2 Background to the Project

Overview

The proposed Expressway route[8] generally follows the historical expressway designation referred to as the Sandhills Motorway, and more recently a local road designation for the proposed Western Link Road (WLR) included in the Kāpiti Coast District Plan.

The proposed Expressway alignment[9] deviates from the existing WLR designation in several areas, either as a result of road design requirements or to avoid or mitigate potential environmental effects where it was practicable to do so.

This Project is a key component of a number of national, regional and local transport strategies, policies and plans, including the upgrading of SH1 between the Wellington Airport and Levin having been identified as a RoNS in the Government Policy Statement on Land Transport Funding.

2.1 Introduction

This Chapter of the AEE provides a background to the Project and outlines:

- the history of the Project;
- the national, regional and local strategic context of the Project;
- the benefits of the Project;
- the Project objectives; and
- the property acquisition process.

[8] 'Route' refers to the overall corridor of land between MacKays Crossing and Peka Peka between Chainage 1900m (just South of Poplar Avenue) to Chainage 18050m (just North of Peka Peka Road intersection). Between Chainage 0 and approximate Chainage 1900m the existing State highway will be upgraded to Expressway standards within the existing SH1 designation, which will occur as part of the NZTA's maintenance programme, and is thus not part of the Project Designation to which this AEE relates.

[9] 'Alignment' refers to the Proposed Expressway Designation alignment, based on the centreline of the road.

2.2 History of the Project

There has been a significant amount of historical work undertaken which has led to the selection of the Expressway route. A brief summary of this history is outlined below.

2.2.1 Wellington to Foxton Motorway/Sandhills Route

In 1956, the Governor General issued a mid-line proclamation for a "proposed motorway" between Paekākāriki and Ōtaki (as part of the Wellington to Foxton Motorway) known locally as the "Sandhills Route" or "Sandhills Motorway". In 1965, and again in 1976, requirements were issued to the Hutt County Council and Kāpiti Borough Council respectively, to include provision for a motorway along the Sandhills Route in the relevant district scheme.

2.2.2 Sandhills Motorway

In 1993, the Greater Wellington Regional Council ('GWRC') commissioned a study to investigate future alignment options for SH1 through Kāpiti. The study examined three principal alternative routes and found that the western bypass route ('the Sandhills Route') provided the optimum highway alignment.

In 1994, Transit New Zealand (Transit) issued KCDC with a NoR to designate the Sandhills Route for a 'proposed limited access road, being a future western bypass of Paraparaumu and Waikanae' to replace existing SH1. The NoR was modified by Transit in 1995; this included altering the description of the designation to 'State Highway purposes'. The "Sandhills route" designation was confirmed by KCDC in 1995, but was later uplifted by Transit in 1999.

2.2.3 Western Link Road - local arterial

In November 1994, KCDC commissioned consultants to undertake a study of the Kāpiti Roading Network. The study was designed to examine options and to determine a long term strategy for developing the roading network in the district consistent with Transit's policies regarding the desired optimum location of SH1 as the principal road north from Wellington. The findings of this report indicated that significant changes to the local roading network would be required to service the State highway, if it was relocated to the Sandhills route and that the alignment should instead be used for a local arterial road (termed the 'Sandhills Arterial') with SH1 remaining in its current location. Transit resolved to agree to KCDC's long term strategy of retaining SH1 on its existing alignment in October 1995.

In December 1997 KCDC issued a NoR for a proposed "Local Road" along the Sandhills route between Poplar Avenue and SH1, just south of the Peka Peka Road intersection and for a widened Poplar Avenue through to SH1 (which was referred to as the Western Link Road or WLR). This designation sought to provide for a four lane local road between Raumati Road and Te Moana Road, with a two lane sections south of Raumati Road and north of Te Moana Road.

The NoR for the WLR designation was confirmed by independent hearing commissioners in 1998. However, final confirmation of the designation did not occur until July 2006 following Environment Court

and High Court determinations on appeals lodged by the Waikanae Christian Holiday Camp and the Takamore Trustees. The initial grounds for these respective appeals were that:

- the road would make the effective use of the Waikanae Christian Holiday Camp difficult and the associated noise and air pollution would destroy its peaceful, tranquil character; and
- the road would affect an identified wāhi tapu area that contains taonga (treasures) and koiwi (human bones).

Following confirmation of the designation, Land Transport New Zealand approved a subsidy rate of 90% (in principle) in July 2007 for Stage 1.

Urban design consultant Common Ground Studio was commissioned by KCDC in August 2008 to produce "Concept Designs" for an alternative design for the WLR. Through this design process, KCDC decided to limit the WLR to two lanes throughout its length, with the alignment relocated around dune forms within the 100m wide corridor. The design included walkways, bridleways and cycleways.

The WLR project was proposed to be consented and constructed in three core stages (Stages 1 – 3) and seven sections (Section 1 – 7), within the boundary of the designation. A number of regional consents were obtained for the construction of Stage 1 of the WLR project, between Raumati Road and Te Moana Road (which have not yet lapsed). These approvals covered activities such as discharges to waterways, earthworks and construction related effects. A number of authorities from the New Zealand Historic Places Trust were also sought and obtained to undertake investigative archaeological work within the designated area.

2.2.4 State Highway 1 studies undertaken

In parallel with the development of the WLR, Transit investigated the future of SH1 in the Wellington region. As the only north-south route available through the Kāpiti Coast District, SH1 carries all regional and local traffic movements. Given predicted population growth in the region, as well as the general national increase in vehicle numbers and traffic volumes, traffic congestion, delays and accidents were expected to worsen.

In 2004 Transit, together with the GWRC, commissioned the Western Corridor Study (AECOM), the purpose of which was to investigate the principal options for all transport modes in the Region's western transport corridor (Ngauranga to Ōtaki). The study confirmed the need to develop a four lane alignment for SH1 from MacKays Crossing to north of Ōtaki as part of a series of multi modal transportation improvements along this corridor. Following this, Transit commissioned the State Highway 1 Kāpiti Strategic Study (OPUS) in 2007, which developed and assessed several options for four laning SH1 within the Kāpiti Coast District.

The importance of having a safe and efficient state highway corridor through the Kāpiti Coast District was confirmed in two subsequent studies commissioned by Transit:

- Kāpiti Scoping report by OPUS, July 2008; and
- Kāpiti Technical report by OPUS, August 2009[10]

These studies highlighted that the current configuration of SH1 through Kāpiti faces a number of significant issues, including:

- safety concerns;
- congestion and journey time reliability problems; and
- the need to create more efficient journeys for both local and state highway traffic.

2.2.5 Roads of National Significance

In May 2009, the Government Policy Statement on Land Transport Funding prepared under the Land Transport Management Act 2003 (GPS) came into force. The GPS listed seven roads of national significance, including the Wellington Northern Corridor. The NZTA is developing the Wellington Northern Corridor in geographic sections, with one of these covering the area between MacKays Crossing and Peka Peka.

2.2.6 Expressway route

In August 2009, the NZTA consulted the public on two alternative route options for an expressway between MacKays Crossing and Peka Peka. These were:

- Upgrading the State highway essentially along the current SH1 alignment; and
- Realigning the State highway around Waikanae (to avoid Waikanae township) via the proposed WLR alignment between Otaihanga and Waikanae Beach.

In October 2009, the NZTA extended the consultation period in response to community feedback requesting that it look at another route option for the MacKays to Peka Peka Project. The options consulted on in October 2009 were:

- Western Option: SH1 Expressway avoiding Waikanae town centre, with local supporting roads;
- Eastern Option: SH1 Expressway following the existing rail corridor, with local supporting roads; and
- Western Link Road (Sandhills) option: SH1 Expressway generally following the WLR Corridor.

[10] Both studies can be viewed at http://www.nzta.govt.nz/projects/mackays-to-peka peka/resources.html#news

More detail on the alternative route options that were consulted on is provided in Chapter 9 of the AEE.

The Western Link Road (Sandhills) option received the greatest level of local support during the consultation process. Assessment of these four options was also undertaken within the statutory framework under the Land Transport Management Act (LTMA).

After reviewing the feedback from submissions, the NZTA Board concluded in December 2009 that:[11]

> *The Sandhills route is the preferred Corridor for the SH1 Expressway through Kāpiti, subject to further alignment development within the corridor including more detailed assessment of effects and further community consultation.*

The reasons for Board selection of the WLR corridor were that, when compared with the other route options, it:

- Would have the least impact on properties, least population displacement, and the fewest properties required;
- Would be the least cost option to construct (an estimated 25-30% lower);
- Could be constructed within the shortest period, with least disruption to local communities; and
- Had the greatest proportion of local community support.

The Western Option was not chosen because it offered fewer compelling benefits when compared to the other two options. The Eastern Option was not chosen because the NZTA Board considered that the benefits it would yield did not outweigh the greater cost and land requirement compared with the WLR option.

2.2.7 The MacKays to Peka Peka Expressway Alliance

As outlined in Chapter 1 of the AEE, in June 2010, NZTA selected the MacKays to Peka Peka Expressway Alliance to deliver the planned Expressway on its behalf. Since then, further investigation, consultation and design work has been undertaken to identify and develop the most appropriate alignment and form of the Expressway.

From June 2010 to July 2011, the Alliance carried out Project Scoping and Option[12] assessment and evaluation, informed by community consultation, to develop the final Expressway alignment and design. Major design elements considered during this process included the location and number of interchanges and the detailed route alignment options. The Alliance also undertook an evaluation of the three principal alternative routes that were consulted on in 2009, updated to take into account the decision to have two full interchanges at Paraparaumu and Waikanae, to ensure comparability between the options.

[11] Minutes of NZTA Board meeting, 11 December 2009, Minute 1c

[12] These assessments are contained in the M2PP Options and Scoping Reports prepared for NZTA by the Alliance in 2011

This evaluation confirmed the overall preference of the proposed Expressway route. Further detail regarding these processes and outcomes is contained in Chapter 9 and 10 of the AEE.

2.3 Context of the Project

2.3.1 Strategic context

The GPS states that the RoNS are seven of New Zealand's most essential routes which require significant development to reduce congestion, improve safety and support economic growth.

The Wellington RoNS is approximately 110 km in length and extends from the Wellington International Airport to Levin, as shown in Figure 1.1 in Chapter 1 of the AEE.

The NZTA's objectives for the Wellington RoNS[13] are:

- to enhance inter regional and national economic growth and productivity;
- to improve access to Wellington's CBD, key industrial and employment centres, port, airport and hospital;
- to provide relief from severe congestion on the State highway and local road networks;
- to improve the journey time reliability of travel on the section of SH1 between Levin and the Wellington International Airport; and
- to improve the safety of travel on State highways.

Implementation of the Wellington RoNS programme will be ongoing, with sections of the route being developed at different stages.

2.3.2 National context

At a national level, the Project fits within a number of strategic initiatives including:

- the Government Policy Statement on Land Transport Funding 2012/13 – 2021/22 (GPS 2012) which will replace the Government Policy Statement on Land Transport Funding 2009/10 – 2018/19);
- the National Infrastructure Plan 2011 (NIP); and
- the New Zealand Transport Strategy 2008 (NZTS).

Until the GPS 2012 comes into force on 1 July 2012, the GPS 2009 remains the current GPS.

[13] Wellington Northern Corridor – Project Summary Statement, 2009, page 4

The current GPS came into effect on 1 July 2009. It contains guidance for the NZTA on what the Crown wishes to achieve through the allocation of funding from the National Land Transport Fund (NLTF) towards activities in the land transport sector. It covers the financial period to 2014/15 and provides indicative figures for the period 2015 – 2019. The GPS state that the short to medium term impacts expected to be achieved through the use of the NLTF are:

- improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
    - improvements in journey time reliability;
    - easing of severe congestion;
    - more efficient freight supply chains;
    - better use of existing transport capacity;
- better access to markets, employment and areas that contribute to economic growth;
- a secure and resilient transport network;
- reductions in deaths and serious injuries as a result of road crashes;
- more transport choices, particularly for those with limited access to a car, where appropriate;
- reductions in adverse environmental effects from land transport; and
- contributions to positive health outcomes.

The GPS is also complemented by the NIP, the second version of which was released in June 2011. The NIP outlines the Government's intensions for infrastructure development over a 20 year timeframe.

The Project also sits within the context of the NZTS[14], which was developed in 2002 and updated in 2008. Its vision is that by 2040:

> *People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system.*

The objectives of the NZTS are:

- ensuring environmental sustainability;
- assisting economic development;
- assisting safety and personal security;
- improving access and mobility; and
- protecting and promoting public health.

[14] New Zealand Transport Strategy, 2008, page 5

In regard to the NZTS, it should be noted that the GPS 2009 states that:

> *The government in general terms supports the overall intent of the NZTS, but considers that moving too quickly on modal shift will have a negative impact on environmental and economic efficiency*[15].

2.3.3 Regional context

The Project is proposed within the context of a number of inter-related strategic regional transport initiatives, including the:

- Wellington Regional Land Transport Strategy 2010–2040 (RLTS);
- Western Corridor Plan 2006 (WCP);
- Wellington Regional Strategy 2007 (WRS); and
- Wellington Regional Land Transport Programme 2009-2012 (WRLT).

2.3.4 The Wellington Regional Land Transport Strategy 2010- 2040

The current RLTS was approved by the GWRC in September 2010. It is a statutory document prepared under the LTMA 2003. It is the strategic transport document that guides the development of the Region's land transport system and sets the framework and vision for the provision and management of movement and transport throughout the region. Its vision is to[16]:

> *Deliver an integrated land transport network that supports the region's people and prosperity in a way that is economically, environmentally and socially sustainable.*

To achieve this, the objectives set out in the RLTS are to:

- assist economic and regional development;
- assist safety and personal security;
- improve access, mobility and reliability;
- protect and promote public health;
- ensure environmental sustainability; and
- ensure that the Regional Land Transport Programme is affordable for the regional community.

[15] Government Policy Statement on Land Transport Funding 2009/10 – 2018/19, 2010, page11.

[16] Wellington Regional Land Transport Strategy 2010-2040, 2010, page 2

2.3.5 The Western Corridor Plan 2006

The Western Corridor refers to the main transport corridor between Ōtaki and Ngauranga. The Western Corridor Plan (WCP) is a non-statutory document, which sits alongside and supports the statutory Regional Land Transport Strategy 2010-2040 (RLTS) and was adopted in 2006 by Greater Wellington Regional Council (GWRC) to identify the needs and proposed actions specific to this corridor.

The WCP was developed three years prior to the identification of the Wellington Northern Corridor RoNS. The WCP therefore currently anticipates the development of the Kāpiti Western Link Road Project by Kāpiti Coast District Council.

However, the proposed RLTS for 2012 states that, during the next review of the WCP, the relevant projects that make up the Wellington RoNS will be taken into account.

2.3.6 The Wellington Regional Strategy 2007

In 2007, the nine local authorities that make up the Wellington region collaboratively developed the Wellington Regional Strategy (WRS). The WRS is a non-statutory document that set out a strategy to achieve sustainable economic growth strategy in the region. The WRS has a principal aim of making the region internationally competitive, in terms of being a region with great lifestyle and job opportunities, supported by a strong economy.

The WRS identifies three focus areas for sustainable growth. They are:

- **Leadership and partnership** – Key players working together to deliver the Region's sustainable growth;
- **Grow the Region's economy, especially its exports** – Export more and become less reliant on trade within New Zealand; and
- **Good Regional form** – Building on the physical arrangement of our communities and how they link, strengthening our city and town centres, matching transport decisions and land use, creating quality urban design, creating strong open spaces and recreation amenities and providing good housing choice – essentially, making the Wellington region a great place to live, with a good quality of life.

A key aspect of the WRS is the provision of high quality efficient transport routes to support the objectives for economic growth and good regional form. Within the strategy, reference is made to the general benefits associated with the RoNS.

2.3.7 The Wellington Regional Land Transport Programme 2009- 2012

The Wellington Regional Land Transport Programme (WRLTP) is a three year programme that contains all the land transport activities to be undertaken throughout the region for the next three financial years (currently 2009-12), as well as indicative activities over the following three financial years, plus a ten year financial forecast.

As well as maintaining the current transport network, these activities include:

- new public transport infrastructure and services;
- improved local roads and state highways;
- walking and cycling projects; and
- road safety improvements and programmes.

The priorities in the Regional Land Transport Programme (RLTP) respond to the key outcomes sought by the Wellington Regional Land Transport Strategy 2007-2016 and are consistent with the impacts sought by the GPS 2009.

2.4 Need for the Project

The importance of an efficient highway corridor through the Kāpiti District has been highlighted in several studies.[17] The existing SH1 faces a number of issues, including safety concerns, congestion problems, and inefficient journeys for both local and State Highway traffic.

2.4.1 Road safety

The geometry of the existing SH1 is currently substandard with out-of-context curves and an inconsistent speed environment. The high degree of side access and local road connections creates friction which slows traffic on the highway and creates crash risks and other safety issues. Intersections between SH1 and key local arterials have a history of vehicles failing to give way resulting in injury crashes, contributing to the poor crash history in the section of SH1 between MacKays Crossing and Peka Peka. In the period 2005-2009, 399 crashes were reported including four fatalities.

2.4.2 Population growth

The Wellington region is expected to increase by 65,000 people over the next 20 years, primarily along Wellington's northern corridor.

Kāpiti Coast is one of the fastest growing districts in New Zealand, growing nearly 10% over a five year period, from a population of approximately 46,200 as at the 2006 census, to an estimated population of 49,400 at 30 June 2010.

The majority of movement within the District is via private vehicles (i.e., private cars, trucks or vans); the second most common means of travel to work for people in Kāpiti Coast District at the 2006 census was driving a company car, truck or van.

[17] These include the Transit NZ *SH1 Kāpiti Strategic Study* (2008) and *Kāpiti SH1 Strategy Study – Technical Report* (2009) prepared by Opus Consultants Ltd

With significant growth expected to occur in Kāpiti over the next twenty years, private vehicle use is also expected to increase.

2.4.3 Access, congestion and unreliable journey times

Kāpiti's proximity to Wellington and the high volumes of traffic for commuter, business and recreational purposes mean the Kāpiti section of SH1 often operates beyond its design capacity and can become severely congested at peak times. The combination of local traffic and through traffic on the State highway further aggravates this situation.

The traffic growth rate on existing SH1 in Paraparaumu was just under 1% per year during the five year period 2005 to 2009.

An effective, parallel local road network between MacKays Crossing and Peka Peka does not currently exist; thus any congestion or obstruction to traffic impedes both local and through traffic. This congestion results in unreliable travel journey times to and from Wellington for commuters.

Local supporting roads that provide improved access for communities away from the State highway are important, as are improvements to the resilience of the local roading network (in particular, there is currently only one road bridge over the Waikanae River that serves both through and local traffic).

2.4.4 Movement of freight

Currently 6.5% of traffic on SH1 in Paraparaumu is heavy vehicles. The demand for road-based freight movement is expected to grow significantly in the coming years, both as through traffic and within Kāpiti, particularly with the expected population growth and anticipated development of the Kāpiti Landing Business Park at the Kāpiti Coast Airport.

There are a number of issues associated with freight traffic on SH1. Between MacKays Crossing and Peka Peka, the existing SH1 passes through the urban areas of Paraparaumu and Waikanae. All intersections with existing SH1 between MacKays Crossing and Peka Peka require SH1 traffic, including freight, to stop.[18] The operating cost for trucks increases with congestion, and stop-start driving.

[18] This includes one signalised intersection in Paraparaumu (Kāpiti Road) and two signalised intersections in Waikanae (Te Moana Road and Elizabeth Street)

2.5 Benefits of the Project

2.5.1 Project benefits

Completing this Project will assist regional and national economic growth, as well as delivering a range of other benefits, including:

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

To ensure the Project achieves these benefits, a series of objectives were developed to inform route and alignment selection and to direct the design process (refer to Section 2.6).

2.5.2 Other benefits

The proposed Expressway opens up a range of possibilities for the future form and function of existing SH1 when it becomes a local road, managed by KCDC. The NZTA and KCDC have started exploring ideas and concepts and consulting with the local community in regard to the vision for this road in its future role.

The objectives of the ideas and concepts developed for existing SH1 relate to:

- Transport function - retaining the road as main spine road for the local road network and allow it to function as a national distributor road in the event of an emergency;
- Urban form - reducing the width of the road and making the town centres more attractive places to live, work and shop;
- Safety - ensuring safety for all users;
- Economic viability - encouraging economic development in the town centres as social, employment, retail and transport centres;
- Strategy - achieving consistency with the Council's Development Management Strategy and planning rules; and
- Value for money - delivering project solutions that are good value for money.

It is emphasised, however, that any redevelopment of existing SH1 does not form part of this Project. Decisions regarding the redevelopment of existing SH1 have not been made, and there is a separate statutory process for both the revocation of State highway status (decided by the Secretary for Transport, subject to a separate consultation process under the LTMA 2003) and for any works on a

local road (under the LGA 2002). At the appropriate time in the future, decisions will be made on this road by the local authority in collaboration with their local community.

2.6 Project objectives[19]

A series of objectives for the Project have been developed to reflect NZTA's requirements for the Levin to Wellington Airport RoNS and the aspirations of the wider Kāpiti Coast community. They are also the objectives that the proposed Designation seeks to satisfy:

The Project Objectives are:

- To:
    - enhance inter-regional and national economic growth and productivity;
    - enhance efficiency and journey time reliability from, to and through the Kāpiti District, Wellington's CBD, key industrial and employment centres, port, airport and hospital;
    - enhance safety of travel on SH1; and
    - appropriately balance the competing functional performance requirements of inter-regional and local traffic movements, recognising that modal and route choice opportunities need to be provided that enable local facilities and amenities in the Kāpiti Coast District to be efficiently accessed;

  by developing and constructing a cost optimised new State Highway alignment to expressway standards between MacKays Crossing and Peka Peka.
- To manage the immediate and long-term social, cultural, land use and other environmental impacts of the Project on the Kāpiti Coast District and its communities by so far as practicable avoiding, remedying or mitigating any such effects through route and alignment selection, expressway design and conditions.
- To integrate the expressway into the urban form of Kāpiti Coast District by taking into account current and future planned settlement patterns in route and alignment selection and expressway design and conditions.

[19] In addition to the Project Objectives the Alliance also agreed to a set of Guiding Objectives to inform the design and construction of the Expressway, this being a precursor to KCDC becoming a member of the Alliance in 2010. These objectives are set out in KCDC paper SP-10-1024 (16 September 2010) - *Guiding Objectives and Membership of the Alliance: MacKays Crossing to Peka Peka Expressway*.

2.7 Property acquisition

2.7.1 Overview

The types of properties affected by the proposed Expressway can be described in three broad categories:

- property required in whole or in part for the Project;
- property with an easement or other property right (including rights-of-way and water rights) that is directly affected by the Project; and
- property adjacent to the Expressway.

Only properties in the first two categories are required to be acquired for the Project, and are deemed to be 'directly affected': i.e., properties where the land is required or where a property right is affected.

The directly affected properties range from land owned by the Crown, the Department of Conservation (DOC), GWRC, and KCDC (including road reserves), as well as privately owned land comprising rural, rural-residential, urban residential and industrial or business landholdings. All the properties required are within the jurisdiction of KCDC, the territorial local authority for the Project Area.

The proposed Expressway would generally follow the vacant corridor of land currently designated for the Western Link Road (WLR), and that was previously designated for motorway purposes as part of the "Sandhills Motorway" since the mid-1950s. The majority of land along the WRL has already been acquired by the Crown or by KCDC for this purpose.

However, in the vicinity of Leinster Avenue, Puriri Road, Ngarara Road and Peka Peka Road, the proposed Expressway alignment deviates away from the existing WLR designation and/or previous motorway designations. Therefore a number of new properties (in whole or in part) are required for the Project.

In total 84 landowners (excluding the Crown and KCDC) have land that needs to be acquired to construct the Project. Agents for the Crown have been proactively liaising with property owners and progressing acquisition with willing sellers and, by the time of lodgement of this NOR and resource consent applications, land has been acquired from 21 of 84 the landowners.

2.7.2 Public Works Act processes

Land acquisition

The Crown has the ability to acquire land under the Public Works Act 1981 ('PWA'), either all or part of a property. The PWA process considers adverse effects on the value of properties when acquiring part of a property, recognising that a property's future use and development potential may be affected where only part of the property is required. For example, a rural property being reduced in size may prevent it from complying with District Plan rules for subdivision. Alternatively, the severance of a property by a public work may prevent its use as one operational land unit. Appropriate compensation will be provided to the land owner where a part acquisition affects the potential and anticipated future development value of the property.

Temporary land occupation

A number of properties will be required for the construction of the Project, but are unlikely to be purchased as they are not required for the operation of the Expressway in the long term. Construction activities that are likely to require the temporary occupation of land include:

- construction yards, for storage of heavy machinery and equipment, project offices;
- lay down areas (such as storage areas for pre-cast concrete);
- fill sites; and
- construction vehicle access tracks, through areas where ground conditions are unfavourable.

The PWA process allows for the temporary occupation of land to carry out construction activities. Through this process, arrangements can be made so that the owners are not disadvantaged by the use of their land. Under this process, the requiring authority must return the land to either its original state or in an altered state only by agreement of the owner once construction is complete.

Properties that will be occupied for construction activities are to be designated for roading purposes (should the NoR be confirmed). Once construction of the proposed Expressway has been completed, the requiring authority will review the Designation footprint and uplift the Designation from areas of land not required for the operation of the Expressway.

Land entry agreements

During the development of the Project, ground investigations were undertaken along the length of the alignment to inform construction methodologies. Agents for the Crown worked through land entry agreements with landowners to access properties for a temporary period whilst those investigations were carried out.

Access, easements and other property rights

A number of private properties have existing property rights such as right-of-ways, water supply arrangements and other easements that will be potentially affected by the Expressway. Agents for the Crown have met with property owners and discussed alternatives to each current situation. Some of the methods used to address affected property rights have included the following:

- where there is available balance land around the Expressway, the provision of service lanes and realigned private driveways has been considered, in conjunction with KCDC which maintains the local road network (including any new or realigned access roads that will become local roads);
- where the Expressway severs physical access, an underpass is an option (for example, such as that proposed to provide access to El Rancho Holiday Camp from Kauri Road);
- Where legal frontage onto a public road is severed, ensuring the proposed designation would provide a future road frontage;

- where property access has been severed and a workable solution cannot be found, full acquisition of the property has been considered (for example, where sole right-of-way access has been severed and the property becomes 'landlocked'); and
- alternative water supplies will be provided for all those with lawfully established water rights that are affected.

2.7.3 Properties within close proximity

The PWA does not provide for the Crown to acquire property that is in close proximity to a public work but that is not directly affected as described above. However, a critical part of the design process has been to identify and assess the actual and potential environmental effects of the proposed Expressway on adjacent properties, informed by feedback during consultation and other engagement, and to develop suitable measures to address the effects on these properties.

The Project team has received a number of questions and requests regarding compensation for potential or perceived loss of property value have been received. Loss of property value is not an 'environmental effect' under the RMA, although the effects on amenity and character can have a relationship with property values, as have other factors such as improved accessibility to residential neighbourhoods and commercial services.

The actual or potential adverse effects of the project on amenity values and character have been fully addressed in the development of the Project, and measures to mitigate the effects to appropriate standards have been fully considered and incorporated into the design of the Expressway. These effects and the proposed measures to mitigate them are outlined in Part G of this AEE.