori Landowners:

- Ngahina Ahu Whenua Trust - Ngarara West E being lots 2, 4 and 5 DP 72985 Block
- Takamore Trust - Ngarara West A Section 24 C Block

- Patricia Grace - Ngarara West A25B2A
- Ngarara West Ahu Whenua Trust - Ngarara West A25B2B & Ngarara West A25B2C

Note: Engagement with affected Māori land owners regarding impacts on parcels of Māori freehold land is subject to Te Ture Whenua Māori Act 1993.

10.9 Communication with the general public

10.9.1 2010- 2011 consultation

Distribution of information to the general public was carried out using a wide range of methods. The beginning of each consultation period was signalled with Project Expos, supported by consultation brochures, including links to the website and contact details for the Alliance. The methods of communication for both the 2010 and 2011 consultation period were generally the same.



Photo 10.1: Project Expo

10.10 Consultation and engagement methods

Different methods were used to provide information and seek feedback. The way in which consultation and engagement was carried out varied, depending on the specific interests of the parties involved. For each method of consultation, a summary is provided for each of the two consultation stages completed by the Project team. These consultation stages were:

- 2010 Consultation - Alignment and Interchange Options
- 2011 Consultation - Design Development

The methods were designed with the purpose of meeting the consultation and engagement objectives set by the Alliance (outlined in section 10.5 of this report). The type of consultation information provided, how this was accessed and the methods used to gain feedback are detailed as follows.

10.11 Consultation brochures and postcards

10.11.1 2010 Consultation – alignment and interchange options

A consultation brochure was mailed to all directly affected landowners, identified stakeholders, parties registered on the project mailing list, and every household in the Kāpiti Coast District (from Paekākāriki to Ōtaki) at the commencement of consultation in late November 2010. In total, approximately 21,000 consultation brochures were mailed out.

The brochure included background information on the project, detail on the alignment options being considered, the process and steps to follow, answers to frequently asked questions, and detail on how to get involved and provide feedback.

Copies of the brochure were also available on the project website, at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

Postcards were also sent out to all Kāpiti households leading up to the consultation period to inform residents of the upcoming consultation dates and locations of the Expos.

10.11.2 2011 Consultation – design development

A consultation brochure confirming the proposed Expressway alignment was mailed out in May 2011. The mailing database was the same as that used for the 2010 consultation. Additional details of why this alignment was selected were provided, with a summary of commonly raised matters within submissions received in the first phase of consultation. Copies of the brochure were also available on the project website, at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

A postcard was sent out to all Kāpiti households leading up to the design phase consultation period to inform residents of the upcoming consultation dates and locations of the Expos.

EXPO

A series of project Expos were held in 2010 and 2011 which signalled the start of each of the consultation periods. The Expos were held at Southwards Car Museum, Waikanae Memorial Hall, the Kāpiti Community Centre in Paraparaumu and Raumati South Memorial Hall.



Photo 10.2: Project Expo

The venue locations were dispersed within the communities along the route to enable each community to attend. The Expos were also held on both the weekend and a number of evenings throughout the week to allow flexibility for those attending.

The Expos provided the opportunity for people to find out more about the preferred alignment options being considered, to ask questions, request further information, and give feedback on the project. A number of Alliance technical experts were on hand for any specific questions, including but not limited to acoustic engineers, stormwater engineers, property advisers, roading engineers and landscape architects.

Detailed information panels, maps and plans were on display and members of the Project team were available to answer any questions and provide further explanation. Consultation brochures and feedback forms were also available at the Expos.

In addition, the opportunity was provided at the Expos for individual meetings to be held with directly affected landowners and members of the Project team as representatives for the NZTA.

Individual meetings

Meetings with landowners who had requested meetings, iwi and key stakeholders, including KCDC, GWRC, DOC, QEII National Trust, and various interested community and business groups were held during the consultation period.

Meetings with landowners were generally arranged to discuss either property purchase matters or to address specific questions and concerns with the proposed Expressway design development.

Focus meetings

Focus meetings were held with residents in the Te Moana Road, Puriri Road, Kauri Road and Leinster Avenue areas. These residential areas are particularly close to the proposed Expressway alignment and the purpose of the meeting was to engage with these residents to further understand their concerns and refine the proposed Expressway designs accordingly.

A meeting with a KCDC cycleway, walkway and bridleway reference group (CWB) was also held. The meeting was held to discuss the function and location of proposed pathways adjoining the proposed Expressway, and the specific needs for each of these groups.

Media releases

A number of media statements were released to announce the consultation timeline, publicise the commencement of consultation, remind people of the closing date and to thank the community for their submissions and involvement. A total of five media releases were issued during the 2010 consultation period. During the 2011 consultation, two media releases were issued to a wide range of Wellington and Kāpiti Coast media.

Advertising

An advertising campaign was undertaken using print and radio media. This advertising was part of the consultation process and advertised the location and dates of upcoming Expos. The advertising commenced early November 2010 and has extended throughout the consultation period.

Information Centre

The Expressway Information Centre is located in Coastlands Mall, Paraparaumu. It was opened on 30 July 2010 to provide information about the project. The information centre was staffed during the hours 9.30am – 2.30pm Monday to Friday and 10am – 2pm Saturday and was open to the public for viewing all other times the Mall was open.

The Information Centre was kept up to date with all the latest consultation information, including the material displayed at the project Expos. Staff also answered any queries, provided information and recorded general concerns or comments raised. Over 3,000 people visited the Information Centre during the course of the 2010 consultation period. A total of 2,750 people visited the information centre during the 2011 consultation period.

Project website

Information regarding the project and the consultation was available on NZTA's dedicated project website (www.nzta.govt.nz/projects/mackays-to-peka-peka). During the 2010 consultation period this site was recorded as being the highest use sub-site for NZTA.

The information available on the website included the consultation brochure, draft plans, Expo information panels, the feedback form, background material and resources, and contact details for enquiries and feedback. There was also the option provided to lodge feedback online. A total of 614 responses were received via the online feedback form during the 2010 consultation with 44 people lodging online feedback forms during the 2011 consultation period.

Project phone line

A dedicated project toll free phone line (0508 M2PP INFO (6277 4636)) was staffed by the Project team during standard business hours. Project team members answered questions, recorded enquiries and set up further meetings through this phone line. A total of 150 phone calls were made to the 0800 phone line over the course of the 2010 consultation period. The 2011 round of consultation attracted 74 phone calls to the 0800 phone line. The phone line was also answered in the weekend after Project Expos during the two consultation periods.

M2PP info email

A project information email address (info@m2pp.co.nz) was staffed by the Project team during normal business hours. Project team members replied to queries, supplied requested information, and set up further meetings through this email address. Within the 2010 consultation period, 150 email enquiries were received on the info email address. A total of 56 email enquiries were received on the info email address over the course of the 2011 consultation period.

10.11.3 Feedback form

As part of each consultation process feedback forms (together with the consultation brochures) were sent to every Kāpiti household seeking their feedback on the proposed alignment options and design development for the proposed Expressway. Copies of the feedback form were also available on the Project website, at the Council offices, libraries and the Expressway information centre in Coastlands Mall.

Information sought on the feedback form included contact details, the area where the submitter lived and comments on what the different aspects of the proposals meant to the submitter. Feedback forms were able to be lodged online, posted, or handed over personally at the Expos and Information Centre.

10.12 Submission methodology and analysis

10.12.1 Methodology

As detailed above, feedback forms were received online, at the Information Centre, at Expos, via email and by post. Every submission received was recorded in the project consultation database (using Darzin software). Details recorded included:

- Name and contact details of the submitter;
- The type/method of submission made;
- Opinions expressed; and
- A summary of the comments made.

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

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

10.12.2 Form of submissions

Submissions were received in the form of the feedback form, letters and emails. In addition, comments provided on post-it notes, which were used as a communication tool at the Expos, were also recorded in the consultation database as feedback.

All of these different forms of feedback have been included in the submission summary and analysis contained in this section.

10.12.3 Anonymous submissions

Within the 2010 consultation period 23 submissions received were anonymous (in that they did not state the name of the submitter). A total of 8 submissions in the 2011 consultation were anonymous. All of these submissions have been recorded in the consultation database and are included in this report's submission analysis and summary.

10.12.4 Pro- forma submissions

A number of pro-forma submissions were received, being in the form of template submissions containing exactly the same content, but which were lodged or signed by individual submitters. These submissions were treated and summarised as individual submissions, recorded under the name of the undersigned.

10.12.5 Multiple submissions

In some cases, multiple submissions were received from one individual submitter i.e. different submissions lodged on different dates but from the same submitter with the same contact details. These submissions were treated and summarised as one submission entry, with each multiple submission being added onto the initial submission summary entry. However, submissions received from different members of the same family were treated as separate submissions. No petitions were received.

10.12.6 Late submissions

Up to 100 submissions were received after the 2010 consultation period which closed on 4 February 2011. Up to 31 submissions were received after the 2011 consultation period closed on 27 June 2011. All these submissions have been summarised in the consultation database and are included in this Chapter.

10.13 Consultation feedback 2010 - 2011

10.13.1 Summary

This section of the Chapter provides a summary of the feedback received during the November 2010 – February 2011 MacKays to Peka Peka Expressway consultation.

Overall, 1,617 submissions were received during that consultation period. A variety of concerns and matters were raised in the submissions, with 17 key submission theme areas being identified.

Feedback covered a wide spectrum of topics ranging from comments on the various proposed design and alignment options to environmental and community considerations.

The Southern end and Waikanae alignment options, as well as the proposed interchanges, generated a large amount of interest. In regard to the Southern end options, the largest proportion of submitters preferred the QE Park alternative over the Main Road proposal.

With respect to the Waikanae options, Option 1 (that being the option closest to the Urupā) generally was preferred by the largest proportion of submitters.

10.13.2 Expo 1

A series of project Expos were held at the following locations around the District at the start of the consultation period:

Table 10.2: Expo 1 Schedule

Date	Time	Location	Attendees (approx)
Sunday 28 November 2010	10am-4pm	Southward Car Museum, Otaihanga	617
Tuesday 30 November 2010	4pm-8pm	Kāpiti Community Centre	280
Wednesday 1 December 2010	4pm-8pm	Waikanae Memorial Hall	260
Thursday 2 December 2010	4pm-8pm	Raumati South Memorial Hall	220

10.13.3 Feedback analysis

The greatest number of submissions received by area was received from submitters located in the Waikanae area. The following graph shows the breakdown of the total number of submissions received by locality of submitter.

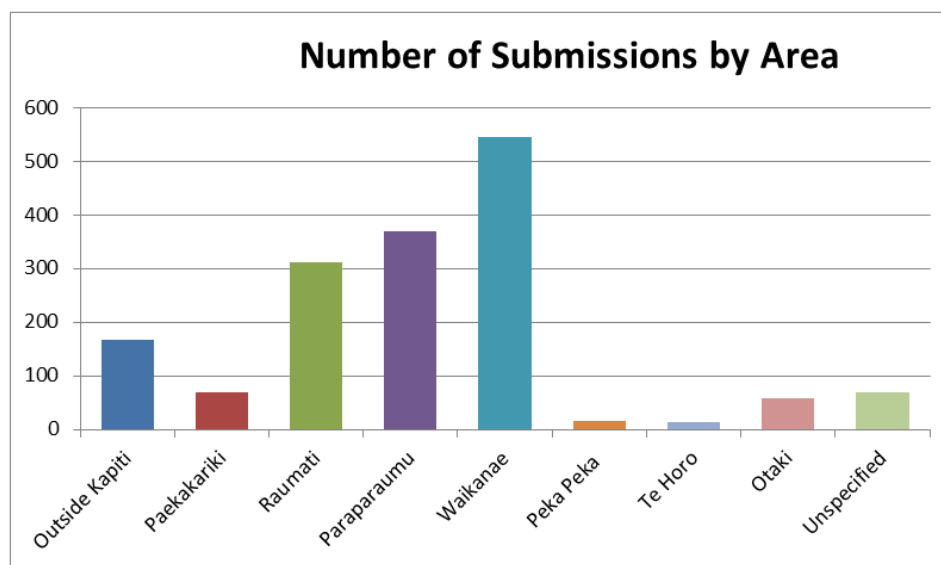


Figure 10.2: Number of Submissions by Area - Expo 1

10.13.4 Summary of submissions

An analysis of submission comments identified a number of common themes. For ease of reporting these have been grouped within 17 topic areas:

1. Support for proposals on which feedback was sought
2. Opposition for proposals on which feedback was sought

3. Design
4. Accessibility and Connectivity
5. Construction
6. Environmental Considerations
7. Social and Community
8. Health and Safety
9. Amenity and Urban Design
10. Culture and Heritage
11. Economic Factors
12. Property
13. Transportation
14. Local Network
15. Justification of Route
16. Other Route Options
17. Consultation

A summary of the common submission themes is provided as follows under each appropriate topic. The following is a summary of the common themes raised in submissions and is not a summary of every individual submission.

To understand the geographic areas feedback relates to, the following terminology has been used to describe the alignment options:

Table 10.3: Terminology for Alignment Options

Terminology used	Geographic Description
Raumati South	
South of Poplar Avenue:	The alignment that crosses through QE Park land.
North of Poplar Avenue:	The alignment that generally follows the existing SH1 alignment until it reaches the Leinster Avenue area where it deviates away from the existing SH1 towards the northwest.
Waikanae	
Option 1:	The western alignment option that crosses over the registered Wāhi tapu area.
Option 2:	The eastern alignment option through Puriri Road residential properties.

10.13.5 General support

Feedback supporting the proposal ranged from requests that the proposed Expressway be constructed as soon as possible, to general comment on the improvement to travel times on the local road network.

10.13.6 General opposition

Common reasons expressed in feedback for opposition to the proposals include views that the proposed Expressway is not necessary and that it will degrade the environment. Concern was expressed that it will sever communities and removes a number of homes. Concern was also expressed that it would have a high cost to build and have a negative impact on the businesses in the Waikanae and Paraparaumu town centres. A number of people believed funding for roads should be reallocated to public transport services.

10.13.7 Design options

Key areas addressed in submissions regarding the proposed design of the proposed Expressway related to the southern end options, the Waikanae options, the proposed interchanges, the local road and proposed Expressway crossings, the Waikanae river crossing, and local access. A summary of the feedback on these key design aspects is provided as follows:

Raumati South

The south of Poplar Avenue alignment option received the greatest proportion of supportive feedback. Feedback has been categorised into either support/opposition for the north of Poplar Avenue or support/opposition for the proposal south of Poplar Avenue.

Common reasons used by submitters supporting the north of Poplar Avenue option included:

- It will not divide the community;
- It will protect wetlands and ecological/bird corridors;
- It provides protection of public land for future;
- The option will avoid schools and retain walkways to the schools; and
- It will avoid earthquake damage through liquefaction in an area of deep peat.

Common reasons used by submitters opposing the north of Poplar Avenue option included:

- There is lack of credible evidence and a insufficient argument for the option;
- It is too expensive;
- Too many homes and residents will be affected;
- It will cut off the eastern end of Leinster Avenue and part of Main Road South (SH1);
- It will affect access to a future Raumati South train station;
- It will cut off access to existing walking tracks;
- Important ecological biodiversity and habitats will be destroyed;
- Concerns over functionality in a civil defence emergency; and
- There are peat issues for both options.

Common reasons used by submitters to support the south of Poplar Avenue option included:

- It will avoid disruption and removal of resident's homes;
- It is cheaper to address peat than compensate property owners;
- Existing schools can be moved or buffered;
- The subject land is unproductive;
- There is no public access to the park;
- Peat is a problem for either option;
- Construction will be faster;
- Cultural and environmental significance does not exist in this portion of the land; and
- NZTA can compensate any ecological loss with other land.

Common reasons used by submitters in opposition to the proposal south of Poplar Avenue included:

- Schools and the health and safety of children will be affected;
- Wetlands and Regional Park plans will be impacted;
- It will limit the areas for horse grazing in Kāpiti;
- The QE Park should be maintained for future generations; and
- The QE Park is culturally and environmentally significant.

Project team response

The issues raised were considered in addition to the technical specialist reports as part of the Multi Criteria Analysis (MCA). While more people favoured a route that diverts from the existing State Highway, south of Poplar Avenue, this alignment would have had a wide range of impacts which, when considered as a whole, had high significance under the RMA.

Waikanae

Feedback on the two options proposed for the Waikanae area of the proposed Expressway expressed greatest support for Option 1 (being the option closest to the Urupā). The feedback can be categorised into either support/opposition for Option 1, support/opposition for Option 2 (being the option furthest away from the Urupā), and suggestions of alternative routes.

Common reasons used by submitters to support Option 1 included:

- It affects fewer properties;
- Graves can be relocated (example used includes the Wellington Motorway and Bolton Street);
- It would be a straighter route; and

- Living people are important.

Common reasons used by submitters in opposition to Option 1 included:

- Iwi land should be protected under the Treaty of Waitangi; and
- It would have the greatest impact on the El Rancho holiday camp.

Common reasons used by submitters to support Option 2 included:

- It avoids wāhi tapu, the Maketu Tree and wetlands;
- Burial sites are more important than houses; and
- Wetlands and urupā cannot be relocated unlike houses.

Common reasons used by submitters in opposition to Option 2 included:

- It affects too many properties; and
- It would cost more.

Suggestions of alternative options included:

- Shift Option 2 further west to reduce the number of houses required;
- Consider an option through the eastern end of El Rancho;
- Proposed Expressway to overpass the iwi land;
- The optimum road corridor sits between the two current options; and
- Both options will have significant impact on the Greenaway Homestead and as such the Homestead should be relocated.

Project team response

The concerns expressed during feedback were considered as part of the MCA. It was identified that further work would be required to ensure that the design options addresses the cultural and archaeological significance of the area.

Interchanges

Of the submissions commenting on the interchanges, significant support was expressed for the interchanges as proposed, particularly the Kāpiti interchange. Feedback on the proposed interchanges can be categorised into feedback in relation to the:

- Location of interchanges;
- The number of interchanges;

- Full interchanges versus partial interchanges; and
- Comments on each of the individual interchanges proposed: i.e. at Poplar Avenue, Kāpiti Road, Te Moana Road and Peka Peka Road.

Common views expressed regarding the location of the interchanges included:

- Proposed interchanges are in the correct places;
- Provide interchanges at each end, with none in-between – this will separate local traffic from through traffic;
- Provide interchange at Mazengarb and Otaihanga Roads in addition to all those already proposed;
- Do not support interchanges at Mazengarb or Otaihanga Roads;
- One full interchange at Kāpiti Road is not enough, add others at Raumati and/or Otaihanga;
- Should have an interchange at Ihakara Street as opposed to Kāpiti Road – would avoid disruption to residents and services;
- Consider off ramps at Raumati Road/Raumati South, Paraparaumu suburbs and Waikanae – to avoid congesting Kāpiti and Te Moana Roads; and
- Do not support an interchange at Te Moana Road – Waikanae residents will have adequate connections via old SH1.

Common views expressed regarding the number of the interchanges included:

- The number of interchanges needs to be limited for the proposed Expressway to be effective;
- Support four interchanges; and
- There is the right number of interchanges in the proposal.

Common views expressed regarding the use of full interchanges versus partial interchanges included:

- All four interchanges need to be full interchanges;
- The Southern interchange needs to be a full interchange;
- Support the Peka Peka Road interchange as proposed due to growth pressures and to maintain the existing character of area;
- Support a full interchange at Peka Peka;
- Access is needed south at the Peka Peka Road interchange;
- Consider an off ramp for those heading north at the Peka Peka Road interchange;
- Too much land will be taken by full interchanges; and
- Make provision for full interchanges to be added in future.

Common views expressed regarding the Poplar Avenue interchange included:

- Support the proposed interchange;
- Requires a full interchange;
- Negative impact on Leinster Avenue access;
- Partial interchange will impact congestion on Kāpiti Road;
- Noise impacts for local residents; and
- It should blend in with the surrounding environment.

Common views expressed regarding the Kāpiti Road interchange included:

- Support for the interchange;
- Oppose the design of interchange as it will require removal of dwellings and create unacceptable noise levels for residents;
- Will result in more congestion on Kāpiti Road;
- Will improve future growth of the area; and
- Will support town centre development.

The Te Moana Road interchange generated the most comments. Common views expressed regarding the Te Moana Road interchange included:

- Support the interchange, it is essential;
- Will improve future growth of area;
- Not necessary;
- Do not support location, should be moved further north;
- Will divide the community;
- Impact on local traffic;
- Northbound interchange not required;
- Te Moana interchange should be in the form of a roundabout with the proposed Expressway passing over; and
- Significant impacts for residents if the proposed Expressway passes over Te Moana Road.

Common views expressed regarding the Peka Peka Road interchange included:

- Support for the proposed interchange;
- Reconsider interchange;
- Require a full interchange;
- A partial interchange will place pressure on Waikanae.

Project team response

There was a high level of approval of the number and location of interchanges which supported the technical assessment.

Local Road / Expressway Crossings

Consideration was sought on whether local roads (for example Kāpiti Road and Raumati Road) should travel over or under the proposed Expressway.

Feedback regarding the local road and the crossings included:

- Proposed Expressway should go underneath local roads to preserve the character of the area and ease of use;
- Proposed Expressway should cross over Kāpiti Road to reduce impacts on access to adjoining properties;
- Proposed Expressway should pass over Raumati Road to avoid disruption to pedestrian and cyclist traffic and adjoining properties;
- Issue of high water table where local roads cross under the proposed Expressway;
- Need to consider safety of underpasses; and
- Prefer that the proposed Expressway travels over the top of all local roads so that there are no height impediments for high loads.

Project team response

Both overbridge and underbridge options for local roads were considered as part of the MCA process. The aim is to keep the proposed Expressway low to blend in with the surrounding landscape, and that the connectivity provided by the District's east-west link roads should be unaffected as much as practicable

Waikanae River Crossing

Common feedback regarding the Waikanae river crossing included:

- The design and quality of the Waikanae bridge must recognise the important status it will have;
- Consider the treatment of land under the bridge;
- The bridge will need to be high to cross the Waikanae River flood plain;
- Access must be provided across the river for walkers and cyclists in the vicinity of the bridge and along the river corridor; and
- A second crossing over the Waikanae River for local access will also be needed.

Project team response

The importance of the design of the Waikanae bridge was acknowledged. An architect has been used to design the structure, with the aim of producing a quality design. Hydrological modelling defined the minimum heights of the bridge in a flood event. Walking and cycle tracks under the Waikanae bridge providing connectivity along the river corridor are to remain unaffected, with a new walking/cycling access across the River to be considered.

Local Access

A general concern regarding local access was that the proposed Expressway will not provide full access between some parts of Kāpiti, thereby requiring local trips on the existing SH1. As such there was a common request to keep east-west links and access in all directions for locals.

More specific feedback expressing concern over local access generally related to Kāpiti Road, Ihakara Street, Elizabeth Street and the southern end of the proposed Expressway as summarised below.

Feedback regarding Kāpiti Road included:

- Kāpiti Road is currently congested, there is concern that the Kāpiti Road interchange will worsen this situation;
- Additional local roads are required to alleviate future congestion of Kāpiti Road; and
- The Airport requires full connection with Kāpiti Road and a north-bound off ramp to Ihakara Street west.

Feedback regarding the southern end of the proposed Expressway included:

- Need to consider the effect on residents of the Leinster and Sydney Avenues by the closure of the eastern end of Leinster Avenue;
- Impact on access to the proposed Raumati South rail station; and
- Extra distance for emergency vehicles to travel if access to Leinster Avenue is cut off.

Feedback regarding Ihakara Street generally sought greater information on the extension of Ihakara Street, in particular when the extension would occur and if the option of a connection with Milne Drive was likely. Comment was also made that a connection of the Ihakara Street extension with the proposed Expressway was needed to provide an alternative access to the Airport.

Project team response

East/west local road connectivity has been considered in depth. The Kāpiti Interchange and Te Moana Interchange provide the main cross connection from east to west, and all main east-west roads would be unaffected. Volumes of traffic on local roads will generally be lower once the proposed Expressway is operational, which will release some of the current congestion on Kāpiti Road.

10.13.8 Accessibility and connectivity

A number of views were expressed in feedback with regard to accessibility and connectivity for other users within the District. Common views included:

- Safe and efficient provision of access to schools, library, parks, local centres, and services is requested;
- Need frequent access points for cyclists and walkers to the proposed Expressway, as well as east west access across the proposed Expressway;
- There should be a continuous cycling track from Poplar Avenue/Main Road interchange as far north as Te Moana Road Interchange;
- Doesn't provide a bridleway along the entire length;
- Existing pedestrian/cycle/horse tracks on both sides of the Waikanae River should be retained;
- Avoid underpasses for cycle/walkways – use overbridges instead;
- If using overbridges be aware of height limitations for large vehicles; and
- Add cycleway/footpath onto the old SH1.

Project team response

A walking and cycling survey was undertaken to ensure the most appropriate location of the cycleway/walkway to maintain existing levels of connectivity. Opportunities to maintain informal connections were also taken into account, with two pedestrian/cycle bridges to be provided at key points.

10.13.9 Construction

Common views expressed in relation in the construction of the proposed road include:

- Otaihangā to Waikanae; Kāpiti Road to Te Moana Road or; Te Moana Road Intersection should be built first;
- A new bridge over the Waikanae River should be a priority;
- Concern about the construction effects and disruption to local residents and businesses during construction;
- Concern about the effect of noise, vibration and dust impacts; and
- Concern about the effect on the local road of transporting in raw materials for construction.

Project team response

Comments regarding construction noise and dust have been taken into account in developing the construction environmental management plan (CEMP). Staging of construction has been considered taking into account areas that need to be pre-loaded first and sensitive land use in close proximity to the proposed Expressway.

10.13.10 Environmental considerations

A number of submissions commented on a range of environmental considerations, the common themes of which are summarised as follows:

Hydrology/Drainage

- Concern that there would be increased/continued ponding/flooding at the southern end and around Waikanae;
- There are significant stormwater management constraints at Te Moana and Kāpiti Roads.
- Concern about the impact of increased runoff and potential impact on the habitats of wildlife and waterways;
- Complex wetlands and flood paths are present along the route which need consideration; and
- Need for protection of aquifers.

Project team response

It is acknowledged that stormwater management on the Kāpiti Coast is a complex issue. Ground investigations have been undertaken at various points along the alignment; these findings were entered into the stormwater and drainage model. Liaison with both KCDC and GWRC has been undertaken to address stormwater and flooding aspects of the proposals and to develop appropriate mitigation measures.

Ecology

- Damage to wetlands;
- Loss of dunes;
- Needs to be minimal ecological damage to the fragile wetlands and local flora and fauna;
- Need to maintain ecological/bird corridors;
- Impact on green belts;
- Impact on the Waikanae river corridor;
- Impact on the Waimeha Stream which supports whitebait and long fin eel; and
- Damage to natural ecosystems should be off-set by enhancement of margins along the proposed Expressway.

Project team response

The Project team are aware of the decline of wetlands on the Kāpiti Coast and the significance of retaining existing areas of wetland. The alignment of the proposed Expressway was chosen to avoid all major wetland systems, including those in QE Park which maintains large areas of ecologically significance. Wetland features and swales within stormwater management areas will be used to improve the quality of stormwater before it discharges into stream and rivers.

Noise and vibration

- Need to do more than just the minimum mitigation;
- Use quiet roading surface materials;
- Consider topography of immediate area;
- Retain dunes for mitigation;
- Impact of increased traffic on through roads/local roads;
- Noise effects associated with the interchanges; and
- Mitigation measures need to be constructed early to also reduce construction effects.

Project team response

The relevant noise standards have been used to assess anticipated noise levels from the proposed Expressway with respect to surrounding land use. Dunes and landforms that provide screening will be retained where possible. Installation of noise mitigation prior to the start of construction activities beginning will be considered. The options for noise mitigation that have been considered are the use of smooth asphalt, noise barriers, landscape treatment and alignment changes to increase separation distances to sensitive land uses (i.e. schools, residential properties and churches). Vibration during the construction period will be controlled through the CEMP.

Emissions

- Impact on communities' health;
- Dust impacts on private property; and
- Impact from vehicle exhaust odours.

Project team response

Effects on air quality were considered against ambient air quality, which is affected by existing pollution sources (i.e. vehicle use and domestic fires). An air quality testing station on Raumati Road has been monitoring air quality to enable this assessment. National environmental standards guide the assessment of what is acceptable. The CEMP will address solutions to mitigating potential dust effects.

Hazards

- Vulnerable to natural hazards including sea level rise and tsunami;
- Will the proposed Expressway be able to withstand an earthquake event;
- Issues associated with peat; and
- Provision should be made for west-east evacuation routes in the event of an emergency.

Project team response

Flood, tsunami and earthquake hazard have been considered as part of the design development. Hydrological models have considered worst case scenarios for flooding, and the design of the proposed Expressway has taken a precautionary approach. Structures (in particular bridges) have been designed to NZ Standards to withstand ground shaking in the event of a potential earthquake event (required by the NZ Standard).

Mitigation

- Imperative that proper and robust mitigation of environmental impacts be carried out; and
- The road corridor should be wide enough to provide the highest level of mitigation to avoid noise and air pollution for the neighbouring properties.

Project team response

Wide ranging methods to avoid and mitigate adverse effects have been considered during the development of the proposed Expressway. The relevant standards for noise identify which properties require heightened levels of mitigation.

10.13.11 Social and community

Common community and social themes raised in feedback included:

- The design doesn't take into account the needs of the Kāpiti community;
- High social costs to community;
- Division of community socially, visually, culturally, and economically;
- The proposed Expressway will not divide the community any more than SH1 already does;
- Impact on coastal, rural and recreational lifestyles of residents and tourism;
- Impact on the amenity and community dynamics due to increased car usage;
- Kāpiti will become a commuter corridor with no heart; and
- Social, environmental and health costs have not been factored into the cost estimates.

Project team response

The impact on existing communities has been fully considered, taking into account feedback received during consultation and from meetings with community groups. This information has formed the basis of the social impact assessment.

10.13.12 Health and safety

Common themes raised in submissions regarding health and safety included:

- Consideration needs to be given to the safety of the community and their access to and crossing of the proposed Expressway;
- Increased traffic leading to fatal accidents;
- East-west access is needed for evacuation in times of emergency;
- Consideration needs to be given to mental health and wellbeing; and
- Consideration needs to be given to barriers for safety purposes at any bridge or structure, and interaction of cycleway/walkway and bridleway at interchanges.

Project team response

Individual concerns for vehicle access to and from properties have been raised within consultation feedback. As a result, meetings with landowners have been held to further understand the issues and to ensure good access is maintained. The safety of cyclists and pedestrians has been taken into account in the design of the proposed Expressway.

10.13.13 Amenity and urban design

Feedback commenting on amenity and urban design aspects of the proposal included the following common themes:

- Impact of raised interchanges on the character of the area;
- Need extensive planting around interchanges and along road verges to reduce visual effects;
- Impact on rural areas;
- Impact on existing views;
- Need to consider aesthetic treatment of abutments; and
- Need to consider impacts of lighting on surrounding areas.

Project team response

Concerns raised within submissions which relate to amenity and urban design have been considered as part of the Urban and Landscape Design Framework criteria, and urban design considerations have been integral to the development of appropriate mitigation measures.

10.13.14 Culture and heritage

The feedback included the following common themes in relation to culture and heritage:

- Options are culturally insensitive;
- Cultural significance of Waikanae and around the Waikanae River has not been fully respected in this project;
- Emphasis on avoidance of archaeological material is the preferred option;
- Te Moana Road to Peka Peka has the highest concentration of archaeological sites, but this has not been highlighted in public consultation documents; and
- Cultural and heritage values should be given equal consideration against other sectors of community.

Project team response

The Project team acknowledges the significant cultural history and archaeological importance of the Kāpiti Coast, and recognise that the area of greatest cultural significance is in Waikanae, near Te Moana Road. The chosen alignment option at Waikanae cuts through the corner of the Urupā area. This intrusion is substantially less than the previous WLR route, and any construction works will be carefully managed acknowledging this cultural significance. Engagement with iwi/hapu representatives has been ongoing since the commencement of the Project to understand their concerns and to address ways to avoid or mitigate effects on cultural heritage.

10.13.15 Economic factors

Common views provided in feedback regarding economic factors include:

- Enhances economics of region and country as a whole;
- Economic arguments are not transparent or acceptable;
- The cost/benefit ratio of the proposed Expressway is too low;
- It will destroy viable communities and town centres;
- Impact on SH1 businesses and dislocation of local business;
- Cost of the project on local economy and increased rates;

- The cost of the proposed Expressway will be much greater than that estimated;
- The cost of building the proposed Expressway will be far higher due to engineering issues such as building over wetlands, in flood areas and design for liquefaction; and
- Social, health and environmental costs have not been factored in.

Project team response

Impacts on local communities and their viability were considered as part of the MCA, and a separate economic impact analysis has been undertaken. While it is acknowledged there will be some adverse effect on some businesses, in overall terms it is anticipated that the Project would enhance the economic well-being of the District, and the removal of through traffic from the existing State highway would provide opportunities to enhance the town centres and urban environment.

10.13.16 Property

Concerns expressed in feedback regarding private property included:

- Impact on property values and compensation;
- Loss of peoples' homes cannot be compensated;
- Request that properties are bought quickly and outright when the final route has been decided;
- Require certainty about the property purchase process;
- Requests of compensation from adjacent properties owners for impacts including potential devaluation, noise, air pollution, and health risks;
- Need to subsidise the installation of noise protection for those who adjoin the proposed Expressway: and
- Excess land be put into public ownership, such as parks and reserves, and not sold to private landowners.

Project team response

As the proposed Expressway design has developed, greater certainty has emerged regarding properties that need to be purchased. Individual meetings have been held with all landowners to understand concerns and provide advice regarding acquisition of properties under the PWA. The Project has progressed to a stage where all required properties have been identified and a number have been now been acquired. The property acquisition process has been a priority, recognising the need to provide affected property-owners with certainty.

10.13.17 Transportation

Feedback included matters in relation to transportation, in particular car parking and public transport as summarised as follows:

Carparking

- Provide a Raumati South railway station car park;
- Provide commuter car parks at interchanges for carpooling; and
- Extend carriageway by 5m each side to provide space for parking and broken down vehicles, etc.

Project team response

The provision of a Railway Station is not part of this project. However, the proposed Expressway design does not preclude a future Railway Station and associated parking in the Raumati South area. The decision on whether a Railway Station will be established will be made by GWRC as the authority that controls the passenger rail network. Discussions were held with interested groups on this issue.

Public Transport

- Consideration needs to be given to accessibility to public transport and active transport networks;
- Prioritise sustainable public transport;
- Need to make using cars a less attractive option;
- It is not possible to have just rail and no Expressway; and
- Transfer road freight to sea/rail.

Project team response

The maintenance of networks has been considered. The existing public transport nodes in Waikanae and Paraparaumu will be maintained and serviced by the two respective interchanges and the existing SH1 (which will revert to a local road once the proposed Expressway is operational). The removal of through traffic from the existing State highway will enable enhanced connectivity to the principal public transport facilities, while the proposed Expressway itself will provide opportunities for new public transport routes.

10.13.18 Local Network

Feedback expressed a variety of concerns regarding the local road network. The common themes raised included:

- The existing SH1 is an integral part of the proposed Expressway project which needs to be considered and early on;
- The cost of upkeep of SH1;

- Maintenance of local roads in general;
- Substantial upgrading of local roads is required to handle increased traffic volumes;
- Need to upgrade Matai Road and Raumati Road intersection, which will get worse as a result of the proposed Expressway;
- Need to continue access from Rata Road to Raumati Road;
- When the proposed Expressway is built Park Avenue will become major feeder, however already concerns regarding the safety of this road; and
- Impact of increased traffic volumes and congestion on Te Moana Road.

Project team response

These comments have been tested against the traffic model and in the urban planning and design assessment. All existing east/west connections across the proposed Expressway are to be retained. The proposed Expressway will alter the operation of the existing local road network, increasing traffic volumes on some roads: however, once the proposed Expressway is operational, the volume of traffic on local roads will generally decrease.

Feedback regarding Elizabeth Street intersection from the existing SH1 in Waikanae included:

- Review and improvement of Elizabeth Street is urgent;
- An underpass is needed at Elizabeth Street;
- Better pedestrian access from Waikanae town centre across SH1 is essential; and
- Consider a full interchange at Elizabeth Street.

Project team response

Comments regarding traffic congestion in the Waikanae town centre have been considered. The volume of traffic on the existing SH1 will reduce once the proposed Expressway is operational. This will allow for future changes to the Waikanae and Paraparaumu town centres. Consultation has been undertaken on conceptual design plans for potential modification of the existing SH1. This work has been jointly undertaken by NZTA and KCDC.

10.13.19 Justification of route

Common views regarding the justification of the proposed route include:

- Justification of the route is needed;
- Question why the proposed Expressway is the investment priority when other areas need the money more;
- Limited benefits to travel time, traffic and locals;
- Traffic projections are over optimistic;

- The proposed Expressway will not solve the congestion problem; and
- It is unsustainable given sea level rise, global warming, future oil supplies and climate change.

10.13.20 Other route options

Two common alternative options were discussed in feedback, that being construction of the Western Link local road and the upgrade of State Highway 1.

Examples of reasons for supporting the Western Link Road option included:

- It is what the community expected;
- It would provide for the actual requirements of the District;
- Would not destroy the character of Kāpiti ;
- Would Will address traffic issues by removing local traffic from SH1;
- Would produce less noise impacts and be more environmentally sound;
- Would affect less property; and
- It would cost less.

Examples of common reasons for support of the State Highway 1 option included:

- This route would still achieve all the requirements for a fast unimpeded route;
- Combined with Western Link Road it would address the traffic issues;
- It would be less obtrusive;
- It would not divide community;
- It would cost less and be constructed quicker; and
- It would not impact homes.

Project team response

The decision to construct an Expressway between MacKays Crossing and Peka Peka Expressway in this route had already been made by NZTA prior to this consultation. A review of the alternative route options for an Expressway confirmed the benefits of the selected route compared with the other principal options, including significantly fewer property impacts, considerably less overall impact on the urban environment, and a much shorter construction timeframe.

10.13.21 Consultation

- Supports the consultation process undertaken;
- No more consultation is necessary, need to start the project;
- Community are not being listened to;

- Consultation process is not transparent;
- Lack of consultation with Peka Peka residents regarding the proposed interchange; and
- Request that more information be provided at Expo 2.

Consultation team response

A project phone line and email address was monitored during work days, and through the weekend during consultation periods. Project members have been available for meetings and general advice on the proposed Expressway project. The feedback from Part 1 consultation has been released in the form of a consultation report which outlines the process and methods undertaken to seek feedback.

10.14 Summary of key stakeholder consultation

A summary of feedback and submissions received from the following key stakeholders is provided below:

- Tangata Whenua (including: Takamore Trust and Te Āti Awa ki Whakarongotai);
- Greater Wellington Regional Council;
- Kāpiti Coast District Council;
- NZ Historic Places Trust;
- Waikanae Community Board; and
- Regional Public Health.

10.14.1 Takamore Trust

The submission of the Takamore Trust identified that they had been very satisfied with how the NZTA have entered into consultation with the Trust. The submission, however, noted that it was unfortunate the Trust had been required to deliberate on two options for the Waikanae area, both of which have an adverse impact on the Takamore wāhi tapu and their relationship with ancestral lands.

The Trust advised that within the context of being required to make that choice therefore, and for no other purposes, the Trust's position was:

1. Both Option 1 and Option 2 would have an adverse impact on the Takamore wāhi tapu, and with their relationship with their ancestral lands and taonga, including their obligations of kaitiakitanga or guardianship for the generations to come;
2. The Trust acknowledged that, in any choice of option for alignment, others in the community will also be affected and this is regrettable;
3. Of the two options made available by NZTA:

- a. the Trust opposed Option 1 as being fundamentally detrimental to their values and tikanga; and
 - b. the Trust had not yet made any formal decision to accept or oppose Option 2, but the Trust did regard Option 2 as a more positive option in relation to which the Trust was prepared to engage constructively with NZTA to ensure that Takamore values and principles are respected as much as possible;
4. The Trust recorded that its position in the submission was without prejudice to its legal rights under the Resource Management Act in circumstances where the adverse impacts on the Takamore wāhi tapu were unable to be avoided, remedied or mitigated.

Consultation team response

It is acknowledged that both Options 1 and 2 are near the Wāhi Tapu area which is of great significance to the Takamore Trust. Consultation has been ongoing with Takamore Trust representatives to identify how these concerns can be addressed.

10.14.2 Te Āti Awa ki Whakarongotai

NZTA met with representatives from Te Āti Awa ki Whakarongotai a number of times throughout the consultation period. Discussions included identifying a clear process to work towards a memorandum of understanding (MoU) and preparation of a Cultural Impact Assessment (CIA).

Consultation team response

A series of meetings/hui and have been held and are on-going. These meetings/hui have helped inform the design process, and a CIA will be prepared by iwi to identify particular areas of cultural significance.

10.14.3 Greater Wellington Regional Council

The GWRC submission advised that it has a direct interest, as the administering authority, in any proposals that would impact on QE Park. As such, the submission identified that the GWRC had a strong preference for options that impact least on the overall integrity of the Park and consequently supported the proposed alignment at the Southern end.

The GWRC did, however, recognise that there is a wide range of community issues that would need to be taken into account.

In its feedback, the GWRC detailed potential impacts on the Park from an alternative route. In the event that an alternative alignment was chosen that impacted more significantly on the Park, the GWRC believed that significant mitigation would be required to both mitigate direct impacts as far as possible

and offset impacts by compensating for the loss of land and its inherent ecological and recreational values.

Greater Wellington Regional Council also noted that the proposed works will have a significant potential effect on rivers, land and the flood hazard environment that the GWRC holds responsibility over. The GWRC was happy to continue to work with the Project team to better understand the potential impacts of the proposed route and how any impacts can be appropriately mitigated.

Consultation team response

The comments regarding QE Park were factored into decision making for the southern Expressway alignment area. Consultation with GWRC has been ongoing in particular considering design options over rivers, streams and waterbodies.

10.14.4 Kāpiti Coast District Council

The submission of the KCDC advised of its position on a number of aspects of the proposal. A summary of its position on the more significant issues surrounding the proposal is provided as follows:

- Supported the proposed location and nature of the interchanges and highlighted a range of specific mitigation measures in regard to the likely effects from all four interchanges;
- In regard to Waikanae North, KCDC was not convinced that the east to west connections would be provided for as outlined in the Waikanae North development precinct plans. Given the urban development intentions for this area, road seal to minimise noise and appropriate lighting was advised;
- In regard to the two options in Waikanae, the KCDC recognises the complexities and the values associated with both; however, at that time, it was in support of the Eastern Option;
- The Waikanae River crossing should be carefully designed to reflect the gateway status and minimise adverse effects on the river and riparian environment;
- Otaihanga Road should fit the character of this rural area. To achieve this, it should be retained as a simple winding road;
- Between Kāpiti Road and the Waikanae River, access across the proposed Expressway needs to be maximised, particularly to employment areas;
- Between Kāpiti Road and Raumati Road, good access across the proposed Expressway needs to be maximised, particularly to the town centre. The Wharemauku Stream route and the quality of bridging remains a concern;
- In regard to the southern end of the route, KCDC required further clarity regarding the position of the DOC and GWRC;
- KCDC supported the preferred route based on the current information, with the view that NZTA could and should further minimise the potential property impacts;

- KCDC had concerns that the effects on the local network had not been addressed or modelled adequately;
- The design and undertaking of works on the existing SH1 should be brought forward in the work programme; and
- The dune system is highly valued by the community and all efforts should be made to protect it as a first principle.

Project team response

Support for interchange location options was noted. Future east/west connectivity in Waikanae North was further tested in the traffic modelling. The significance of the Waikanae bridge design has been reflected in the use of an architect to achieve a sculptural quality design. Minor changes to Otaihanga Road are proposed. Conceptual design work on modifications to the existing SH1 have begun as a separate joint project between NZTA and KCDC. The significance of dune features is acknowledged and the design aims to avoid these features where possible.

10.14.5 NZ Historic Places Trust

The NZHPT submission stated that overall there was insufficient detail for the Trust to form an opinion as to the relative merits of the proposed option in respect to the effects on historic heritage and in particular archaeological values.

The submission recommended that further archaeological assessment be carried out along the proposed roading corridor to inform the decision-making process, with an emphasis on the avoidance of archaeological material as the preferred option.

Nonetheless, all things considered, the Trust advised a preference for Option 2 in Waikanae in that it avoided the Takamore wāhi tapu area, although it is noted that the historic heritage values of the Greenaway Homestead should be recognised in the planning process and further consideration should be given to other options in discussion with the Historic Places Trust.

The Trust also recommended that the heritage values of the Stringer Wind Rain House at 224 Main Road, SH1, Paraparaumu, be investigated and established to inform the decision-making process at the Southern end of the project.

Finally, the submission noted that the Trust supported investigating other options that would avoid impacts on historic heritage.

Project team response

The recommendation that further archaeological survey and investigation work be carried out was noted. An assessment of the heritage values of Greenaway homestead was carried out in relation to whether the values would be more impacted by relocation.

10.14.6 Waikanae Community Board

The Waikanae Community Board submission advised that the majority of Board members did not support the proposed Expressway and preferred the option of reinstating the local Western Link Road and upgrading State Highway 1.

The Board's position as expressed in the submission was that no homes should be affected through Waikanae. They believed further negotiation over the wāhi tapu was required before Option 1 was discounted and homes affected.

The submission noted that an underpass at Te Moana Road was preferred over an interchange. The proposed interchange would impact on residents' quality of life by way of noise, visual impact and safety risk from increased traffic.

Finally it noted that residents need design and mitigation information at Expo 2 to better inform them. They requested detailed information regarding the environment, route, design, interchanges, construction, cultural impacts and a project review of the costs and benefits.

Project team response

There are a number of sensitive land uses in the Raumati South and Waikanae areas that were considered with regard to the final alignment location. Further information regarding mitigation during the consultation on design development will be provided.

10.14.7 Regional Public Health

The submission of Regional Public Health expressed strong support for:

- Local movement area surveys that aim to preserve or improve active travel and recreation routes for local residents;
- The planned separated walking/cycling path that is proposed to run alongside the proposed Expressway;
- The conversion of SH1 to a local road as an opportunity to create a more walkable and cycle friendly route across the district;
- Aims to reduce greenhouse gas emissions and increase the rate of active transport; and
- The approach KCDC has taken to plan for future growth of the District and remedy sprawl.

In its submission, Regional Public Health recommended that:

- Consideration be given to mental health and wellbeing and specifically suicide prevention with the design of the proposed Expressway. Appropriate barriers for safety purposes should be used for any bridge or structure; and
- The Project separating the walking/cycling pathway along Kāpiti Road to avoid the interchange.

Project team response

A number of the comments from Regional Public Health align with the Project design i.e. separated walking and cycle ways, conversion of SH1 into a local road and undertaking local movement surveys. Specific groups that are concerned with health and wellbeing will be consulted during the next phase of consultation (after design development in 2011).

10.15 Consultation feedback 2011**10.15.1 Summary**

The alignment of the proposed Expressway and the location of four interchanges along the proposed Expressway route was confirmed in May 2011. Following this announcement, further consultation was undertaken with the general public and key stakeholders regarding the design development of the proposed Expressway and its surrounding environment.

Feedback on the following design aspects was sought:

- Cycle ways, walkways and bridleways;
- Local road connections;
- Possible mitigation measures, including earth bunding and landscape treatment for visual and noise mitigation;
- Noise, vibration and air quality;
- Stormwater/drainage and wetlands; and
- Ecology.

A total of 216 submissions were received. A variety of concerns and matters were raised in the submissions, with 10 key themes being identified. This section of the consultation and engagement Chapter provides an outline of the process undertaken and a summary of feedback received during the May–June 2011 consultation.

10.15.2 Focus group workshops**10.15.2.1 Waikanae design workshop**

The purpose of this workshop in June was to discuss the proposed Expressway design, including the Te Moana Road interchange, and to provide an opportunity for the technical experts to discuss matters of interest with residents and provide advice including proposed mitigation of potential effects from the proposed Expressway. The project design team comprised acoustic engineers, stormwater/drainage engineers, urban designers, landscape architects, designers and planners attended a design workshop with residents of Puriri Road, Kauri Road and Te Moana Road. A number of site specific discussions resulted in the design team taking away feedback to consider in developing the design. Cross-section

plans and stormwater/flood modelling plans were provided to aid discussions. Key discussions and requests to the Project team that resulted from the workshop included:

1. General support for screening views of the proposed Expressway from residential properties;
2. Understanding how the flood plain modelling works;
3. Ensuring that the width of the underpass to EL Rancho is sufficient to provide room for buses, cyclist and pedestrians;
4. Consideration of the impact of increased heavy vehicle traffic on Te Moana Road accessing the supermarkets and shops in Waikanae;
5. Demonstration on the ground where the proposed Expressway will go; and
6. Ensuring that east/west connectivity is maintained.

10.15.3 Cycleway, walkway and bridleway workshop (CWB)

A workshop was held with an existing KCDC Cycling, Walking and Bridleways (CWB) reference group to discuss how the proposed Expressway design provides for cycling, walking paths and bridleways. The Project team presented the draft design plans. Discussion revolved around specific features that each user group wanted included in the design. Key discussions and requests to the Project team that emerged from the workshop include:

1. Separation between users is important, particularly for cyclists and horse riders;
2. Provision of safe CWB routes separated away from busy roads: for example, Kāpiti Road;
3. Consideration needs to be given to different subsets within each user group. The subsets all have slightly different needs i.e. mountain bikers, school children cycling home from school and road cyclists;
4. Landscaping is important on the edges of the tracks to provide visual screening from the proposed Expressway and enhance amenity; and
5. Lighting on the pathways should be low level and eco-efficient, with particular care taken in lighting the underside of bridges in urban areas to provide a safe environment for users.

10.15.4 Expo 2

A series of project Expos were held at the following locations around the District at the start of the consultation period:

Table 10.4: Expo 2 Schedule

Date	Time	Location	Attendees (approx)
Sunday 15 May 2011	10am-4pm	Southward Car Museum, Otaihanga	478
Tuesday 17 May 2011	4pm-8pm	Waikanae Memorial Hall	212
Thursday 19 May 2011	4pm-8pm	Kāpiti Community Centre	120
Friday 20 May 2011	4pm-8pm	Raumati South Memorial Hall	98

10.15.5 Feedback analysis

The greatest number of submissions was received from submitters located in the Waikanae area. The following graph shows the breakdown of the total number of submissions received by locality of submitter.

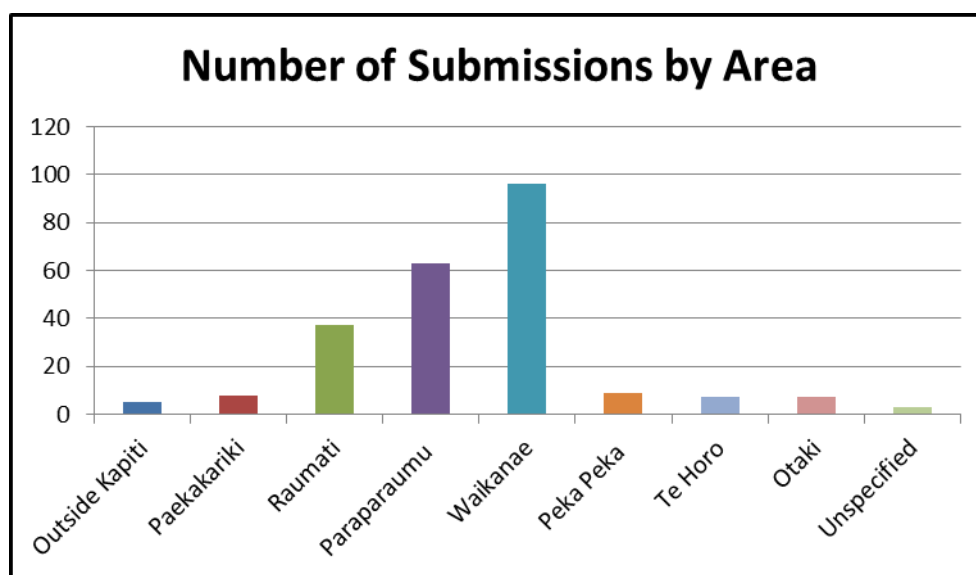


Figure 10.3: Number of Submissions by Area - Expo 2

10.15.6 Summary of submissions

An analysis of the submission comments identified a number of common submission themes. Although feedback was sought on specific design detail, many people commented on the overall Project. A high proportion of the feedback was supportive of the Project and had simple messages, including requests that the Project be fast tracked.

General opposition to the Project included views that the Raumati community in particular would be disrupted, that it would have a high cost to build and opposition to what were considered to be visually obtrusive bridge structures.

For ease of reporting, the feedback has been grouped within 10 topic areas and includes:

1. Accessibility for alternative forms of transport (non-motorised & public);
2. Environmental consideration;
3. Interchange design;
4. Health and safety;
5. Consultation;
6. Feedback concerning impacts on private property;
7. Feedback on design in general;
8. Road network operation;
9. Community in general; and
10. National economic feedback.

A summary of the common submission themes is provided as follows under each appropriate topic heading. It is noted that the following is a summary of the common themes raised in submissions and is not a summary of every individual submission.

10.15.6.1 Accessibility for alternative forms of transport (non- motorised & public)

Cycle ways

Common views held with regard to the proposed cycleway are summarised as follows:

- Support for a cycleway along the full length of the proposed Expressway;
- Cycleways need to have an asphalt surface for the full length;
- The cycleway needs to be an appropriate width;
- The cycleway needs to be of a high standard to get cyclists off the shoulder of the proposed Expressway ;
- Consider underpasses at Raumati Road and Kāpiti Road;
- The cycleway must have clear markings and signage;
- Consider cycleway connectivity for primary age school children, particularly at the Te Moana Road interchange;
- The cycleway needs to access recreation areas such as the Waikanae River;
- Safe crossings on local roads is important i.e. Raumati Road; and
- Support for a family friendly bike track through QE Park.

Walk ways

Common views expressed in feedback for the walkway design are summarised as follows:

- Not considered necessary or of any benefit;
- Safe pedestrian access across Kāpiti Road needs to be provided;
- Access for mobility scooters must be incorporated into the design, particularly on busy roads i.e. Kāpiti Road;
- Maintain remaining informal walking tracks in Raumati;
- Vertical walls are not supported in the design of walkway underpasses; and
- All local road bridges over the proposed Expressway in urban areas shall have footpaths on both sides of the road.

Bridle ways

Common views expressed in feedback forms regarding the design of bridleways are summarised as follows:

- Bridleways needs to be wide enough to accommodate horse riders;
- Must be separated from cyclist and pedestrian activity; and
- Not considered necessary or of any benefit.

Public transport

Common views regarding public transport in relation to the proposed Expressway are summarised below:

- There is no public transport around Leinster Avenue because people tend to walk to Coastlands Mall from Leinster Avenue; and
- NZTA should be encouraging alternative options to private vehicle use.

Project team response

A separate cycleway/walkway is planned for the full length of the proposed Expressway, with connections across waterbodies and onto local roads. Walkways will be separated from cycleways. Options for safe and attractive walkways under bridges have been considered. Access to public transport services will be maintained once the proposed Expressway is operational, and in some places such as the Paraparaumu and Waikanae town centres, will be enhanced. The interchanges at Kāpiti Road and Te Moana Road will facilitate both local east/west connection and efficient movement for bus services out of the Kāpiti District. Current passenger rail services will be maintained.

10.15.6.2 Environmental considerations

Landscape/Urban Design

Common views expressed in relation to landscape treatments and urban design features of the proposed road include:

- Provision for generous landscape treatment around the interchange on and off ramps is supported;
- The removal of mature trees in Raumati is discouraged;
- Planting on earth bunds should be fast growing, consideration should be given to non-native plants first to provide protection of native plant species. Removal of these non-natives once natives have matured;
- Earth bunds to provide visual mitigation in Raumati is supported;
- The proposed Expressway will blend into the landscape over time and people will forget about the construction disruption;
- Establish green areas along the proposed Expressway, particularly around cycle and walking tracks to mitigate the visual effect of hard built structures such as bridges;
- Support for the proposed Expressway being constructed as low as possible with local roads rising over the proposed Expressway;
- Quality bridge designs are sought, with safe attractive walking and cycling areas under the bridges; and
- Bridges should be designed to allow natural light to spill through.

Project team response

The importance of landscape treatment and quality urban design was acknowledged. A landscape plan was prepared which identifies the rehabilitation of earth bunds and excavated areas to construct the proposed Expressway. Where possible existing vegetation of ecological value will be retained. The interchange and bridge locations will be a focus for landscape treatment. To achieve a quality sculptural bridge design, architects were used to refine the aesthetics of the bridge structures. In urban areas where pedestrian activity is relatively high, bridges will include a gap between north and southbound lanes to allow natural light spill below onto the walkway/cycleway.

Noise and Vibration

Feedback with regard to noise and vibration included:

- Expressway traffic noise will be introduced to a number of domestic neighbourhoods;
- Request for noise mitigation measures for properties within 100m of the proposed Expressway;
- Support for low noise asphalt (OGPA) on the proposed Expressway;

- The road needs to be lower to reduce noise levels;
- Earth bunds to provide noise mitigation are supported;
- Noise walls and bunds should be established prior to construction;
- The prevailing north-westerly wind needs to be considered in noise modelling;
- Noise from heavy vehicles needs to be considered at on/off ramps and mitigated;
- Temporary construction noise is of concern to a number of residents adjoining the proposed Expressway;
- Traffic noise in quiet rural areas must be addressed;
- Noise mitigation walls should have regard to Crime Prevention through Environmental Design (CPTED) principles to provide safe walking and cycling routes;
- Compensation for houses near the proposed Expressway was requested as a result of heightened noise and visual effects; and
- Noise mitigation should be of suitable height (i.e. noise walls and earth bunding).

Project team response

Individual meetings have been held with property owners adjoining the proposed Expressway. Many of these meetings were requested through consultation feedback. The Project team noise experts provided advice and attended meetings to describe to property owners how noise is assessed, and likely noise levels that will be received on their property. Depending on the level of compliance with the NZ noise standards various noise mitigation options were considered: for example, noise walls, earth bunds and smooth asphalt road surfacing.

Air pollution

Feedback on potential air pollution included:

- A number of medical care businesses near the proposed Kāpiti Road interchange are concerned with the effects of air pollution from vehicles on their business;
- Concern for degraded air quality in residential areas near the proposed Expressway; and
- A number of submitters were unsure what effects the proposed Expressway would have on air quality and how these issues will be resolved.

Project team response

Air quality monitoring has been undertaken to gauge the existing air quality environment. An air quality assessment and the CEMP will address operational and construction matters related to air pollution.

Stormwater/drainage and wetlands

Common views regarding the stormwater/drainage and wetlands include:

- Interest in how stormwater from the road will be treated, especially near the Waimeha Stream;
- The design of the proposed Expressway needs to address the existing stormwater/drainage issues for properties on Puriri Road; and
- Concern that the principle of hydraulic neutrality is not being adhered to in the design.

Project team response

The existing stormwater and drainage issues resulting from the high water table in the Puriri Road area were investigated and modelled as part of the stormwater assessment. It is acknowledged that stormwater along the length of the proposed Expressway alignment is a complex issue, but that the principle of hydraulic neutrality is a key principle of stormwater management and flood risk management in the design of the proposed Expressway.

Lighting

Common views regarding the lighting include:

- Street lighting in rural areas should be avoided;
- Concern for light spill on adjoining residential areas; and
- Lighting needs to be low impact and energy efficient.

Project team response

Lighting on the proposed Expressway will be limited to the interchange areas and associated on and off ramps. An assessment on light spill has been undertaken.

Construction Effects

Feedback included concern in relation to construction effects such as wind-blown dust, noise and visual construction movements. The common themes raised included:

- Concern that it will be difficult to construct the road on peat and through wetland areas;
- There will be noise and dust nuisance during the construction period, which will affect sensitive residential land use;
- A number of home owners adjoining the proposed Expressway queried whether wind-blown dust would be cleaned from their houses; and
- Work must be carried out during normal working hours, with no work in weekends and holidays.

Project team response

A number of property owners adjoining the proposed Expressway have contacted the Project team regarding potential dust and construction noise. Both dust and noise effects related to the construction will be addressed as part of the CEMP.

Ecology

Common views with regard to the ecology included the following:

- The removal of large mature trees in Raumati will affect the bird life by removing their food source and shelter;
- Enhancement of wetlands on Puriri Road will improve the habitat for water birds;
- Ponding on the edges of the proposed Expressway would capture rubber and fuel runoff from the road, this contaminated ponding area may compromise bird and fish life; and
- Structures to assist movement of fish up stream must be incorporated into the design.

Project team response

Comprehensive ecological investigations have been undertaken to provide detailed information on the existing environment along the proposed Expressway alignment. The information provided a basis for ecological assessments, and the Project ecologists have been fully involved with the alignment and design process.

Cultural heritage

There was interest in the position of the local iwi with regard to the proposed Expressway alignment. The following view was recorded:

- A number of roading projects around the country have encountered Māori burials, the issues surrounding these significant sites are able to be resolved.

Project team response

The significance of cultural heritage along the length of the proposed Expressway alignment is acknowledged. Studies are ongoing to document sites of cultural significance and develop protocols on how to appropriately preserve these sites.

Natural Hazards

A number of submitters commented on the potential for natural hazards such as flooding and earthquake. Common feedback included:

- Concern about building an proposed Expressway on a fault line; and
- The dangers of liquefaction highlighted by the recent earthquake in Christchurch.

Project team response

Potential for earthquake events has been addressed within the proposed Expressway design, and a high standard of seismic design is required under NZTA policies to ensure a high level of network resilience.

10.15.6.3 Interchange design

Poplar Avenue interchange

A number of views were expressed in feedback with regard to the Poplar Avenue interchange design. Common views included:

- Disappointment that a full interchange is not proposed; and
- With population growth it was considered that NZTA will have to convert the partial interchange to a full interchange in the near future.

Kāpiti Road interchange

A number of views were expressed in feedback with regard to the Kāpiti Road interchange design. Common views included:

- The traffic lights on Kāpiti Road will interrupt the already congested Kāpiti Road;
- Supportive of the proposed Expressway going over Kāpiti Road;
- Property owners near the interchange are concerned that access in both directions along Kāpiti Road will be unsafe due to the volume of traffic that it will create; and
- The height and scale of the interchange will be dominant when viewed from nearby residential areas.

Te Moana Road interchange

A number of views were expressed in feedback with regard to the design of the Te Moana Road interchange, these included:

- Traffic lights at Te Moana Road are supported instead of the two roundabouts;
- The footprint of the Te Moana interchange should be reduced;

- The height of the Te Moana Road interchange should be lowered to lessen both visual and noise effects;
- Concern about flood management around the Te Moana interchange,
- The embankments proposed for the interchange may 'dam' ground water and surface water during flood and storm surge events; and
- The interchange will sever the Te Moana Road community.

Peka Peka Road interchange

Common themes addressed in submissions regarding the Peka Peka Road interchange include:

- Disappointment that a full interchange is not proposed;
- Te Horo residents are unhappy that they cannot use the Peka Peka interchange to head south on the proposed Expressway;
- The omission of an off ramp driving north will impact on business for the local garden centre;
- A full interchange will enable emergency services to efficiently access the proposed Expressway for incidents south of Peka Peka;
- A full interchange will support future growth planned south of the Te Horo township; and
- The interchange design does not support the project purpose which includes – improving journey time reliability.

Project team response

The general arrangement of interchange location and configuration of on and off ramps was widely supported in feedback received. The confirmed design option provided the most effective connections into the two main townships (i.e. Waikanae and Paraparaumu) with use of the existing SH1 as a local road.

10.15.6.4 Health and safety

Feedback included matters in relation to health and safety. Comments are summarised as follows:

- The separation of traffic will significantly enhance road safety;
- Property owners adjoining the proposed Expressway are concerned that where the road is elevated over local roads, accidents may cause vehicles to enter private properties;
- Concern that school children will need to be deterred from crossing the proposed Expressway in areas where old shortcuts were i.e. Rata Road and Gabriel Road;
- Adequate barriers will be needed to separate the cycleway and walkways from the proposed Expressway; and

- Elderly people are seeking safe vehicle and pedestrian connections between townships, and to local emergency services.

Project team response

The safety of children, elderly and disabled is acknowledged as important when considering interchange design and connections to local roads. Local road movement surveys have been carried out to understand these movements and to maintain and improve pedestrian and cyclists safety at intersections and roundabouts. Separate cycleways and walkways are proposed.

10.15.6.5 Consultation

The following views were received with regard to public engagement:

- The way in which the Alliance has engaged with the public must be commended;
- A number of people still consider that the WLR should be an option;
- Support for less consultation and more action;
- Support for positive community involvement;
- Requests for a scale model of the proposed Expressway, showing detail;
- Many Te Horo residents had not been aware of the partial interchange proposal at Peka Peka;
- The project boundaries for MacKays to Peka Peka and Peka Peka to Ōtaki had created confusion; and
- Seek further consultation on detailed plans clarifying noise and visual mitigation.

Project team response

The consultation team has endeavoured to quickly respond to queries and provide further information where possible. Any queries that are related to the PP2O Project area have been managed appropriately with the PP2O Project team.

10.15.6.6 Feedback on private property impacts**Future land use**

Feedback commenting on future land use included the following common themes:

- Raised interchanges will impact the character of the area; and
- The confirmed alignment will allow property developers to develop the sandhills in Raumati.

Property

Common feedback on property matters include:

- Concern that people will lose their homes;
- Unacceptable to remove homes instead of using unused QE Park land;
- The land bounded by Kāpiti Road, the proposed Expressway and Arawhata Road would be landlocked.

Project team response

The acquisition of private properties required for the proposed Expressway has been progressing with willing sellers. Some areas in Raumati South which were designated under the previous WLR proposal are no longer required for construction of the proposed Expressway, and the potential development of these areas will be managed by the provisions of the Kāpiti Coast District Plan.

10.15.6.7 Design feedback

Design in general

Common views provided in feedback regarding design in general include:

- Supportive of the northern corridor proposal (Wellington Airport to Levin);
- Too many lanes are proposed;
- Consider installing underpasses on the SH1 and Kāpiti Road intersection;
- Interest in a bridge over the Waikanae river being established and operational whilst the rest of the proposed Expressway is constructed;
- The alignment should seek areas where ground conditions are favourable, building a road on peat is expensive; and
- The proposed Expressway shall provide adequate clearance heights and width for over-dimensioned and overweight vehicles.

Local Roads

A number of submissions commented on local roads. These are summarised as follows:

- Straightening of Ngarara Road is requested;
- There needs to be provision for Ihakara Street being extended through to the airport;
- Performance of a north bound off ramp at Ihakara Street must be assessed;
- The local roads around the Paraparaumu and Waikanae shopping centres need to be reconfigured;

- Support for the proposed Expressway going over the local roads in Raumati;
- The local roads will become safer with through traffic being contained on the Expressway;
- Concern that a number of existing local roads will become extremely busy i.e. Park Avenue; and
- Requests for Otaihanga Road to be straightened.

Project team response

Comments on specific design have been considered by the Project design team. Discussions are ongoing with KCDC regarding requests to alter existing local roads once the proposed Expressway becomes operational. The design team have investigated ground conditions along the alignment to help identify appropriate construction methodologies.

Non- project design related comments

Common non-project design related issues raised in feedback include:

- A bottle-neck will be created at Paekākāriki; and
- The design of the proposed Expressway should not preclude establishment of a potential future railway station and associated car parking area in Raumati.

Project team response

Feedback that did not specifically relate to the proposed Expressway were forwarded on to the relevant project team or local authority (i.e. GWRC, Transmission Gully Project team (TG) and PP20). There have been regular meetings between RoNS project teams to ensure there is consistency in the way that consultation is being carried out and to address common or related issues.

10.15.6.8 Road network operation

General comments received regarding road network operation can be summarised as:

- Providing traffic needs for the next 100 years is over the top;
- The design will enable people and freight to move faster, safer and more efficiently;
- Heavy vehicles should be made to use the proposed Expressway;
- East/west connectivity is essential;
- The Ihakara Street extension should be established prior to the completion of the Airport development; and
- The design needs to address future growth in the Ngarara/Waikanae North area.

Project team response

A large amount of feedback raised the importance of east/west connectivity. The design team focused on maintaining these connections. Traffic modelling shows a general reduction in traffic volume on local roads once the proposed Expressway is operational, which will enhance the efficiency and safety of local roads.

10.15.6.9 Community in general

General comments have been received regarding the community, these include:

- Impact on the culture and heritage of the area;
- The proposal will disturb many people;
- It will divide the community;
- Consider the needs of the elderly, they need to feel safe on the road;
- The proposed Expressway is important for the viability of the community;
- Interchanges as proposed will allow Paraparaumu and Waikanae to develop a town centre; and
- More consideration needs to be given to severance of residential areas, schools and shopping areas.

Project team response

The issue of severance has been considered by the Project team. Consultation feedback and focus group meetings have identified the main concerns from communities. This has been considered within the social impact assessment and economic assessment.

10.15.6.10 National/regional economic feedback

A number of people had concerns in relation to the state of the region and New Zealand's economy, this feedback included:

- The Government is irresponsible spending money on Expressways pushing the country further into debt;
- Consider future generations don't burden them with more debt;
- The proposed Expressway will promote regional economic development;
- Expenditure for roading projects in the wake of the Christchurch earthquake will increase pressure on the national economy;
- Additional costs on Kāpiti residents for maintenance of additional local roads: i.e., the former SH1; and
- The cost/benefit ratio does not support the project.

Project team response

These issues were considered by NZTA in deciding on the alignment of the proposed Expressway.

10.15.7 Summary of key stakeholder consultation

A number of key stakeholders provided feedback during the 2011 consultation and engagement period, and have been involved in ongoing discussions as the proposed Expressway design progressed. The key stakeholders are:

- Tangata Whenua (including: Takamore Trust, Te Āti Awa ki Whakarongotai, Ngāti Toa Rangatira, Muaupoko and Ngāti Raukawa;
- Greater Wellington Regional Council;
- Kāpiti Coast District Council;
- NZ Historic Places Trust;
- Waikanae Community Board; and
- Regional Public Health.

A summary of consultation and engagement with key stakeholders is listed below:

10.15.7.1 Takamore Trust

This phase of consultation included confirmation of the proposed Expressway alignment through Waikanae near Puriri Road. A number of meetings were held to discuss potential mitigation options with Takamore Trust representatives prior to this alignment decision being made. Presentations were provided by the Project team's technical experts (i.e. ecologists, archaeologists and stormwater engineers amongst others) to outline the factors that were being weighed up in deciding whether alignment Option 1 or 2 would be selected through Waikanae. In May 2011 Option 1 was confirmed this route travels over a portion of the Takamore Urupā and was the Trust's least preferred alignment as stated in their 2010 feedback. Further meetings and workshops were held with Takamore Trust representatives to explain why Option 1 had been chosen and to continue dialogue. The meeting dates and matters discussed are outlined in Appendix J of Technical Report 3 – Consultation Summary Report.

10.15.7.2 Te Āti Awa ki Whakarongotai

Similar discussions to those with the Takamore Trust were held with Te Āti Awa ki Whakarongotai representatives regarding the alignment options in Raumati South and through Waikanae. A draft cultural impact assessment was prepared by Te Āti Awa ki Whakarongotai to be considered by the Project team. Engagement with Te Āti Awa ki Whakarongotai is ongoing as outlined in the table of meetings included in Appendix J of Technical Report 3 – Consultation Summary Report.

10.15.7.3 Ngāti Toa Rangatira, Muaupoko and Ngāti Raukawa

Opportunity for engagement with Ngāti Toa Rangatira, Muaupoko and Ngāti Raukawa representatives was provided during this phase of consultation. Ngāti Toa signed a Memorandum of Understanding with NZTA as part of the Transmission Gully project in August 2011. This document outlines the relationship principles and protocols between the iwi and NZTA for all roading projects within their tribal jurisdiction, including the M2PP Expressway.

The main issues for Muaupoko and Ngāti Raukawa are being addressed by the Peka Peka to Ōtaki (PP2O) project team as most of their tribal interests pertain to this project area. Muaupoko and Ngāti Raukawa have met with representatives of the M2PP Project team throughout 2010 – 2011 and have established an agreement that they will be engaged in instances where their traditional interests may be affected throughout the investigative and construction phases of this Project.

10.15.7.4 Greater Wellington Regional Council

The Project team has had an ongoing series of meetings and on-going discussions with GWRC officers.

One particular area of interest raised during feedback (from Raumati residents) was whether the proposed Expressway alignment would still allow for a potential railway station at Raumati South: this feedback was passed onto GWRC as the authority who maintains and upgrades the rail network, to consider as part of its ongoing rail network planning.

Liaison over the Waikanae River crossing has been a significant component of the engagement with GWRC to date, particularly to ensure flood risks are appropriately addressed in the design of the proposed Expressway bridge.

Discussion regarding the design of walkways and cycleways through QE Park was also canvassed. A potential route for a cycleway/walkway connection from Raumati to Paekākāriki was raised as a potential option. The Project team has taken “an open door approach” to any questions GWRC officers may have throughout the course of the Project’s design development.

10.15.7.5 Kāpiti Coast District Council

The submission from the KCDC made particular comment on areas where it believed further investigation and design was required. Comment was also made on aspects of the project that are supported. The submission has been summarised under the following headings:

- Design of the interchanges;
- Sector commentary;
- Local road connections;
- Stormwater and flood management;
- Ecology;
- Cycleways, walkways and bridleways;

- Noise and lighting; and
- Design quality.

Poplar Avenue interchange

- KCDC was generally comfortable with the Poplar Avenue partial interchange configuration, although further investigations were requested to determine whether additional off street car parks would be required for a potential Railway Station park and ride in Raumati near the interchange. KCDC asked that this is part of the mitigation for the proposed Expressway; and
- Given the existing environment which includes a number of exotic trees, KCDC requested that exotic trees and planting be included in landscape plans for the Raumati area.

Kāpiti Road interchange

- The proposed interchange at Kāpiti Road was supported; and
- KCDC was of the view that provision for the Ihakara Street extension is dependent on the Airport development. However, sensitivity tests were sought to further confirm traffic modelling conclusions. It was requested that the methods of addressing flooding and stormwater issues were reported on back to KCDC when the work was completed.

Te Moana Road interchange

- Further testing was requested on the secondary flow paths through the Waimeha Stream in conjunction with Greater Wellington Regional Council;
- KCDC did not support any river corridor works being undertaken to minimise the need for adjustment to the proposed Expressway design. Once work on addressing flooding and stormwater issues was complete the Council would like to view these results; and
- Further detail was requested for vehicle access into the eastern and western side of the Ngarara Plan Change 81 area.

Peka Peka interchange

- KCDC supported the design of the Peka Peka interchange, including grade separation of the rail line;
- A full interchange was not supported for two main reasons. Firstly, in 2009 NZTA committed to the provision of three full interchanges through the Kāpiti District. Waikanae and Paraparaumu interchanges were seen as being important connections to the existing town centres. Secondly, a full interchange will have the effect of attracting services further north. This will create further pressure on urban development in the Peka Peka area.

Sector Commentary

Waikanae North and Smithfield Roads

- KCDC supported the closure of Smithfield Road and the creation of new access off Ngarara Road to service Ngā Manu. Key matters that still needed to be addressed included: Assurance that the road design protected the in-stream habitat and fauna, the design needed to explore walkway and cycle access along the stream edge, east/west connections must be consistent with the District Plan and Ngarara Road over the proposed Expressway is to be consistent in alignment and of a safe design;
- KCDC reinforced that the Ngarara Road area is intended for low impact urban development, and that further development was needed to address this intended use; and
- The Ngarara precinct plans had not been addressed in detail. There was an expectation that a low noise road seal will be used throughout the urban areas, it was not clear whether this was the case in the Waikanae North area.

Waikanae between Te Moana Road and the River

- Further investigation of overland flow paths, flooding, and potential gaps in relation to property access, cycleway, walkways and bridleways was requested in this area.

Waikanae River to Mazengarb Road

KCDC supported the retention of Otaihanga Road to a rural standard. Provision must also be made for non-vehicular trips around this area, linking the river and the Otaihanga Domain. Further detail of east/west Cycleway, Walkway and Bridleway (CWB) connections was requested. The following was requested for the Mazengarb local road connection under the proposed Expressway:

- Wide paths requested under the proposed Expressway;
- Quality lighting to provide a safe environment for school children that will use connection;
- Protection from vehicles and prevailing winds that the underpass will be exposed to; and
- Avoid steep/high embankments.

Mazengarb to Kapiti Road

- KCDC requested that the level of existing east/west connection be retained;
- Support was given to two crossing points – one linking Sovereign Way and Palmer Court and the other between Te Roto Drive and either Cypress or Elders Groves; and; and
- The proposed Expressway design must carefully address the positioning and length of noise walls near residential sites, particularly on the eastern side of the proposed Expressway.

Kapiti Road to Raumati Road

- More detail was requested on informal access points across the proposed Expressway;
- The quality of the bridge crossing over the Wharemauku Street was a significant concern; and
- Areas that are planned for stormwater and overland flow paths need to be assessed and understood as to what visual effects they will create on adjoining properties.

Raumati to Poplar Avenue

- KCDC advocates for inland CWB routes connecting Paekākāriki and Raumati rather than next to the proposed Expressway. This preference should not preclude the ability of cycling on the Expressway along the Raumati straight.

Future local road linkages

- Three areas in particular were affected by severance as a result of the Expressway alignment. The Leinster Avenue and Raumati South area, Te Moana Road and Ngarara Road area and the paper road extension of Ngarara Road outside the Waikanae Urban edge. KCDC sought inclusion of these areas as “projects” as part of the overall project.

Stormwater and Flood Management

- Clear agreement on future monitoring to address any long term effects including how any potential maintenance and operational issues would be resolved was requested;
- KCDC awaits the modelling results of how proposed Expressway stormwater runoff would be dealt with. The proposed Expressway should not block the residual flow path of the Waikanae River to Waimeha stream;
- KCDC sought long term monitoring of adjacent areas of interest to monitor any changes as a result of removal of peat. Compaction of dune sand will reduce the number of voids which allow ground water flows and potentially cause upstream effects; and
- A long term monitoring plan was requested to address any potential future issues. KCDC requested approved methodologies to address post construction settlement, management of sediment and disposal from dewatering operations.

Ecology

- KCDC sought reassurance that the design incorporates mitigation that goes beyond adequate and achieves best practice, particularly around El Rancho and the Takamore Trust site (Ecological Site K170). The requirement for hydraulic neutrality was reinforced.

Cycleway, Walkway and Bridleway (CWB)

- Support was provided for the cycleway to be predominantly on the western side of the proposed Expressway. This was particularly important at the Peka Peka end where shared paths connections to the PP20 are required;

- CWB links also need to be maintained between Leinster Avenue and Matai Road;
- All bridges (with the exception of rural areas) shall have paths on both sides; and
- Otaihanga Road over the proposed Expressway requires a CWB clip on or similar structure; and
- A review of the Otaihanga bridle path was needed, it was important this was not overlooked.

Noise and Lighting

- A recommendation that current noise levels were to be taken as a clear benchmark to address mitigation and not an assumption of an 'optimal' achievable noise level associated with the proposed Expressway;
- The Waikanae North area should be provided for with the use of non-chip seal;
- Use of natural landforms with planting were supported where possible; and
- Further detail was required to enable comment on provision for lighting.

10.15.7.6 NZ Historic Places Trust

More than twenty meetings of the Project team with NZHPT representatives informed NZTA's approach to RMA and HPA matters. The Project's archaeologist and RMA specialists had liaised closely with NZHPT to obtain necessary early authorisations under the HPA, to keep them informed as to investigations being completed, and to obtain written guidance confirming the suitability of the methodology and approaches followed. The Project team has been open to any questions and meetings with NZHPT throughout.

Project team response

During this consultation phase detailed design feedback was reviewed, challenged and tested. The final design of the proposed Expressway is described within the AEE including potential mitigation and conditions of the NoR, taking into account the matters raised by stakeholders during consultation.

10.16 Summary of issues

Reports were produced at the completion of each consultation period that summarised main feedback topics and allowed the design team to provide responses on how these topic themes are being addressed.

10.16.1 2010 consultation and engagement

The following topic areas and issues were raised during the design development submission period. The table below records the design response and relevant section of the AEE that addresses these key matters.

Table 10.5: Matters Raised by Submitters – 2010 Consultation

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
Alignment	Support for an Expressway crossing through QE Park.	The alignment was reviewed, tested and challenged on 27/1/11. Considered in MCA process.	Part E, Chapter 9
	The preferred alignment in Raumati is unsubstantiated.	The alignment has been considered in the MCA. The three main reasons for the alignment north of Poplar Avenue in Raumati include: Severance of the community: the chosen option avoids separating approximately 100 homes between the proposed Expressway and the existing SH1, Visual: the alignment avoids raised structures would be highly visible from QE Park and parts of the Raumati South community, and Environmental: ecologically important wetlands and the largely unmodified dune system within QE Park would be maintained.	Part E, Chapter 9
	More community support for Option 1 (closer to the Urupā)	Reviewed/tested and challenged on 27/1/11. The Option 1 alignment has been confirmed. This option required 11 houses to be removed instead of Option 2 which required 25 houses. Work has been undertaken to ensure the design respects the cultural and archaeological significance of the area.	Part E, Chapter 9
	Consider effects of closing Leinster Avenue early when construction is about to begin.	To be reviewed, tested and challenged.	Part G, Chapter 12
	Local connections and local road upgrades are important to community.	Traffic volumes on the existing SH1 will reduce significantly once the proposed Expressway is operational, this will improve local road connections. East to west traffic connections will be maintained.	Part G, Chapter 12

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
Interchanges	Concern that the Kāpiti Road interchange will worsen existing levels of congestion on Kāpiti Road.	Traffic modelling shows the traffic numbers around the Kāpiti interchange after it is operational will remain similar to the current numbers. The traffic volume decreases progressively on Kāpiti Road as traffic moves away in an eastern or western direction from the interchange.	Part G, Chapter 12
	Suggestions that Ihakara Street is used as an on/off ramp connection option to ease Kāpiti Road congestion.	The project team is working with KCDC to integrate with their future planned development including connections to the Paraparaumu Airport development.	Part G, Chapter 12
	General support for interchange locations as shown	Alternative interchange locations have been investigated. The Kāpiti Road location gave the most efficient arrangement.	Part G, Chapter 12
	Questions raised over the large footprint for the Te Moana Interchange.	The wide footprint 'dog-bone' local road configuration underneath the proposed Expressway will allow for generous landscape treatment. The planting in time will provide visual screening of parts of the proposed Expressway and local road infrastructure.	Part G, Chapter 12 & 17
	The operation of Elizabeth Street from the existing SH1 needs to be improved immediately.	NZTA are undertaking a study to decide on the appropriate action. The proposed Expressway will reduce traffic volume on the existing SH1, this will alleviate some of the congestion on Elizabeth Street.	Part G, Chapter 12
	Second bridge over the Waikanae River is needed immediately for local traffic.	A second bridge over the Waikanae River is planned as part of the proposed Expressway to be constructed early in the construction phase.	Part G, Chapter 12
	Full interchange suggested at Peka Peka or Otaihanga Road.	A full interchange has been considered by the design team and provides negligible benefits. A partial interchange will cost less, have reduced visual impact on neighbouring properties and directly affect fewer private properties. It also supports KCDC's urban growth strategy. The existing SH1 provides for movement southbound onto the proposed Expressway via Te Moana Road which will be better than present.	Part G, Chapter 12 & 16
Health and Safety	Safety is important when designing underpasses and bridges.	Both options have been considered within the MCA.	Part G, Chapters 12 & 19

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
	Site specific concerns regarding the impact on local safety and accessibility i.e. Raumati Road/Matai Road intersections.	Concerns investigated, generally less traffic on local roads. Local roads not considered to be a safety concern.	Part G, Chapters 12 & 19
	Concerns for impacts on community health from vehicle emissions and air pollution.	Covered by construction management plans, and air quality analysis.	Part G, Chapter 20
	Concern over community safety (children, elderly, disabled and animals close to the Expressway).	Connectivity across the proposed Expressway is a safety concern for children, elderly, disabled and animals. Separate cycle ways and walkways are proposed these will be separated from the local roads. Barriers and landscape treatment are also being incorporated into the proposed Expressway and local road design to discourage pedestrians crossing at certain points.	Part G, Chapter 12
General Design	Congestion will not be improved unless other projects get started – i.e. Transmission Gully.	The proposed Expressway will reduce traffic volume on local roads. This will enable greater connectivity regardless of the timing of construction for the other Wellington RoNS projects.	Part G, Chapter 12
	Request for 6.5m height clearance at some local roads.	6m is a normal over dimension clearance This was investigated in preferred option design stage.	Part G, Chapter 12
	Raumati Railway station sought by Raumati residents.	Has been considered. The proposed Expressway design will not preclude a Railway station in Raumati or future car parking space for a park and ride facility.	Part G, Chapter 12
Visual Amenity, community character	Visual impacts must be mitigated. The proposed Expressway should be the least visible as possible.	Design will seek to make the road part of the landscape. Will demonstrate what proposed Expressway will look like with visual simulations.	Part G, Chapter 17
	Retention of coastal/rural character/ ambience important.	Focus group meetings held with residents Leinster Avenue, Puriri Road, Kauri Road and Te Moana Road areas. Design team and Landscape Architects considering planting and hard landscaping methods that will allow the proposed Expressway to blend into the existing rural, semi rural landscapes.	Part G, Chapter 17

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
	Concern over division of the community.	The social impact assessment has considered social effects on community. The Project will result in a permanent alteration to community character especially in localised areas bordering the proposed Expressway structures, whereas wider community character effects are considered to be minor. Any social tensions/divisions within the community resulting from the Project are expected to reduce significantly following the completion of construction.	Part G, Chapter 30
Cycleway, Walkway and	Continue to provide walkways, cycle ways and bridleways.	The Project design includes walkways, cycleways and bridleways.	Part G, Chapter 16
	Walkways, cycleways and bridleways provide important connections to community facilities i.e. between schools, and retailing areas.	These connections particularly between schools and surrounding residential areas have been studied and measured by walkway, cycleway and bridleway route local area movement surveys.	Part G, Chapter 16
Noise and vibration	Significant number of concerns over noise and vibrations. Mitigation required at the time construction starts.	The proposed Expressway design will meet appropriate noise and vibration standards. Staging of construction to be considered. Proposed Expressway design likely to include low noise surfacing in urban areas (OGPA). Potentially establishing earth bunds and constructing fencing prior to construction. Noise and vibration considered with the CEMP.	Part G, Chapter 19
	Concerns over impacts on community health from noise and vibration.	Addressed within the CEMP.	Part G, Chapters 19 & 30
Construction effects	No justification for constructing a road over peat which will add to costs.	Investigations into the local conditions are on-going and will inform construction methodologies. Pre-loading and cut and fill methods will be adopted at appropriate locations along the length of the proposed Expressway.	Part G, Chapter 26
	Majority of numbers supporting the project request immediate construction.	Sequencing of construction being investigated and addressed in the CEMP.	Part G, Chapter 26
Natural Hazards	Concern for how road will function in a disaster i.e. earthquake.	Natural hazards and evacuation routes have been considered.	Part G, Chapter 26

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
Stormwater/ Drainage	Explanation of runoff and spills from the proposed Expressway and how these would be mitigated.	Use of swales to filter runoff from the proposed Expressway.	Part G, Chapter 24
Ecology	Concern over specific wetlands, waterways, eco-corridors and dune landscapes.	Offset mitigation for bio-diversity to be addressed.	Part G, Chapters 21, 22 & 23
Property values	Concern over loss of property value for those living beside the proposed Expressway.	To be addressed by NZTA property managers/Crown agents.	Part A, Chapter 2
Economic	Division of opinion over regional economic benefits – transparency requested on cost/benefit ratios	To be investigated further. This is a RoNS project which has national importance.	Part G, Chapter 29

10.16.1.1 2011 consultation

The following topic areas and issues were raised during the design development submission period. The table below records the design response to various issues and relevant sections of the AEE that address these key matters in further detail.

Table 10.6: Matters Raised by Submitters

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
Alternative forms of transport	Raumati residents want the proposed Expressway to provide space for a potential Railway station and car parking.	The design does not preclude this. Further investigation work is required from GW Regional Council to understand parking demand.	Part G, Chapter 12
Noise and Vibration	Concern for residents near the proposed Expressway – how will noise near these properties be mitigated?	Quiet road surfacing (OGPA) is likely be used near urban areas.	Part G, Chapter 19
Interchanges	Te Horo residents particularly interested in a full interchange at Peka Peka.	The partial interchange design is a result of traffic modelling and supports KCDC's urban growth boundaries as set out within the District Plan.	Part G, Chapter 12
	Property owners near the interchange on Kāpiti Road concerned that vehicle direct access on and off the proposed Expressway will make their sites unsafe for their clients.	Traffic lights at the interchange will control the flow of traffic and provide gaps for turning vehicles. A median strip is also proposed for cars to stack when waiting for a gap to turn into property entrances.	Part G, Chapter 12
	General comments that the height and footprint of the Te Moana interchange needs to be lower.	The current roundabout design provides the most efficient local road configuration.	Part G, Chapter 12

Topic Area	Issues	Design/Management Response	Relevant Section of AEE
Construction	Concern that construction will result in a large area of disturbed land, noise and dust effects.	There will be some disturbance of adjoining land. The construction management plan and conditions of consent will control construction activities.	Part G, Chapters 19 & 20
Design in General	General comments that more detailed plans should be made available for comment.	Design detail has been in continual development. Plans have been available for the general public. Where specific design information was requested technical experts have provided a response.	N/A
Lighting	Support for low level lighting to avoid light spill particularly in rural areas.	The design supports this.	Part G, Chapter 18
Local Roads	Concern for how local roads will cope with traffic from the proposed Expressway. Traffic modelling needs to address these concerns.	The traffic model includes analysis on local roads.	Part G, Chapter 12
Property	Concern for future residential development in Raumati after the proposed Expressway is established.	The District Plan is the appropriate mechanism to control land development in Raumati.	N/A
	The proposed Expressway needs to accommodate future growth areas such as the Ngarara land development.	Further traffic modelling was undertaken on this matter.	Part G, Chapter 12 & 16
Ecology	Enhancement of ecology in the Wharemauku Stream area is sought.	The design seeks enhancement of the stream and provision of a cycleway and walkway.	Part G, Chapters 21,22 & 23
Stormwater	Control and treatment of road runoff is requested to avoid adverse effects on adjoining wetlands.	Included in stormwater design and modelling.	Part G, Chapter 24
	Stormwater and flooding issues around the Te Moana Interchange need further investigation.	Modelling and design refinement is ongoing.	Part G, Chapter 24
	Council seeks a long term maintenance and operational plan to monitor and deal with any unanticipated stormwater issues resulting from the proposed Expressway.	To be addressed by NZTA as a long term issue e.g. not as part of the project AEE.	Part G, Chapter 24

10.16.2 Further consultation

Further consultation and engagement will be undertaken as part of the RMA statutory process once the notice of requirement applications have been lodged with the Environmental Protection Authority.

The NZTA also intends to maintain open lines of communications with the general public and key stakeholders once designations and consents are obtained to construct the proposed Expressway during construction. The methods and details of how this will be done are outlined within the Stakeholder Construction Management Plan.

10.16.3 Conclusions

This Chapter outlines the consultation and engagement carried out between 2009 and 2011. The objectives of consultation listed above in section 10.4 are considered to have been met by the Project team. Extensive and regular opportunities have been provided to stakeholders, iwi and the wider community throughout the process of identifying and assessing options for the alignment and design of the proposed Expressway, particularly at key stages in the decision-making process. A progress was on the development of the proposed Expressway, information on the Project has been provided, and, wherever practicable, the Project team has sought to be responsive to enquiries and concerns. The feedback received during consultation has been considered by the design team and has informed the alignment and design process.