

Before a Board of Inquiry  
MacKays to Peka Peka Expressway Proposal

*under:* the Resource Management Act 1991

*in the matter of:* Notice of requirement for designation and resource consent applications by the NZ Transport Agency for the MacKays to Peka Peka Expressway Proposal

*applicant:* **NZ Transport Agency**  
*Requiring Authority*

Statement of evidence of **Julie Meade Rose** (Social Effects) for the NZ Transport Agency

Dated: 6 September 2012

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## **STATEMENT OF EVIDENCE OF JULIE MEADE ROSE FOR THE NZ TRANSPORT AGENCY**

### **QUALIFICATIONS AND EXPERIENCE**

- 1 My full name is Julie Meade Rose. I am a director and owner of Social & Environmental Limited, a consultancy company. My responsibilities include undertaking aspects of sociological work and overall management of the consultancy.
- 2 My qualifications include Bachelor of Arts (Honours) and a Master of Arts in Social Anthropology from Victoria University. I am a member of the New Zealand Planning Institute and a committee member of the New Zealand Association of Impact Assessment. I have undertaken training in resource management mediation.
- 3 I am a social anthropologist with over 30 years experience in social and environmental planning. The focus of my work has been on social impact assessment. I gained considerable work experience at a large engineering based company over eight years then in my consultancy business over 16 years. During these periods I worked on social and environmental planning projects for many wide ranging organisations and companies, including network utility operators and regional and district councils. I was the Environmental Services Manager at Otorohanga District Council for two and a half years after which I returned to consultancy work in 2007.
- 4 My experience also includes working in 17 countries outside New Zealand over 22 years. The focus of this work was on social assessment of effects of projects and policies on communities in several sectors including roading (projects in India, Vietnam, Cambodia and Bangladesh involving social impact assessment and resettlement of people, and Samoa and Malawi), energy, infrastructural projects, planning and forestry. Prior to that I undertook post graduate research, was a research assistant for the Huntly Monitoring Proposal (examining the social impacts of the Huntly power station on the local community) and tutored in social anthropology at Waikato and Victoria Universities.
- 5 I have given evidence to a Board of Inquiry on the following infrastructure and roading projects I have worked on in New Zealand: the Waterview Connection Project, the Turitea Wind Farm and the North Island Grid Upgrade proposals. I have also provided evidence to the Environment Court on the State Highway 1 Upgrade Pimmerton to Paremata (social severance and social impacts on local residents and road users), the SH1 Re-evaluation of the Mana Bypass Options and Re-investigation of Mana Clearways, the Pak'n Save Supermarket North Shore, the North Waikato Regional landfill and the Martha Mine Extension. Other infrastructure and roading projects I have worked on include the Northern Arterial Route K and

Route J in Tauranga, the SH2 Bypass of Te Puke, the Huntly Power Station, Marsden Power Station, the Kaiwharawhara substation, upgrading the Churton Park/Granada Transmission Route, the HVDC Hybrid Transmission Line Extension, the Regional Prison in Northland and the Eden Park Floodlights.

- 6 I have written a Social Impact Assessment course for a degree and diploma for the Open Polytechnic of New Zealand and marked assignments over seven years. I have given seminars on Social Assessment at several universities and polytechnics, and to staff at consultancy companies that undertake impact assessment.
- 7 My evidence is given in support of the Notice of Requirement (*NoR*) and applications for resource consent lodged with the Environmental Protection Authority (*EPA*) by the NZ Transport Agency (*NZTA*) for the construction, maintenance and operation of the MacKays to Peka Peka Expressway (*the Project*).
- 8 I am familiar with the area that the Project covers and the State highway and local roading network in the vicinity of the Project.
- 9 I am the author of the Assessment of Social Effects technical report<sup>1</sup> that formed part of the Assessment of Environmental Effects (*AEE*) lodged in support of the Project. My technical report is referred to as my Social Impact Assessment or SIA throughout my evidence.
- 10 I have read the Code of Conduct for Expert Witnesses as contained in the Environment Court Consolidated Practice Note (2011), and I agree to comply with it as if this Inquiry were before the Environment Court. My qualifications as an expert are set out above. I confirm that the issues addressed in this brief of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

#### **SCOPE OF EVIDENCE**

- 11 My evidence will deal with the following:
  - 11.1 Role and relationship with other disciplines;
  - 11.2 Methodology;
  - 11.3 Existing social environment;
  - 11.4 Regional social effects assessment;
  - 11.5 Local social effects assessment;

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<sup>1</sup> Technical report 20 (*TR20* or *SIA*).

- 11.6 Mitigation and management;
- 11.7 Response to submissions;
- 11.8 Response to section 149G(3) Key Issues Reports; and
- 11.9 Conclusions.

### **EXECUTIVE SUMMARY**

- 12 In my opinion, the overall net social effect of the Project will be positive.
- 13 In my evidence I describe the two methodological frameworks I have used for assessing social impacts. They come from the Resource Management Act 1991 and the International Association for Impact Assessment.
- 14 I will describe the existing social environment for the Project including the Wellington Region, and the local area of Raumati, Paraparaumu, Waikanae and Peka Peka. The existing social environment is the baseline that I have used to undertake my assessment of social effects.
- 15 My assessment primarily focuses on the local area because that is where, in my view, the social effects of the Project predominantly occur.
- 16 In my opinion, the social effects for the wider region are nearly all beneficial. Temporary adverse social effects will be encountered during construction, but can be adequately mitigated.
- 17 In the local area, those properties adjacent to construction activities will be the most adversely affected (inconvenience, disruption and annoyance). Some people in the local area will experience physical and psychological severance. In terms of physical severance, all east-west connections will be maintained and, in my view, the Expressway will create new access and movement choices for the local communities.
- 18 Psychological severance will, in my experience, lessen as the community adapts to the physical changes in the environment. Communities are dynamic and constantly adapting to change.
- 19 Households required to relocate, due to the acquisition of their properties, may find it stressful, and neighbourhoods affected will take time to adjust.
- 20 Overall, the operational effects in the local area are largely beneficial. The Expressway will provide another access way within

the local area, and, in my opinion, will enhance the cohesiveness of communities and community well being. Cyclist and pedestrian access will also be enhanced.

- 21 Transport disadvantaged members of the community will benefit significantly from the Project.
- 22 I have read all the submissions raising social issues. I confirm that they do not cause me to alter the views I express in my technical report and in this evidence. I have recommended an amendment to the conditions to ensure a community liaison officer is available for one year following completion of the Project. This will allow members of the public to contact the NZTA to raise any operational concerns that arise after the construction has finished.

### **ROLE AND RELATIONSHIP WITH OTHER DISCIPLINES**

- 23 My role in the Project has been to undertake an assessment of social impacts. In this role, I have worked alongside the NZTA Communications Team and with all the other technical experts to understand all the issues that could potentially have a social effect. In particular, I:
- 23.1 Participated in all open days;
  - 23.2 Reviewed the stakeholder and public feedback and submissions;
  - 23.3 Reviewed consultation reports and Project information distributed to the public;
  - 23.4 Participated in a workshop; and
  - 23.5 Responded to social impact queries from the public.
- 24 During preparation of my SIA, I checked at key times (these include on receipt of submissions after Expos, and when drafting sections on the assessment of regional and local effects) with the Communications Team about responses from various potentially affected parties to help ensure accuracy in the assessment of social effects and mitigation measures put forward.
- 25 My evidence draws on technical reports and evidence of other witnesses that contain assessments relevant to social effects, in order to provide a social perspective on technical matters. The relevant technical reports (and associated witnesses) are: construction and operational noise (**Ms Siiri Wilkening**), temporary traffic (**Mr Stephen Hewett**), lighting (**Mr Keith Gibson**), vibration (**Mr James Whitlock**), air quality (**Ms Camilla Borger**), public health (**Dr David Black**) operational transport (**Mr Andrew**

**Murray**), urban planning and design (**Mr Marc Baily**), landscape and visual (**Mr Boyden Evans**), cultural impacts (**Mr Amos Kamo**), archaeology (**Ms Mary O’Keeffe**), and construction methodology (**Mr Andrew Goldie**). My evidence also relates to the overall planning assessment and description of management plans in the evidence of **Mr Robert Schofield**.

## **METHODOLOGY**

### **IAIA and RMA Frameworks**

- 26 I based my methodology for my SIA on two frameworks. The first was the Resource Management Act 1991 (*RMA*) and its purpose to promote sustainable management of natural and physical resources (section 5). The second was the International Association for Impact Assessment’s (IAIA) framework on SIA.<sup>2</sup>
- 27 The IAIA framework is much broader than the limited issues often considered in an assessment of environment effects under the RMA. A SIA, under the IAIA framework, considers all issues that affect people, directly or indirectly.<sup>3</sup> As my assessment draws on both frameworks, I have referred to a wide range of impacts in my SIA<sup>4</sup> and this evidence. Many of these impacts (such as noise and dust) and the management of their effects are addressed in the evidence of the technical experts. I have not repeated the technical experts’ analysis in my evidence but provide references where appropriate.
- 28 The IAIA’s international themes for SIA, to assist with identification of all social impacts are:<sup>5</sup>
- 28.1 People’s way of life – that is, how they live, work, play and interact with one another on a day-to-day basis;
  - 28.2 Their culture – that is, their shared beliefs, customs, values and language or dialect;
  - 28.3 Their community – its cohesion, stability, character, services and facilities;
  - 28.4 Their political systems – the extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose;

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<sup>2</sup> The SIA methodology used is addressed in *TR20* at section 20.2.1.

<sup>3</sup> The IAIA statement about what is SIA is addressed in *TR20* at section 20.2.1.

<sup>4</sup> The assessment of impacts (or effects) at regional level is addressed in *TR20* at section 20.5 and at the local level in *TR20* at section 20.6.

<sup>5</sup> These themes are identified at section 20.2.3 of *TR20*.



- 28.5 Their environment – the quality of the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources;
- 28.6 Their health and wellbeing – health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity;
- 28.7 Their personal and property rights – particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties; and
- 28.8 Their fears and aspirations – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.
- 29 I used several information sources and methods to obtain the information I needed to undertake my SIA. I undertook site visits, from the time I was engaged on the Project and throughout the development of the Project. I reviewed relevant literature and undertook internet research, reviewed technical reports and consultation data prepared for the Project, and undertook observational surveys,<sup>6</sup> and in-depth discussions with representatives of community organisations.<sup>7</sup>

### **Regional and local frameworks**

- 30 Based on the two methodological frameworks discussed above, I developed specific regional and local frameworks for this particular SIA.<sup>8</sup> These frameworks are, in essence, used to assess the existing social environment and the effects of the Project on that environment. The Regional SIA Framework is: transport, accessibility and connectivity; economic growth and development; and healthy communities. The Local SIA Framework is: community;

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<sup>6</sup> Refer to *TR20* at section 20.2.2. Although the research was indicative only, it suggested that the positive contribution of the Wharemauku Stream and the Waikanae River (South Bank) walkways/cycleways is significant and these links should as far as possible be preserved and enhanced through the Project (by providing opportunities through the design of the project to improve existing links and potentially extend the network).

<sup>7</sup> Refer to *TR20* at section 20.2.2. The discussions with 58 representatives of community groups including health, welfare and social services, public transport services, education services, and walkway, cycle way and bridle way users provided a more in-depth understanding of their use of accessibility to services and concerns about the Project. The concerns raised have been addressed in the design of the Project, the SIA assessment and the Project management plans as appropriate.

<sup>8</sup> These matters are addressed and referenced in *TR20* at section 20.2.3.

wellbeing and way of life; culture; and attitudes, expectations and aspirations.

- 31 In addition, I used a seven point scale for the assessment of effects being significant, moderate or minor positive effects, neutral effects and significant, moderate or minor negative effects. The significance of effect is a qualitative assessment I have undertaken based on consideration of the severity of the effect, geographic distribution of effects, sectors of the community affected (having particular regard to groups that may be vulnerable, and the duration of the effect. Vulnerable groups is a common term used in SIA, and as I explain below, I consider that the vulnerable groups for this Project are the transport disadvantaged.

**Transport disadvantaged**

- 32 For this roading Project I consider the vulnerable groups to be those who are 'transport disadvantaged'. In our society those who have direct access to and are licensed to drive a car have a significantly higher level of mobility than those who rely primarily on public transport and/or active modes of travel (pedestrian/cyclists). In the context of this social impact assessment, those members of the community who do not have direct access to a private car and/or cannot drive (e.g. because of age, and/or physical/mental infirmity) and who therefore rely solely on public transport and/or active modes of transport (pedestrians/cyclists) are the transport disadvantaged.
- 33 The transport disadvantaged are a significant proportion of the population in any community and include children and young people (children 0-5 year olds who are dependent on parents and carers for transport, and young people 5-16 years who are required to attend school), those with physical and/or mental infirmity (who may have special transport requirements such as wheelchair access), and those without cars (which includes a sector of elderly aged 65 years and over). From here, I will refer to the 'transport disadvantaged' rather than the wider generic term 'vulnerable groups'.

**EXISTING SOCIAL ENVIRONMENT**

- 34 While the Project is of national and regional significance, in my view the adverse social effects of the Project are predominantly felt by the local communities on the Kāpiti Coast. My evidence provides a brief overview of Wellington region's social environment and focuses on the local communities' social environment.<sup>9</sup> The existing social environment provides me with baseline information on which I assess the social effects of the Project.

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<sup>9</sup> The existing environment is detailed in *TR20* at 20.3.

### The Region

- 35 In the 2006 Census, there were 448,959 people in the Wellington Region, with Kāpiti Coast District being the fourth largest territorial authority and a popular retirement location.<sup>10</sup> Kāpiti Coast District contains various destinations used by people throughout the region (and nation), such as the world renowned bird sanctuary on Kāpiti Island, beaches, and the Queen Elizabeth Park (QE Park). Wellington Region includes the nation's capital Wellington City.
- 36 Vehicle access through and further north of the Wellington Region is by the existing State highway 1 (*SH1*) along the west coast and State highway 2 to the east. The main railway – the North Island Main Trunk Railway (NIMTR) – runs along the west of the region. This railway is important for both community access and freight. A regional airport service opened in Paraparaumu in 2010. SH1 is the major north/south link within the Region and through the Project area. **Mr Murray** discusses his evidence how SH1 through the Project area performs multiple functions from heavy vehicle freight movements to local trips between Waikanae and Paraparaumu.
- 37 In February 2010, there were 51,585 businesses in the Wellington Region which was 10.2% of all New Zealand businesses. In the last three years, business growth in the Wellington Region has been nearly twice the growth of that across New Zealand.<sup>11</sup> The Region employed 12.5% of the total employees in New Zealand and the unemployment rate in the Region was lower than for New Zealand overall. The Region is a major economic hub (collection of major economic centres) for New Zealand.<sup>12</sup>

### Local Area

- 38 I identified four local communities<sup>13</sup> for my SIA: Raumati, Paraparaumu, Waikanae and Peka Peka. These communities and their related Project sectors are mapped in **Annexure A** to my evidence. I note that the Project sectors used in the AEE do not match the communities I have identified. A full description of the communities, and aspects of these communities that may be affected by the Project, is at section 20.3.3 of my SIA and a Demographic Profile is attached to the SIA as Appendix 20.A.
- 39 In 2006, the Kāpiti Coast District had a population of 46,197 and the local communities had a combined population of 35,742. The total population for Raumati was 8,013, Paraparaumu 17,247, Waikanae 10,230 and Peka Peka 252.

<sup>10</sup> Refer to *TR20*: Appendix 20A: Table 1.

<sup>11</sup> *The Wellington Regional Economy, Grow Wellington, 2011* cited in *TR20* at section 20.3.2.4.

<sup>12</sup> Ibid.

<sup>13</sup> While 'community' can have many meanings, in this context it refers to an area geographically bounded to which people identify and have an interest in.

- 40 In order to undertake an assessment of the Project it was important for me to identify the key demographic characteristics for each local area. I used standard social impact characteristics (such as ethnicity and home ownership) as well as characteristics that would assist me to identify the transport disadvantaged in the communities (age, vehicle ownership, home occupation).
- 41 I then compared the local community characteristics against those of the Wellington region to obtain a better understanding of the communities and how they differ from each other and the region as a whole.
- 42 Overall, the local area, when compared to Wellington Region,<sup>14</sup> has fewer people younger than 20 years but considerably more people 65 years and over, more Europeans and fewer Māori, more unoccupied dwellings, a higher level of home ownership, and more households with a vehicle.
- 43 I concluded that the more unoccupied dwellings reflects the popularity of the local area as a holiday and weekend destination, more households with a vehicle indicates greater mobility, and a higher level of home ownership indicates higher socio-economic circumstances.
- 44 Given the history of the Project and other roading designations in the vicinity, there is, in my view, an expectation by residents and businesses in the community that there will be a new transport corridor from MacKays Crossing to Peka Peka.<sup>15</sup> However, I acknowledge that over time there have been a number of changes to what has been put forward and the nature of such a corridor and that has had an effect on some people's attitudes, aspirations and expectations.<sup>16</sup>
- 45 A brief summary of each community is provided below. In these summaries, I describe the demographic characteristic of each community and the key features. I identify the educational, recreational and cultural opportunities available in each community. These opportunities are important because they are integral to the health and well being of the people in the communities.
- 46 I also describe the relevant Local Outcomes for each community. These were developed along with the Community Outcomes for the Kāpiti Coast District in 2009. This was a Council lead initiative

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<sup>14</sup> The local area is eight percent of the region's population.

<sup>15</sup> The theme of wanting work on the expressway 'to start as soon as possible' has occurred in submissions for this and previous expressway/motorway proposals (refer to *TR3* and "MacKays Crossing to Peka Peka Community Engagement Report" 2009 for NZ Transport Agency, page 16).

<sup>16</sup> Refer to *TR20* at section 20.4.1.

developed with the people of the District to identify the aspirations for each community. The Local Outcomes contain area specific detail that reflects the individual local focus of the geographic areas in the Kāpiti Coast. The Community Outcomes for the entire District are set out in Kāpiti Coast: Choosing Future Community Outcomes (2009).<sup>17</sup>

### ***Raumati***

- 47 Within Raumati are the communities of Raumati South and Raumati Beach. Raumati has several features attractive to people including the beach, dunes, seascapes, and QE Park to the south.

#### *Characteristics*

- 48 Compared to the Wellington region, Raumati has a similar proportion of young people but a higher proportion of elderly. Raumati also has a higher proportion of Europeans, dwellings unoccupied, and dwellings owned or partly owned. Raumati has a smaller proportion of households with no vehicle.
- 49 This means the transport disadvantaged in Raumati include children and young people (a similar proportion compared to the Region), but a smaller proportion of people who do not own a vehicle (including some among the larger group of elderly people).

#### *Features*

- 50 In Raumati South, there is Raumati South Primary school and Te Ra Waldorf Primary school as well as other educational facilities including for adults. There are several educational facilities in Raumati Beach, including Kāpiti College.
- 51 The social services include primary health care in Raumati Beach and a range of other service organisations. People in the Raumati community also use services elsewhere in the local area (Paraparaumu or Waikanae) or Wellington. Raumati South has a memorial hall located on the Tennis Court Road Reserve used by several organisations.
- 52 Raumati has several reserves and recreational areas including the long established tennis courts and bowling club in Raumati South, and the Kāpiti Coast Rugby League Club and pony club. There are several reserves and parks for sporting and recreational opportunities. The Marine Gardens has a swimming pool.
- 53 There is a marae at Kāpiti College. There are several places of worship in Raumati. I acknowledge that aspects of cultural richness are also incorporated in other social and community activities.

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<sup>17</sup> See pages 38-39 of *TR20* for further information.

- 54 Connectivity from Raumati to the rest of the District and wider Wellington Region is by the existing SH1 (for vehicles and cyclists) or by train from Paraparaumu. Vehicular connectivity to Paraparaumu does not require use of SH1 and is mainly by Rimu, Matatua, and Wharemauku Roads and Marine Parade. A daily bus service connects Raumati with train services. School bus transport is provided by Mana Transport from outside and within Raumati. The formal and informal walk and cycle ways are widely used. There is considerable expectation in the community for a railway station for Raumati, although this is not part of this Project.
- 55 Aspirations for Raumati are evident in the Local Outcomes that have been developed for and with the people of the District for Raumati South and Raumati Beach.<sup>18</sup> The Local Outcomes focused on community cohesion, safe walking and cycling routes, access to the beach, and the recognition of good design for developments.

### ***Paraparaumu***

- 56 Within Paraparaumu are the communities of Paraparaumu Central, Paraparaumu Beach South, Paraparaumu Beach North and Otaihanga. Paraparaumu town centre, located adjacent to the existing SH1, includes Coastlands Shopping Centre and the Kāpiti Coast District Council (KCDC) offices and services. The community includes the iconic Kāpiti Island (including its world-renowned bird sanctuary), beaches, Kāpiti health centre, and several retirement homes and villages. The Waikanae River provides a natural border between Paraparaumu and Waikanae communities, as shown on the map in Annexure A to my evidence. There is currently one vehicle bridge (SH1), and two pedestrian/cyclist bridges over the Waikanae River to provide connections between Paraparaumu and Waikanae.

### *Characteristics*

- 57 The demographic characteristics of the residents of Paraparaumu, compared to the region indicate a similar proportion of children and young people and a larger proportion of elderly. There are fewer Maori (although Paraparaumu has the largest proportion of Maori in the local area); a similar proportion of dwellings unoccupied (Paraparaumu has the least within the local area indicating the least number of holiday and weekend homes); more dwellings owned or partially owned (although Paraparaumu has the smallest proportion in the local area); and fewer households with no vehicle.
- 58 Thus the transport disadvantaged in Paraparaumu include the similar proportion of children and young people (compared to the region), and the fewer households without a car (including a sector of the larger group of elderly).

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<sup>18</sup> The relevant Community Outcomes for Raumati South and Raumati Beach are discussed at page 39 of *TR20*.

- 59 It is also evident that there is a more permanent population in Paraparaumu, with higher levels of occupation and less holiday homes. This means that more people are using the road network on a daily basis compared to the other communities.

#### *Features*

- 60 Paraparaumu College is the larger secondary school in the local area. There are several primary schools and preschools in Paraparaumu Central and Paraparaumu Beach. Tertiary education is available at the Whitireia Community Polytechnic. There are no educational institutions in Otaihanga.
- 61 Paraparaumu has a large number and a varied range of community and social services, many being centred in and around the Kāpiti Community Centre in Ngahina Street. Several health and emergency services are located nearby. There is a marae at Paraparaumu College.
- 62 Paraparaumu has several reserves and recreational areas, use of which is, in my view, integral to people's health and wellbeing and way of life. The domains, parks and reserves cater for a mixture of sports. The walkway and cycleway along Wharemauku Stream is a major recreation area. The tracks along the Waikanae River and footbridge provide opportunities for walkers, runners and cyclists. The bridle path is also well used.<sup>19</sup>
- 63 There are many churches in the community providing religious services.
- 64 As for Raumati, connectivity to other areas outside Paraparaumu is by the existing SH1 or by train. Paraparaumu is well serviced by passenger rail services with electrified trains between Wellington and Waikanae. There is a daily commuter rail service between Palmerston North and Wellington and the Overlander daily service between Wellington and Auckland. Paraparaumu Rail Station has free parking, Park and Ride facilities and connecting local bus services.<sup>20</sup>
- 65 Within Paraparaumu, there are several main connector roads. There is a daily bus service within Paraparaumu that provides connectivity with trains. Mana Coaches provide a school bus service. The formal and informal walk and cycle ways in Paraparaumu are widely used.
- 66 Attitudes, aspirations and expectations expressed are in the Local Outcomes for Paraparaumu Town Centre and Paraparaumu Beach.

<sup>19</sup> Refer to *TR20* section 20.3.3.2 for use of domains, parks and reserves, and section 20.2.2 for use of walk and cycle ways. Information on usage of the bridle path came from discussions with the Kāpiti Pony Club and the Equestrian Centre and Vaulting Club.

<sup>20</sup> Refer to *Assessment of Transport Effects (TR32, Volume 3 of the AEE)*.

For Paraparaumu Town Centre, people want the local character to be retained within a cohesive district<sup>21</sup> and, in Paraparaumu Beach, people want wise use of the District's resources and an increased choice to work locally.<sup>22</sup>

### **Waikanae**

- 67 The four communities in Waikanae are Waikanae West, Waikanae East, Waikanae Park and Waikanae Beach. Waikanae is a quieter place for families and the elderly, and residential development is a mix of holiday, permanent residential and retirement homes. Waikanae West features the Waikanae Village with a range of businesses and services, and specialist medical care. Waikanae East is separated from Waikanae West by the existing SH1 and the main trunk railway line. Waikanae Park features several parks (including an outdoor swimming pool) and reserves in a largely residential setting. Waikanae Beach is a popular swimming and recreational area and has a high proportion of holiday homes. The land to the north is mostly rural, although parts are identified for future urban growth.<sup>23</sup>

### *Characteristics*

- 68 The main demographic features of Waikanae, compared to the region, indicate a considerably smaller proportion of children and young people, and a significantly higher proportion of elderly people 65 years and over (Waikanae has the smallest proportion of children and young people and the largest proportion of elderly in the local area). There are significantly more Europeans and considerably fewer Maori.
- 69 There are considerably more dwellings unoccupied (18% of dwellings are holiday or weekend homes). Waikanae has significantly more dwellings that are owned or partly owned thus significantly fewer households that rent the house they live in compared to the region (indicating a higher socio-economic level). Also, there are fewer households without a vehicle.
- 70 The transport disadvantaged in Waikanae include a smaller proportion of children and young people, and a smaller group with no vehicle (which includes a sector of the larger elderly population).

### *Features*

- 71 Waikanae's prominent community features include the Waimanu and Waimeha Lagoons, the Waikanae Christian Holiday Camp (EI

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<sup>21</sup> Kāpiti Coast: Choosing Futures Community Outcomes Paraparaumu Town Centre Local Outcomes.

<sup>22</sup> Kāpiti Coast: Choosing Futures Community Outcomes Paraparaumu Beach Local Outcomes.

<sup>23</sup> Refer to Statement of Evidence **Mr Baily** (Urban Planning and Design Effects).



Rancho), the Waikanae Estuary, the Waikanae River walkway/cycle way, and the Nga Manu Nature Reserve.

- 72 There is no college located in Waikanae. Students go to Paraparaumu, Raumati, Wellington or elsewhere for secondary education. There are primary schools and several preschool education facilities. Mana Transport provides school bus services. Some students cycle to Paraparaumu College.<sup>24</sup>
- 73 There are many social services particularly for the elderly including medical and support services, and retirement villages. Many social services for young people are associated with the schools and sporting activities. Some people travel to social and support services based in Paraparaumu. Waikanae has several public facilities that cater for a range of social services.
- 74 Several reserves and recreational areas in Waikanae provide sporting and recreational opportunities with family amenities, including Waikanae Park discussed above.
- 75 Connectivity from Waikanae to other areas is by the existing SH1 or by train (from Waikanae station). Unlike Paraparaumu and Raumati, connectivity in and out of Waikanae is limited by the single river crossing on SH1.
- 76 Within Waikanae, the main east/west connectors are Te Moana Road to Waikanae Beach, Waikanae Park and Waikanae West, and Elizabeth Street to Waikanae East. Ngarara Road is the main access road within the northern rural area of Waikanae.
- 77 There is a continuous coastal north/south cycle route from QE Park through to the local area to Peka Peka that utilises the local street network within the coastal communities such as Waikanae Beach. The formal and informal walk and cycle ways in Waikanae are widely used.
- 78 Within Waikanae, there is a daily bus service which connects with trains from Waikanae station.
- 79 Whakarongotai marae is on Marae Lane. The Maketu Tree near Puriri Road and several urupa in the area are of considerable importance to Iwi.<sup>25</sup>
- 80 There are many places of religious assembly in Waikanae.
- 81 Greenaway Homestead on Puriri Road is a heritage feature of local importance.<sup>26</sup>

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<sup>24</sup> Refer to *TR20* at section 20.3.3.3.

<sup>25</sup> Refer to *Takamore Trust Cultural Impact Assessment (TR11, Volume 3)*.

- 82 The local outcome for Waikanae North, arising from the Community Outcomes for the District and relevant to the Project, identified a preference for local roading linkages but not a four-lane arterial.<sup>27</sup>

### ***Peka Peka***

- 83 In the assessment, Peka Peka is regarded as a community separate from Waikanae because of its particular characteristics. Peka Peka has a lightly populated seaside locality with a mix of rural, holiday home and lifestyle development. There is a smaller community with a rural aspect located at the intersection of Peka Peka Road and the exiting SH1. Several people enjoy their retirement at Peka Peka. Like other seaside settlements in the local area, the beach is a major feature but there are no shops or retail area.

### *Characteristics*

- 84 The key characteristic of the Peka Peka community is its very small resident population. Compared to the region, Peka Peka has a smaller population of children and young people, and a larger population of elderly. Like Waikanae, Peka Peka has significantly more Europeans than the region. Also, Peka Peka has significantly more dwellings unoccupied (by far the most in the local area at 35%), and more dwellings are owned or partially owned. It is significant that all households in Peka Peka have a vehicle.<sup>28</sup>
- 85 In my view, there are very small numbers of transported disadvantaged people in Peka Peka, limited to the children and young people. There are no households transport disadvantaged without a vehicle, including the elderly population.

### *Features*

- 86 There are no educational facilities or social services in Peka Peka. Students go to schools and people to services in Waikanae, Paraparaumu and beyond. The beach is the principal recreational area.
- 87 The only east/west access within Peka Peka is via Peka Peka Road from the existing SH1 to the beach. Access to Waikanae is also provided along the coast via Paetawa Road, which is also used as a walkway, cycle way and bridleway. The nearest train access is at Waikanae. There is a public bus service from Waikanae train station to Otaki that stops near the intersection of SH1 and Peka Peka Road, and a school bus service.
- 88 There are no Marae or churches in Peka Peka.

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<sup>26</sup> Refer to *Assessment of Built Heritage Effects (TR10, Volume 3)*.

<sup>27</sup> Kāpiti Coast: Choosing Futures Community Outcomes Waikanae North Local Outcomes.

<sup>28</sup> Refer to *TR20* at section 20.3.3.4 and Appendix 20A.

- 89 In KCDC documentation<sup>29</sup> there is emphasis on keeping the semi-rural character of Peka Peka, and consultation feedback supported this aspiration.

### **REGIONAL SOCIAL EFFECTS ASSESSMENT**

- 90 My assessment of the regional social effects of the Project is set out at section 20.5 of TR20. From my assessment and having regard to other technical assessments mentioned above, I consider that the main overall regional social effects will be as follows.

#### **Transport accessibility and connectivity**

- 91 During construction, there will be inconveniences to road users at specific locations such as at the interchange sites and where bridges will go over the existing roads. Temporary traffic effects and proposed mitigation is described in the evidence of **Mr Hewett**.
- 92 Consultation feedback has indicated support for the Proposal, especially due to its overall improved transport accessibility and connectivity.<sup>30</sup>
- 93 **Mr Murray** will discuss the considerable improvements in traffic safety.
- 94 There will be improvements to travel times and accessibility between different areas in the Region. The Proposal will improve regional access to residential areas, community facilities and educational, employment and recreational opportunities. These beneficial effects will be experienced by those who rely on the State highway for their way of life, access to work or to meet their livelihood needs.

#### **Economic growth and development**

- 95 Consultation feedback has indicated support for the Proposal, especially in terms of economic benefits through time efficiencies and greater accessibility.<sup>31</sup>
- 96 During construction, the Project will provide regional social benefits by providing temporary employment in construction and engineering. The work will provide social benefits by improving the income generation opportunities of residents and businesses of the Region, as discussed in the evidence of **Mr Michael Copeland**.
- 97 Once the Expressway is operational, there will be improved time efficiencies of movement of freight, services and people passing

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<sup>29</sup> Refer to TR20 at Appendix 20B and the pre-published Kāpiti Coast Choosing Futures Community Outcomes Peka Peka Local Outcomes.

<sup>30</sup> Refer to TR3: *Consultation Summary Report*.

<sup>31</sup> Ibid.

through the Project area and in turn, improved business productivity in the Region, inter-regionally and nationally as discussed in **Mr Copeland's** evidence.

### **Healthy communities**

- 98 During the operation of the Project, there will be lower vehicle emissions on the existing SH1. Improvements at key local road intersections linking into the existing SH1 are anticipated to improve air pollutant levels in adjacent areas. Higher pollutant concentrations are expected in areas near the Expressway. Although maximum predicted pollutant concentrations are less than the air quality criteria limits,<sup>32</sup> I consider health effects associated with vehicle emissions are likely to be an on-going concern.<sup>33</sup> The public health effects of the Project are discussed in the evidence of **Dr Black**.
- 99 Overall, it is my view that community health will benefit from improved accessibility to community services and facilities, leisure opportunities, the new pedestrian, cycleway and bridleway and increased traffic safety provided by the Project.

### **Summary of regional social effects and proposed mitigation**

- 100 In my view, nearly all the regional social effects are beneficial effects.
- 101 The sole adverse effect is the potential for stress and anxiety related to temporary traffic measures. This potential anxiety and stress can be mitigated by ensuring that the public is continuously informed of construction activities and proposed closures and diversions.
- 102 The methods to manage adverse traffic effects arising from construction are discussed in the evidence of **Mr Hewett**. These include a construction traffic management plan and site specific traffic management plans.<sup>34</sup>

### **LOCAL SOCIAL EFFECTS ASSESSMENT**

- 103 My assessment of the local area social effects is in accordance with the SIA themes, my local area framework, the Project description, and having regard to assessments in other technical reports.<sup>35</sup>
- 104 In the following sections of my evidence, I have broken down the assessment of local social effects into three phases: effects prior to construction, construction effects and operational effects. Within

<sup>32</sup> Refer to *Assessment of Operational Air Quality Effects (TR13, Volume 3)*.

<sup>33</sup> The evidence of **Ms Borger** is that the air quality effects will be insignificant, however I am aware that NZTA has a continuous monitoring programme.

<sup>34</sup> See designation conditions DC.17-DC.25.

<sup>35</sup> The local social effects of the Project have been addressed in *TR20 (20.6)*.

each of these phases (where appropriate) I have identified the adverse and beneficial effects and provided my assessment of the influence of those effects on each community and the transport disadvantaged I have identified earlier.

### **Effects and mitigation prior to construction**

#### ***Planning***

- 105 I consider the main social effects prior to construction to be related to planning for the Project. Feedback during the consultation process<sup>36</sup> showed that the planning phase has been a challenging time for people potentially affected by the Project and has resulted in a range of effects on people including concern and stress, and uncertainty about the future. Some people have put their plans on hold. By comparison some people have welcomed the Project.
- 106 Feedback also showed that people were concerned about planning for community assets (such as QE Park), uncertainty of alignment options, the future character of the communities, accessibility and connectivity, quality of life living near the Expressway, and the maintenance of cultural and spiritual values.
- 107 During the planning stage, these effects were mitigated by keeping the public and key stakeholders informed of progress. Communication and engagement with the public is set out in the evidence of **Ms Jane Black** and in TR3 *Consultation Summary Report*.

#### ***Property acquisition***

- 108 Property acquisition and the relocation of dwellings and businesses have already occurred and will continue to occur prior to construction. The NZTA initiated contact with all these owners and occupiers at the earliest opportunity and has a proactive programme to purchase property. The property acquisition programme is discussed in the evidence of **Mr Andrew Quinn**.
- 109 Property acquisition is likely to cause stress, anxiety and anger amongst those affected. The provision of timely information on these issues along with the proactive programme has helped to mitigate these effects. Private counselling has also been offered to those directly affected.
- 110 Overall, there are 115 private properties affected by the Project. Those properties that are required in full include 41 households<sup>37</sup> that need to relocate. Over the entire local area this is less than 1% of permanent households.<sup>38</sup> In my view, while these owners and

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<sup>36</sup> Refer to TR3 *Consultation Summary Report*.

<sup>37</sup> The number of households to be relocated is 41 as of September 2012.

<sup>38</sup> The 2006 census indicated that there were 15,063 occupied households in the local area. See Table 6: Appendix 20A of my SIA.

occupiers are adversely affected by this process, they are only a very small percentage of the Kāpiti Coast District population.

- 111 A number of owners have voluntarily sold their properties and moved on with their lives.
- 112 For those properties that are required in part, access is an important issue for owners. **Mr Noel Nancekivell** discusses access issues in his evidence.
- 113 In summary, the pre-construction effects have been and continue to be felt by a small percentage of the community who are directly affected by the alignment.

#### **Construction Effects**

- 114 Construction activities are by their nature temporary activities. In each community, there will be a sequence and timeframe for construction activities and consequently the emergence of the Expressway structures.<sup>39</sup> This means that some neighbourhoods will be affected for shorter times than others. However, I acknowledge that this Project will take four-five years to construct and that that time period is significant in terms of social effects.<sup>40</sup>

#### ***Boost to economic well being***

- 115 Overall, during construction there will be a temporary boost to local economic activity<sup>41</sup> and an increase in jobs and household income for the local communities and the Kāpiti District. The construction workforce will spend locally on retail (for example food and beverages), construction vehicle servicing and other services. Local housing, particularly rentals, may be required for some of the workforce.
- 116 Community services are likely to benefit from support from the construction workforce.

#### ***Relocation – causing stress, anxiety, loss of neighbourhood cohesion and disruption of social networks***

- 117 In my view, relocation of directly affected people who will lose land, residences, commercial buildings, and businesses could cause stress, anxiety and anger.<sup>42</sup> For some directly affected people, selling or relocating is something they may not want to do.
- 118 As a result of relocation, there will be a change in the neighbourhoods affected. The cohesion of the community and social

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<sup>39</sup> These are discussed in **Mr Goldie's** evidence.

<sup>40</sup> A summary timeframe of construction activities for each of the four communities is set out in *TR20* at 20.6.7 (as for the date of the report).

<sup>41</sup> Refer to the evidence of **Mr Copeland**.

<sup>42</sup> This is addressed specifically in *TR20* at section 20.6.7.2.

networks in these neighbourhoods will be affected and it will take time for these communities and neighbourhoods to adjust.

- 119 It is likely there will be a small decrease in some school rolls, and potentially a small number of organisations, services and businesses could lose valued members and staff. However, given the small percentage of households directly affected by the Expressway, and the continued population growth in the Kāpiti Coast District, I do not consider this will cause a significant adverse effect. New arrivals to the area will bring new and different ideas and the community will adapt to these changes.

***Physical or psychological severance***

- 120 Feedback showed that some people<sup>43</sup> perceived that the Expressway will be a new physical division, a psychological barrier, and will cause reduced accessibility and reduced connection to social sites.<sup>44</sup> **Mr Murray** will explain how all physical connections are being maintained. It is my view that the additional of a new roading choice will increase cohesiveness in the community.

- 121 I acknowledge that psychological severance will affect people in the communities. The emergence of the Expressway structures in each of the communities will bring about feelings of severance for some. The timeline for construction may exacerbate these feelings. In the mitigation section below, I will discuss community resilience and how people can adapt to this impact.

***Disturbance and annoyance from construction activities***

- 122 A significant concern mentioned in feedback during the consultation stage was disturbance to people's daily lives, their enjoyment at home and in the community, and their access and connectivity within, and in and out of, the local communities. Responses in other feedback indicated others were not so concerned about construction as long as it is well managed.<sup>45</sup>
- 123 The technical reports<sup>46</sup> identify adverse amenity and visual effects from the presence of construction yards, the Expressway alignment, and Project workforce on neighbourhoods and the local communities. In my view, construction activity is likely to heighten any perceived or actual effects such as annoyance and nuisance.

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<sup>43</sup> Refer to *TR3 Consultation Summary Report*.

<sup>44</sup> Social sites are identified in *TR20* at Tables 1 - 3 at pages 80 - 82.

<sup>45</sup> Refer to *TR3 Consultation Summary Report*.

<sup>46</sup> Refer to *TR16 Assessment of Construction Noise Effects; TR33 Assessment of Temporary Traffic Effects; TR18 Assessment of Vibration Effects; TR14 Assessment of Construction Air Quality Effects; and TR7 Assessment of Landscape and Visual Effects*.

- 124 Feedback indicated that crime and security with a temporary workforce are concerns to people and are likely to cause anxiety for some.<sup>47</sup>
- 125 The technical reports have indicated that there may be adverse effects during construction from noise, dust, and vibration. In my view, these adverse effects will cause annoyance and nuisance for some people but can be managed adequately.
- 126 As **Mr Hewett** explains in his evidence, there will be adverse construction traffic effects such as limited access to some properties and increased travel times. In my view, these effects will be an inconvenience for some and will cause stress and frustration. Bus, walkway, cycle way and bridleway users will also experience increased travel times, uncertainty of travel times and therefore potentially stress.<sup>48</sup>
- 127 The technical experts have all discussed how adverse effects from construction activities can be mitigated. I acknowledge that, even if effects are mitigated to an acceptable level, there will still be a change in the social environment that people will need to adapt to. In my mitigation section below, I will discuss how the community can be involved in stakeholder communication and liaison groups throughout the construction period and make complaints about specific activities. These mechanisms help to provide an important avenue for people seek a response from the NZTA to questions and complaints about construction activities.
- 128 A summary of construction activities and the social effects for the local area and transport disadvantaged follows.

***Summary of construction effects on the local area***

- 129 Overall, construction activities will cause disturbance and annoyance to some throughout the local area and particularly to those adjacent to the alignment. As the Expressway structures emerge, some people will experience the feelings of physical and psychological severance. The relocation of households will be a stressful time for those directly involved. Neighbourhoods affected will take time to adjust (particularly in Raumati and Waikanae where more people are required to relocate). There will be work and business opportunities, thus household income benefits and community prosperity.

***Transport Disadvantaged***

- 130 For the transport disadvantaged, transport, access and connectivity disruption during construction will potentially be more adverse (compared to those with private vehicles) as this group has fewer

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<sup>47</sup> Refer to *TR3 Consultation Summary Report*.

<sup>48</sup> Refer to *TR33 Assessment of Temporary Traffic Effects*.



transport choices. **Mr Hewett** discussed how bus stops and bus routes may need to be moved during the construction period. The traffic related management plans will require a high level of public notification and communication to those likely to be affected.

131 There will be some roading, pedestrian and cycle way diversions, but all pedestrian and cycle ways will be maintained during construction. Temporary diversions may increase travel times for some personal trips by public transport, cyclists and/or pedestrians but I anticipate that the scale and duration of these effects will be more of a nuisance level rather than a significant adverse social effect. The temporary provisions for pedestrian crossings will be provided to disabled access standards.

132 Disruptions and nuisance factors will be encountered when passing through construction activity areas to access schooling, sports activities, work, health and welfare services, and daily essentials.

#### **Operation Effects**

##### ***Psychological severance and disruption to way of life***

133 For some people, the new transport feature, the Expressway, will be highly visible, noisy, close by and a nuisance. Some will change their daily patterns of living as a result.

134 Some people are likely to experience a continued sense of severance. Severance may result in unease, visual intrusion, loss of comfort, a feeling of being cut off, and a psychological separation from relatives and services. Over time, the feeling of severance is likely to lessen for most of these people. Those experiencing severance in the longer term are likely to include some who do not want this Expressway or any roading Project in the area.

135 Some people will continue to have fears over ill-health caused by discharges to air, and this concern itself has an effect on people's wellbeing and overall quality of life. **Dr Black** addresses health concerns in his evidence.

136 An increase in traffic volumes on some arterial roads will change the nature of those neighbourhoods and may affect local people's ability to connect across these roads.

##### ***Economic boost and growth opportunities***

137 The Project will result in reductions in unemployment and underemployment of resources. **Mr Copeland** explains how this will have socio-economic welfare enhancing benefits such as improved household income, a reduction in disparity of income across households in the communities, and improving businesses' socio-economic opportunities.

- 138 There will be opportunities for growth and development in the local area (and Region) through improved accessibility.
- 139 Improved employment opportunities within the local area (and Region) and access to areas of future economic development and productivity will increase as a result of travel time and connectivity improvements.
- 140 Welfare enhancing economic benefits will lead to reductions in vehicle operating costs, travel times, accident costs, and improvements in trip time reliability.<sup>49</sup>
- 141 The Project is anticipated to cause an increase in population and changes in population movement in the local area due to increased accessibility, especially in North Waikanae.<sup>50</sup> Improved accessibility to the wider region will provide opportunity for growth in accordance with the Council's growth strategy.

***Cohesive communities - improved access within and between the local communities***

- 142 I consider that the Project will provide enhanced opportunities for social connectedness. The quality of life of people in the local communities is anticipated to improve through greater access to and improved travel times on the Expressway.
- 143 Greater access is provided by the alternative route, the Expressway. The benefits of an alternative route include resilience when there are accidents and more choice for people.
- 144 The Expressway will provide quicker access and better connectivity to educational facilities, social services, reserves and recreational areas in the local communities. While traffic speed on the Expressway may be a deterrent to usage by some elderly people, less traffic on the existing SH1 will make travelling on the existing SH1 a more enjoyable travel experience.
- 145 Improved accessibility within and between local communities is likely to enhance opportunities for people to participate in cultural practices.
- 146 Use of the Expressway will also result in travel time improvements for bus transport users. The public bus service and school bus service are likely to review their bus routes and may benefit from the alternative route provided.

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<sup>49</sup> Refer to the evidence of **Mr Copeland**.

<sup>50</sup> *TR32 Assessment of Transport Effects*.

- 147 The Project has the potential to significantly increase access to and enjoyment of QE Park through use of the proposed walkway/cycle way/bridleway connecting into the Park.

***Impacts on well being***

- 148 I anticipate that many residents will take advantage of improved access and travel times.<sup>51</sup> The Expressway will bring about significant improvements to road safety.
- 149 The reduction in traffic noise on the existing SH1 will enable residents and users of facilities in adjacent areas to enjoy a quieter neighbourhood.
- 150 Decreases in traffic volumes for some people will make their neighbourhoods more attractive and liveable.
- 151 However, some people experiencing new traffic noise at their residence may consider it a disturbance and annoyance depending on their situation and perspective.
- 152 I expect significant 'way of life' benefits for cyclists as a result of the new walkway and cycle way making the user experience a pleasant one separate from vehicular traffic. This is also a safety improvement. While walkway, cycle way and bridleway users will experience some noise in the vicinity of the Expressway, they will benefit from the new walkway and cycle way providing further connections north and south.
- 153 The overall effects of the Expressway in operation for all communities and each community in the local area, and the transport disadvantaged, are summarised below.

***All communities***

- 154 The Expressway will provide another north/south link through the local area and the current east/west linkages will remain in all communities. Therefore, the Expressway will provide alternative access to education, work, health, social, and other services for many within, and to and from, the local area. People in each community will experience immediate travel benefits of shorter journey times, less traffic on several local roads including the current SH1, and road safety. Residents alongside the current SH1 will experience neighbourhood amenity benefits from less traffic. There will be improvements to access and connectivity for cyclists and pedestrians in all communities.
- 155 Those adjacent to the new Expressway may experience new traffic noise causing disturbance, nuisance and stress. Mitigation of noise

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<sup>51</sup> *TR32 Assessment of Transport Effects.*

is expected to allow retention of people's quality of life. Some will continue to have air quality and visual amenity concerns.

- 156 Some people will experience adverse effects of psychological and other forms of severance. As people become accustomed to the Expressway in their midst, their experience of severance is likely to lessen. The new roading network structure will make a change to the community character. Over time, people are likely to incorporate the network structure as part of the character of the local area and Kāpiti Coast.
- 157 Economic and growth opportunities will be opened up in the local area.

### ***Raumati***

- 158 Travel through the priority intersections of Poplar Avenue and Raumati Road with SH1 is likely to be a more enjoyable experience. The Expressway will enable Raumati people greater connectivity with other communities in the Kāpiti Coast, and make it more accessible for travel to Wellington City (saving journey time of up to nine minutes at peak times and providing greater journey time reliability as **Mr Murray** explains).

### ***Paraparaumu***

- 159 There will be improved economic conditions for businesses, including at Paraparaumu town centre. There will be improved access to Paraparaumu east of the railway line, and improved access and connectivity for cyclist and pedestrians. Less traffic on roads such as Realm Drive and Ratanui Road will result in quieter neighbourhoods for residents. Reduced delays at controlled intersections including Ihakara Street and Otaihanga Road will enhance the travel experience. Adverse effects will include loss of views for some residents such as at Chilton Drive and visual amenity for a few residents such as along Makarini Street.

### ***Waikanae***

- 160 Benefits will be improved economic conditions for businesses in Waikanae, including at Waikanae village. Access to Waikanae east will be improved, as well as access and connectivity for cyclists, pedestrians and horse riders. The second bridge over the Waikanae River will enable closer links between Waikanae and Paraparaumu. The bridge will allow for improved connectivity between the two communities and reduce any existing severance (caused by the geographical divide of the Waikanae River). The interchange at Te Moana Road will provide access for the development of north Waikanae. The adverse effect will be increased traffic on roads such as Park Avenue. Mitigation includes new pedestrian crossings for connectivity and safety.

**Peka Peka**

- 161 Less traffic on SH1 and Peka Peka Road will make it easier for local people to travel on these roads.

**Transport Disadvantaged**

- 162 The long term operational impact of the project for the transport disadvantaged will overall be significantly positive as the project has been designed to:

- 162.1 Maintain all existing east/west road connections in the community;
- 162.2 Provide opportunities to improve the efficiency of the bus service by providing an additional north/south road link through the local area (including a second crossing of the Waikanae River) and thereby reducing congestion on the local network.<sup>52</sup>
- 162.3 Maintain east/west existing pedestrian and cycle tracks and where not feasible (e.g. Leincester Avenue) a pedestrian overbridge is to be provided (with access for the disabled).
- 162.4 There will be an additional north/south essentially off-road pedestrian path and cycle way that will be developed alongside the entire length of the Expressway in the local area.

**MITIGATION AND MANAGEMENT**

- 163 This section of my evidence sets out the different ways that social impacts will be mitigated and managed.

**Community resilience and adaptability**

- 164 In my experience, communities that experience these types of big infrastructure projects show community resilience and over time. Communities adapt to these changes even though some people may continue to oppose the changes that have occurred. Examples include upgrading of SH1 between Plimmerton and Paremata, extending the HVDC transmission lines in Wellington Region, upgrading the Kaiwharawhara substation, the introduction of the Pak'n Save Supermarket in North Shore, introduction of new regional prisons in North Waikato and Northland, Eden Park Floodlights and the Huntly Power Station.
- 165 In my view, any social tensions or divisions within the community are expected to reduce over time.

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<sup>52</sup> Refer to *TR20* at section 20.6.8.3.

166 After construction, local residents' attitudes are likely to reflect an increased degree of acceptance of the Project. Most residents will take time to adapt to the presence of the Expressway in their neighbourhood.

**Communication and public liaison**

167 In my view, it is very important that the NZTA continues to keep people in the community and the region informed of developments with the Project. The NZTA should also provide a vehicle for public complaints, questions and comments and provide responses to these.

168 The NZTA should continue its staged property purchase strategy<sup>53</sup> and resettlement assistance strategy and continue to offer counselling to directly affected people who require further assistance. **Mr Quinn** addresses these matters in his evidence.

169 During construction, I recommend that community liaison groups be established, along with a management plan to address public communication and distribution of Project information on construction management and construction activities. This has been provided for in proposed designation conditions DC.12, DC.13, DC.14 and DC.15. Proposed designation condition DC.12 specifically requires the NZTA to appoint a liaison person. The proposed designation conditions relevant to communication are set out in **Annexure C** to my evidence.

170 Together these conditions will enable local residents and the public to be kept informed about the Project, and for community concerns to be addressed through the liaison groups and the liaison person.

171 Proposed designation condition DC.16 provides for a complaints procedure. A complaints process is important because it provides people the opportunity to voice their concerns and for their concerns to be addressed and actions taken as appropriate.

172 During operation, I recommend that a nominated communication person be available for 12 months after the Project is completed to answer and follow-up on any queries or concerns. This person within the NZTA should be identified to answer and follow-up on any further queries or concerns.

173 I also recommended in my SIA that, once the Project is operational, the NZTA has monitoring programmes for traffic, to reduce the effects of land take, and to monitor community severance.<sup>54</sup>

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<sup>53</sup> NZTA has made funds available on an on-going basis to purchase properties as requested by directly affected owners. This allows people to move on with their lives when they make that decision and avoids a lot of people wanting properties at the same time.

<sup>54</sup> Refer to *TR20* at section 20.7.2.3.

Further consideration highlights the existing processes for traffic, signage, land take and land use. In my view, these matters could be monitored if the liaison person was available for one year after construction ends. The liaison person would be the first point of contact concerning these matters, and disseminate information to the public as appropriate. A pilot programme concerning community severance could be undertaken by the communications person working with the liaison groups if the NZTA desired.<sup>55</sup>

- 174 My recommended addition to proposed designation condition DC.12 is shown with underlining below.

*A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project and for 12 months following completion of the Project to be the main and readily accessible point of contact at all times for persons affected by the construction work and operation of the Project. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative contact person shall be nominated, to seek to ensure that a project contact person is reasonably available by telephone during the construction phase of the Project and for 12 months following completion of the Project.*

#### **Management plans for technical effects**

- 175 As I have identified elsewhere in this evidence, there is the potential for social impacts to occur during the construction phase as a result of noise, vibration, dust and temporary traffic measures. Once operational, the Project could continue to cause social impacts through operational noise, lighting and adverse visual effects. I support the following proposed conditions to manage these effects.
- 176 All works are to be carried out in accordance with management plans (DC.7) including the overarching CEMP and its subsidiary plans.
- 177 Site Specific Traffic Management Plans (SSTMP) are to be prepared with key stakeholders for managing construction traffic (DC.18 and DC.19).
- 178 Monitoring, taking appropriate action and reporting on dust management is to be undertaken during construction (DC.26).
- 179 There are construction and operational noise limits, and vibration limits proposed, and a requirement to implement specified noise and vibration mitigation options (DC.30 – DC.50).

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<sup>55</sup> Refer to TR20 at section 20.7.2.3.

- 180 A Landscape Management Plan is to be prepared in consultation with key stakeholders and to include a range of mitigation measures; and including consideration of Crime Prevention Through Environmental Design (CPTED) (DC.54 – DC.59).
- 181 Lighting overspill is to be mitigated in residential areas (DC.63).
- 182 I approve of the fact that the management plans required (DC.7) also include security measures and workforce management, property access measures, access and connectivity measures for road, walkway, cycle way and bridleway users, and overall construction and operation mitigation through management, community engagement and active response.<sup>56</sup>
- 183 I support the fact that measures to mitigate effects on the transport disadvantaged have been included in the site specific traffic management plans. They include suitable access and connectivity being available for disabled people. **Mr Hewett** discusses these management plans in his evidence.
- 184 Overall, I consider these conditions, in addition to the design measures already incorporated in the Proposal, provide the appropriate level of mitigation for matters that are important to the social well-being of the local communities. I particularly support the requirements for the SCMP; localised management plans to address site specific issues in the local communities; consultation in the development of management plans; and the procedures in the CEMP and its subsidiary plans for public communication, complaints procedures and monitoring of effects in the local communities.
- 185 A summary of my assessment of local construction and operational effects on each community is provided in **Annexure B** to my evidence. In this annexure I have provided a score, from my seven point scale, to represent my view of the net social impact (taking into account mitigation) for each effect in each community.

### **RESPONSE TO SUBMISSIONS**

- 186 Several submitters raised matters relating to social effects of the Project.<sup>57</sup> I have read all these submissions and address them below. I will first respond to the key themes identified in the submissions and then I will address submissions requiring a specific response (including the submission by KCDC).

#### **Severance**

- 187 Numerous submissions raised concerns with severance. As I have identified in my SIA and evidence, some people in the local area

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<sup>56</sup> Refer to the Construction Environmental Management Plan (CEMP, Volume 4).

<sup>57</sup> There were 230 submissions that related to social effects.



may experience psychological severance including feelings of the community being split, cut, divided, or separation or isolation.<sup>58</sup> These feelings may be felt as the Expressway becomes a permanent physical and visual feature in the communities. Over time, as people factor the Expressway into their lives, the feeling of psychological severance is likely to become less of an issue for most people. I have addressed this in my mitigation section above.

**NZTA Policy on severance**

188 A number of submitters state the Project goes against NZTA Policy.<sup>59</sup> NZTA's Policy on severance is in the NZTA's *Environmental Policy Manual*.<sup>60</sup> The NZTA's Environmental Plan (which forms part of the *Environmental Policy Manual*), states that the NZTA has a social responsibility with the stated Objective to 'Enhance and contribute to community cohesion'. The plan to implement this Objective is to 'minimise community severance caused by new and existing State highways'.

189 The Environmental Plan indicates that NZTA recognises that State highways can cause severance and severance should be minimised and community cohesion enhanced. In my opinion, the NZTA has achieved compliance with this Objective for this Project.

**The Project dividing communities**

190 There is concern among some submitters<sup>61</sup> that the Project will divide communities. In my opinion, the Expressway does not physically divide, split, cut, separate or isolate people from facilities, services and social networks they may wish to use within the community. This is because of the alternative link provided, the east / west connections being maintained, and the walkway and cycle way throughout the local area as mentioned elsewhere in my evidence. I anticipate that people are likely to change their travel patterns, not because the Expressway is a physical barrier, but because it provides a more suitable alternative route.

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<sup>58</sup> See Beechy (0663) as an example.

<sup>59</sup> There were some 120 submissions that raised concerns about severance. For submissions concerning NZTA Policy, see Baxter (0422), Heppenstall (0598), Sherley (0350), Smart Transport Network (0484), Ellis (0534), Inge (0429), O'Brien (0518) and Arnold (0567).

<sup>60</sup> NZTA's Policy on severance is discussed in *TR20: Appendix 20.B pages 152-153*. The full Environmental Policy Manual is at: <http://www.nzta.govt.nz/resources/environmental-policy-manual/environmental-policy.html>

<sup>61</sup> See Leighton (0454), Humphries (0430), Blok (0268), Foulds (052), Le Harivel (0664), Hopkirk(0336), Vere-Jones (0372), Hori (0224).

***Dislocation and the loss of social connectedness***<sup>62</sup>

- 191 The physical connectedness provided by the Expressway, which provides additional access to services and facilities, is discussed in the evidence of **Mr Baily**. On streets that will have more traffic, people may decide to change their pattern of travel to best manage the change (as described in TR20 section 6.8.3). Drivers, cyclists and pedestrians in these circumstances are likely to become more cautious when using new travel patterns. Pedestrian connectivity will be maintained and enhanced. Pedestrian crossing facilities are discussed in **Mr Murray's** evidence.

**Attractiveness of neighbourhoods**

- 192 Loss of attractiveness of areas is a concern to some submitters.<sup>63</sup> Changes in comfort are most likely to be felt by some people who are adjacent to the Expressway who experience noise and visual effects.<sup>64</sup> Being next to the Expressway does not necessarily make the neighbourhood unattractive. It may have different attributes, but not necessarily be less attractive as a neighbourhood. Improved accessibility can make some areas more attractive to people.
- 193 In my opinion, provided effects are appropriately managed, in a manner such that the environment is still suitable for residential activity, from my experience, I would suggest that in the longer term (once the change has been realised) the ability for the neighbourhood to be used for residential activity is not hindered (it is still appropriate for residential use and while some current residents may not want to stay there, others may find it attractive for other reasons, on balance resulting in change rather than a negative impact).
- 194 Any discomfort and unattractiveness anticipated in any neighbourhood will be reduced by the mitigation proposed. Mitigation will include measures to reduce noise, visual impacts, vibration, air emission, lighting and health effects, and the provision of landscaping, which will meet the requirements for residential living in New Zealand. A community liaison group is proposed also to monitor effects and respond to concerns raised. All mitigation measures are required in the CEMP and attached management plans.<sup>65</sup> Depending on their circumstances, people are likely to adjust their daily patterns to accommodate changes they do not

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<sup>62</sup> See Frost (0496), Kooij (0697), Sisarich (0331), Cherrington (0356), Evans (211) and Wallace (0121).

<sup>63</sup> For example, see Britton (0423).

<sup>64</sup> Mr Evans discusses changes in the visual landscape and the proposed mitigation of those effects.

<sup>65</sup> See evidence of **Dr Black** (health), **Ms Wilkening** (noise), **Mr Evans** (landscaping), **Mr Gibson** (lighting), **Mr Whitlock** (vibration), **Ms Borger** (air emissions).

want or like. Some may move away but I anticipate that the numbers would be very small.<sup>66</sup>

### **Safety**

#### ***Safety under bridges***

- 195 Some submitters<sup>67</sup> are concerned about the safety of children needing to go under bridges to attend school, or about the safety of other people also (e.g. at Raumati Road, Kāpiti Road and Mazengarb Road). Gaps between the twin bridges at each location allow natural light to come through. Artificial lighting is also provided as discussed in the evidence of **Mr Gibson**. The Waikanae River bridge does not have a gap but I understand its height allows sufficient light underneath. Bridge design is addressed in Technical Report 5: Urban and Landscape Design Framework and discussed in the evidence of **Mr Baily**.

#### ***Busier roads***

- 196 Busier roads that children and the elderly will use are a concern to some submitters.<sup>68</sup> New pedestrian crossing facilities will be provided on roads that will have more traffic such as on Te Moana Road, Park Avenue, Ngarara Road and Raparaha Street to ensure safety (to and from school and sporting activities etc.). There will be a footpath to disabled requirements along the length of Te Moana Road and including the roundabouts at the Te Moana interchange. There will also be a footpath the length of Park Avenue. In my view, these safety measures, as discussed in **Mr Murray's** evidence, will benefit the transport disadvantaged, as well as the elderly and other pedestrians.

#### ***Safety around interchanges***

- 197 Safety of people where there is traffic congestion around interchanges and junctions is a concern for some submitters.<sup>69</sup> As noted above, pedestrian facilities will be provided to meet safety and disabled requirements. Such facilities are discussed in **Mr Murray's** evidence.

#### ***The elderly using the Expressway***

- 198 Concerns are expressed by some submitters<sup>70</sup> about the elderly using the Expressway and the need for assistance in transitioning from local roads to the Expressway. My evidence highlights the

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<sup>66</sup> Where people are affected by a project, it is not unusual for a very small percentage to move away in association with the development of the project.

<sup>67</sup> See Benseman (0090), Friends of the Waikanae River Inc (0059) and Walker (0354).

<sup>68</sup> See Gradwell (0481), Gardener (0396), Aregger (0382), Baxter (0422), Biddiscombe (0321), Beechey-Gradwell (0597) and Jury (0253).

<sup>69</sup> See Lenk (0329).

<sup>70</sup> See Morgan (235), O'Brien (0518) and Evans (0049).

presence of a large elderly population in the local area and notes the hesitancy already expressed.

- 199 To assist the elderly, the local communities and the public, information will be made available about how to use the Expressway safely. Information will be available at the appropriate time in local, regional and national papers, local and regional libraries, and websites. **Ms Black** discusses this matter in her evidence.
- 200 The additional access provided by the Project (to safety and disability requirements), the retention of existing links, the upgrading of links to and the current SH1, and educational information about safe use of the Expressway will assist the mobility of the elderly. A submitter noted that older people will benefit from slower and less busy traffic on the current SH1. My assessment supports this submitter's viewpoint.<sup>71</sup>

#### **Access**

- 201 Ease of movement around the district is raised by some submitters.<sup>72</sup> The access provisions provided by the Expressway, including safety measures and provisions for the disabled, as discussed above will benefit movement around the district. It is of note that some submitters acknowledge the expected improved road safety and convenience for local people with the Expressway.<sup>73</sup>
- 202 Submitters have also raised concerns about access from Leinster Avenue to the shopping centre and the railway station at Paraparaumu.<sup>74</sup> Walking and cycling access to the railway station will still be available via the current SH1 but over the new proposed pedestrian and cycle bridge from Leinster Avenue.
- 203 I understand from **Mr Baily** that the current pedestrian and cycle access on Leinster Ave will be connected to the new proposed pedestrian/cycle way and will be built to a standard allowing wheelchair access. The detailed design of the proposed pedestrian and cycle overbridges will occur through an outline plan process, as discussed by **Mr Baily**.
- 204 Vehicle access for those in Leinster Ave will be via Poplar Avenue and the current SH1. This is discussed in the evidence of **Mr Murray**.

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<sup>71</sup> See Renouf (0119).

<sup>72</sup> See Midgley (0506), Breu (0467), Macdonald (0504), Jones (0709) and Mattingley (0714).

<sup>73</sup> See Kapiti Coast Chamber of Commerce (0665), Wellington Chamber of Commerce (688) and Dobbie (0208).

<sup>74</sup> See McCall (0390), Ashford (0198).

- 205 Submitters have raised concerns about access to Paraparaumu College.<sup>75</sup> In my opinion, the Expressway will provide a considerably quicker and shorter option for transporting pupils between Waikanae and Paraparaumu College compared to the current situation. The new pedestrian and cycleway over the Waikanae River will provide an alternative and for several pupils, a quicker way to access the College from Waikanae.
- 206 One submitter<sup>76</sup> is concerned about having to pass underneath the Expressway (unpleasant and possibly dangerous) when using the Wharemauku walkway to access the Aquatic Centre when completed (and Paraparaumu town centre). The incorporation of CPTED principles in the design and maintenance of walkways and cycle ways should avoid groups using this location as a gathering place and therefore mitigates any perceived risk.

**Inability to sell houses and loss of living conditions**

- 207 Several submitters<sup>77</sup> have expressed concern about being unable to sell their house, loss of living conditions and having lives being on hold. For those who want to sell, the planning stage of this large Project is a difficult time and may put people's lives on hold. As discussed above, my experience from other projects has indicated that once a project is in a neighbourhood, the dwellings/neighbourhoods may have different attributes but may not necessarily be less attractive as a residential area (for example, Pak'n Save supermarket on the North Shore, SH18 Hobsonville and Britomart rail station making it more accessible to retail, employment etc).

**Te Ra School and school rolls**

- 208 Te Ra School's principal expresses concern about school rolls decreasing if the Expressway project proceeds.<sup>78</sup> It is anticipated there may be a small decrease in some school rolls as a result of the Project requirements. However, in my experience any decrease is unlikely to be significant.
- 209 A submission considers the impact on the Te Ra School/Raumati South School is not enough to justify the route chosen at the southern end.<sup>79</sup> After investigation and feedback on the options, multi-criteria analysis was undertaken to determine the preferred route. Overall results of the analysis indicated that the preferred option was the most suitable for the Project on the criteria

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<sup>75</sup> See Brown (0368).

<sup>76</sup> Vining (0623).

<sup>77</sup> See Pears (0004), Derele and Smith (0011), Hager and Laird (0056), Downie (382), Laing (338), Sisarich (0331), O'Brien (0518), and Anderson (0678).

<sup>78</sup> See Zuur (0340).

<sup>79</sup> Highway Occupants Group (0542).

considered. Details of the multi-criteria analysis process are discussed by **Mr Schofield** in his evidence.

### **Well Being**

- 210 A number of submitters have raised concerns about their well being. I acknowledge that the physical presence of the Expressway will change the character of this part of the Kāpiti Coast, as mentioned in the SIA report. This change is not necessarily negative as many people will benefit from the use of the alternative route in and out of the local area. For some local people it may detract from the 'peaceful character' of the Kāpiti Coast. For others, it may accelerate travel to and from their peaceful haven on the coast.
- 211 While the physical and visual presence of the Expressway may lead to reference, for example living west or east of the Expressway, the reference is not necessarily negative. The more people become accustomed to the presence of the Expressway in their midst, the more likely it will become another characteristic feature of the Kāpiti Coast over time.

### **Peace and quiet, and lifestyle disrupted by the Project**

- 212 Noise, visual and other effects from the Expressway location will affect the peace and quiet, and lifestyle for some submitters.<sup>80</sup> The Expressway is mainly within the currently designated transport corridor (as **Mr Schofield** discusses in his evidence) and there has been an expectation that there would be a new transport corridor from MacKays Crossing to Peka Peka at some stage.<sup>81</sup> While the current experiences of some neighbourhoods will change (for example, increased noise levels)<sup>82</sup>, for many neighbourhoods, the current characteristics will be the same or similar once the Expressway is operational. For example, changes in attributes for Kauri Road and Puriri Road, due to increases in noise levels, may make it a less desirable place to live for some but not for others. The measures put forward, to manage and mitigate adverse effects, have been addressed in my evidence above.
- 213 I consider the overall relaxed feeling associated with the lifestyle of living on the Kāpiti Coast will not be lost (including for use of the Waikanae River area).<sup>83</sup> This is because opportunities to enjoy living on the Coast will still be there and access to them will be enhanced. However, any noise and visual effects from the

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<sup>80</sup> See O'Sullivan (0674), Kapanui School (0415), Bunch (124), Waterson (267), Waikanae Christian Holiday Park (477), Hagar and Laird (56), Kress (70), Hawken (72), Luhn (271), Anderton and Abigail (293), Downie (346), Sherley (350), Keno (357), Aregger (382), Gradwell (481), Smart Transport Network (484), Palmer (486), Sijbrant (487), Bengé (609).

<sup>81</sup> As noted in *TR20: 20.4.1*.

<sup>82</sup> Refer to evidence of **Ms Siiri Wilkening** (noise).

<sup>83</sup> See Hare (0150).

Expressway, although within appropriate levels, may decrease enjoyment for some.

### **Recreation**

- 214 Some submitters discuss the impact on local recreation.<sup>84</sup> The proposed walkway and cycleway will provide a connection the length of the local area. Although alongside the Expressway in part, it will be separated from the Expressway by plantings and landscaped features to increase its attractiveness to users. There will be opportunities for local groups to involve themselves with projects, such as riparian planting, to enhance the attractiveness of and benefit the local area.

### **Focus of the SIA on communities not individuals**

- 215 The submitter<sup>85</sup> accurately describes the focus of the social impact assessment as being on communities rather than individuals. I confirm my methodology is based on the IAIA and RMA frameworks.

### **Monitoring of social impact**

- 216 I agree with one submitter<sup>86</sup> that monitoring is essential to manage the effects of the Project on the local communities. As indicated above (under Mitigation and Management), I propose that monitoring be undertaken for one year after the Expressway is in operation. The dedicated Liaison Person will oversee the monitoring process. The Liaison Team will include key stakeholders from within the community to relay concerns to the Liaison Person for responding and reporting back to those concerned.

### **Social impacts can never be rectified<sup>87</sup>**

- 217 There will be an irreversible loss of homes but neighbourhoods will not be lost because of the Project. Neighbourhoods will adapt to the changes. Change is inevitable in every community. NZTA is providing assistance to those required to move as indicated above.<sup>88</sup> There may be some loss of wellbeing for some people but standards expected in residential areas in New Zealand will be retained through the mitigation and management measures discussed. On balance the overall impact of the Project (on communities' wellbeing) will be positive.

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<sup>84</sup> Sherley (0350), MacKay (0404), Britton (0423), Waterhouse (432), Gradwell (481), Implementation Group of the Kapiti Coast District Council Advisory on Cycleways Walkways and Bridleways (485), Cherry (492), Kieboom (494), Living Streets Wellington (503), Edbrooke (517), Hamilton (532), Pivac (536), Williment (620), Benga (659), APSOC (677).

<sup>85</sup> Bathgate (0541).

<sup>86</sup> Prvanov (0716).

<sup>87</sup> Lindsay (0622).

<sup>88</sup> TR20: 20.6.7.2 and **Mr Andrew Quinn's** evidence.

**Kāpiti Coast District Council (0682)**

- 218 I have reviewed the submission made by KCDC, in particular section 13 under the heading "Social Effects". At paragraph 176, KCDC states that access to services is for the transport disadvantaged groups in their community. I agree with this statement and I have addressed the impacts on transport disadvantaged groups throughout my evidence.

**Methodology**

- 219 At paragraphs 179 and 180, KCDC discusses the inadequacy of my methodology and lack of reference to NZTA's own work. As set out earlier in my evidence, I developed specific regional and local frameworks for this particular SIA based on the IAIA methodology (international best practice), the relevant RMA provisions, NZTA requirements, and regional and local matters of importance.<sup>89</sup>
- 220 The regional and local frameworks were used to assess the existing social environment and the effects of the Project on that environment.<sup>90</sup> I consider that my methodology is robust and appropriately tailored to this Project.
- 221 At paragraph 181, KCDC states that my definition of severance in the SIA is inadequate and recommends I refer to the definition in the literature review undertaken by Quigley and Thornley.<sup>91</sup> The Quigley and Thornley definition of severance is:

*Separation of people from facilities, services and social networks they wish to use within their community; changes in comfort and attractiveness of areas; and/or people changing travel patterns due to the physical, traffic flow and/or psychological barriers created by transport corridors and their use.*

- 222 The Quigley and Thornley literature review was published in June 2011. By this time, I was well advanced on working on my SIA. I can confirm that I read the report before my SIA was finalised and I consider that my use of the term severance is consistent with the Quigley and Thornley definition. At section 20.6.8.2 of my SIA, I describe severance as:

*...some people are likely to experience a sense of severance (contributing factors include the speed environment, traffic volumes and road width, limited access nature of the route,*

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<sup>89</sup> These matters are addressed and referenced in TR20 at section 20.2.3.

<sup>90</sup> Refer to TR20: 20.1.2.

<sup>91</sup> In Quigley and Thornley 2011 *Literature Review on Community Cohesion and Community Severance: Definitions and Indicators for Transport Planning and Monitoring*. Quigley and Watts: Wellington.



*structures and retaining walls associated with the proposed Expressway).*

*People's perception of the physical structure of the proposed Expressway may result in a feeling of unease from visual intrusion, unpleasantness and lifestyle disruption.*

*The presence of the proposed Expressway may also result in psychological severance, a feeling of being cut off...*

*...separating [people] from facilities and services, friends and relatives and places of work as a result of changes in road patterns and traffic levels.*

- 223 I have discussed the social impact of severance in my evidence along with my experience of community resilience and adaptability shown by other communities who have dealt with large infrastructural changes.
- 224 I note that at section 20.7.2.3 of my SIA, I reference the Quigley and Thornley review as providing a methodology for monitoring community connectedness.
- 225 At paragraph 182, KCDC states that no specific assessment has been undertaken of vulnerable groups. I acknowledge that my SIA did not specifically address this issue, but in my evidence I have identified the transport disadvantaged as vulnerable in the context of this Project and have undertaken a specific assessment of the social impacts on them.

### ***Makarini Street***

- 226 KCDC has requested a greater analysis of the social impacts on Makarini Street, including an assessment in relation to severance. To set the context, Makarini Street is located in the Paraparaumu community and connects with Mazengarb Road at one end and Greenwood Place at the other. The Expressway will run parallel to Makarini Street. Makarini Street has a deprivation score of 9, 10 being the most deprived.<sup>92</sup> The score is a measure of wellbeing and indicates disadvantage relative to the local community to which an individual, family or group belong.
- 227 In my opinion, people in Makarini Street will not be physically separated from facilities, services and social networks they may wish to use in the community. They will have the same access by road (as currently available), in addition to the new Expressway. The proposed pedestrian/cycleway bridge over the Expressway will replace the informal walkway and provide a cycle/walking connection from Makarini Street to the new pedestrian/cycle way

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<sup>92</sup> As discussed in TR20: Appendices 20A.

and Te Roto Drive. The proposed pedestrian/cycle bridge in this vicinity, and the connections it will provide, is discussed in the evidence of **Mr Baily** and **Mr Murray**.

- 228 For people in Makarini Street wishing to get to the other side of Kāpiti Road (for example to go to the Coastlands shopping Centre, or the library), there is currently a foot path via Greenwood Place and Arawhata Road to Kāpiti Road which they have to cross. My preference would be to further investigate, and discuss during witness conferencing, the option of an alternate path running parallel to the Expressway from the small park at the southern end of Makarini Street to Kāpiti Road (near where the traffic lights where they can cross safely). This would cut out the need to walk down Greenwood Place and Arawhata Road and further improve connectivity. This path is shown at page 83 of the Urban and Landscape Design Framework.<sup>93</sup>
- 229 Traffic lights on Kāpiti Road will provide safer crossing for pedestrians and cyclists. Accessing the signalled crossing from Arawhata Road will require a short walk.
- 230 I anticipate that people in Makirini Street will change their travel patterns, not because of barriers created by the Project, but to take advantage of the Expressway and the safe pedestrian crossing at the lights. Although there will be greater flows of traffic on Kāpiti Road, the traffic lights will provide gaps for vehicles to turn right from Arawhata Road, and safer crossings for pedestrians and cyclists.
- 231 Being next to the Expressway in Makarini Street may result in psychological severance for some (although physical access to facilities, services and networks will be enhanced). For some this may include feelings of splitting, cutting the community, division, separation or isolation. I have addressed the theme of psychological severance more generally earlier in this section. As I have said, over time, as people factor the Expressway into their lives, the feeling of psychological severance is likely to become less of an issue.
- 232 Noise, visual, amenity and other factors may change the comfort and attractiveness of Makarini Street.<sup>94</sup> However, being next to the Expressway does not necessarily make the neighbourhood unattractive. It may have different attributes, but not necessarily be less attractive as a neighbourhood. Improved accessibility can make areas more attractive to some. Provided effects are

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<sup>93</sup> Technical Report 5.

<sup>94</sup> The effects on Makarini Street are also addressed in the evidence of **Mr Whitlock** (vibration), **Ms Wilkening** (operational noise) and **Mr Gibson** (lighting).

appropriately managed, in a manner such that the environment is still suitable for residential activity, experience would suggest that in the longer term (once the change has been realised) the ability for the neighbourhood to be used for residential activity is not hindered (it is still appropriate for residential use and while some current residents may not want to stay there, others may find it attractive for other reasons, on balance resulting in change rather than a negative impact).

***Vulnerable groups using the interchanges safely***

233 Concern was expressed about the ability of vulnerable groups (I refer here to the 'transport disadvantaged') to use the Kāpiti Road and Te Moana interchanges safely and confidently. All pedestrian and cycle ways provided during construction and operation will be to safety and disability requirements as discussed above. During construction, access may be on one side of the carriageway only for a period (for example on Kāpiti Road) with safe crossing facilities provided. For those being transported by bus or car, safety and speed requirements will be within the construction and operation management plans.

234 I have addressed the safety issues concerning operation of the Expressway above.

***Cumulative effects***

235 Overall, it is my opinion that the cumulative social effect of the construction and operation of the Project will be positive. The expected increase in population, the development of north Waikanae, and the development and use of the Kāpiti airport have been, and are being, factored into the Project design. This means for example, the provisioning of pedestrian facilities will take into account the expected increase in traffic on Kāpiti Road with the development and use of the Kāpiti airport.

236 As indicated in my evidence the Expressway will provide another access way within the local area and enhance the cohesiveness of communities and community wellbeing. Access for cyclists and pedestrians will also be enhanced. The adverse social effects of disruption and annoyance from the new noise source (and visual for some) and feelings of severance are likely to reduce over time. The transport disadvantaged will benefit significantly from the Project. The management plans and conditions put forward will mitigate the social effects of the Project to a satisfactory level.

***Service catchments***

237 I undertook discussions with representatives of community groups including health, welfare and social services, education facilities, and walkway, cycle way and bridle way users. These groups provided me with information about catchment areas and how they might be affected by the construction and operation of the Expressway.

Overall results showed that organisations could continue to carry out their activities during construction (in their neighbourhoods, locally, and in the district and beyond), providing there was provision for the disabled and transport disadvantaged. It was recognised there would be disruptions and delays for some.

***Effects during construction***

- 238 During construction, there will be disruption and delays affecting people going to work and school on roads such as Kāpiti Road. Considerable effort will be made to keep disruption to a minimum for people. Measures include limiting the timing of construction vehicles around sensitive community features (including schools, sports grounds and work places including Coastlands, Waikanae Town Centre) on key construction routes, and using routes that assist traffic flow as mentioned above. These matters are discussed by **Mr Hewett** in his evidence. This matter is a concern for other submitters also.<sup>95</sup>
- 239 Construction activity at any one location on the Expressway alignment will be for defined periods only. Construction activities at the interchanges (including on Kāpiti Road and Te Moana Road) will be over a longer period as discussed by **Mr Goldie** and **Mr Hewett**. As the construction duration is for a longer period at the interchanges, disruption and annoyance may be felt over a longer period. Construction, noise, vibration and dust will be controlled within the construction mitigation requirements as described above. Pedestrian and cycleway connectivity will not be impeded because of the facilities provided (some on a temporary basis) as described in **Mr Hewett's** evidence.

***Public health***

- 240 **Dr Black** addresses the public health issues of the construction of the Project.

***Paraparaumu Medical Centre***

- 241 Discussions are currently underway with the Paraparaumu Medical Centre about the Centre's ability to continue to operate. **Mr Quinn** addresses this matter in his evidence.

***Paraparaumu/Raumati Community Board (0501)***

- 242 I agree with this submitter that the complaints process requires a response as soon as possible. Acknowledgement of the response would be within 48 hours (this timeframe has been found to be the most practical to allow for work rotations) and for complaints to be addressed within seven days (this would allow time for resolution of most complaints but some matters may require more time).

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<sup>95</sup> For example, Raumati South Residents Association Inc. (0707).

- 243 If people have a concern about the Expressway, they can contact the liaison person (or a member of the liaison group) who will hear their concern and action it as appropriate.
- 244 Restrictions of construction traffic (including from the quarry) passing key activity nodes to avoid traffic congestion problems such as schools will be addressed in the Site Specific Traffic Management Plans and is discussed by **Mr Hewett** in his evidence.

**Metlifecare Kapiti Ltd**


- 245 Social impacts on Metlifecare resthome are a concern to some submitters.<sup>96</sup> They include a loss of connectivity due to construction delays and inconvenience, a loss of amenity, and a loss of their community and living environment. Consideration will be given to reducing delays and disruption during construction through the management plans, as discussed above. Further consideration will be given to extending the noise wall along the length of the village as discussed in **Ms Wilkening's** evidence.

**RESPONSE TO SECTION 149G(3) KEY ISSUES REPORTS**

- 246 The section 149G(3) report prepared by KCDC raised severance as an issue. This issue has already been addressed in my evidence.

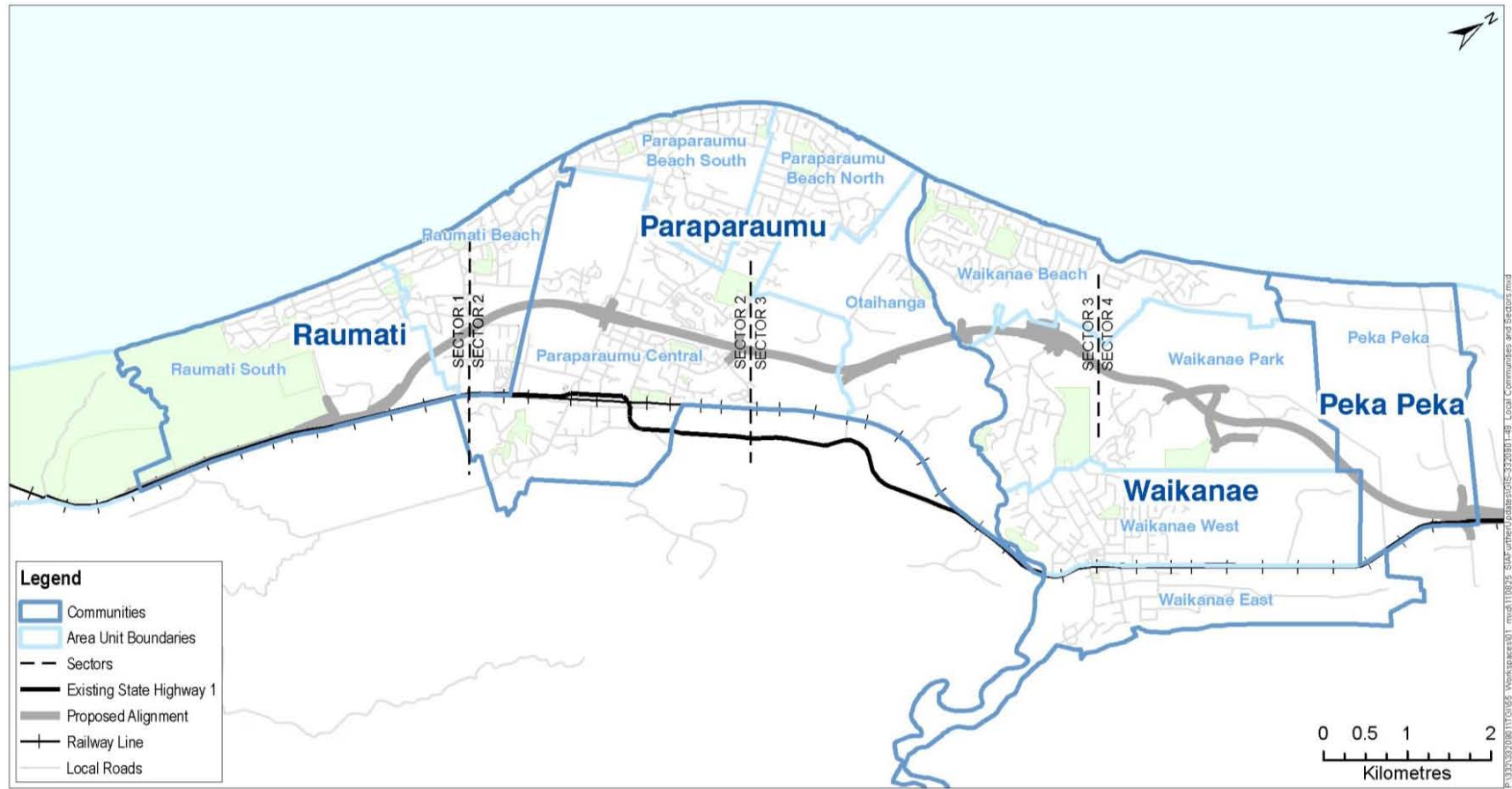
**CONCLUSIONS**

- 247 With the communication, public liaison and management plans in place to mitigate adverse effects, I consider the overall net social effects of the proposal will be positive.

  
 Julie Meade Rose  
 6 September 2012

<sup>96</sup> See Metlifecare Kapiti Limited (0608), and as well, Knebel (0728), Julius (0729).

**ANNEXURE A: LOCAL COMMUNITIES AND PROPOSAL SECTORS**



Notes:

Revision	Amendment	Revised	Date
A	Local Communities and Sectors	AH	05.12.11
A	Local Communities and Sectors	AH	09.08.11

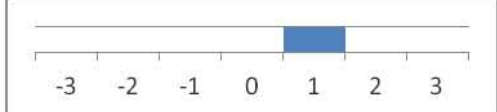
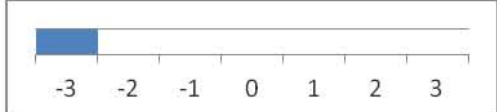
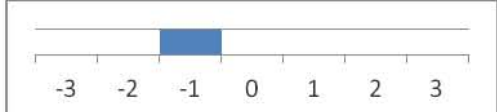
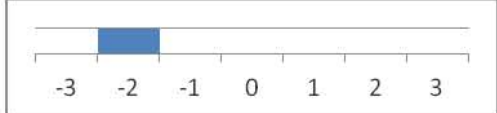
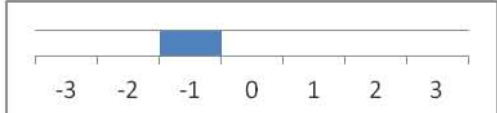


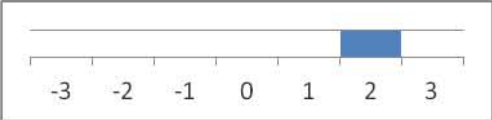
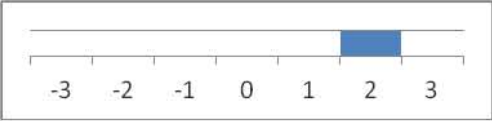
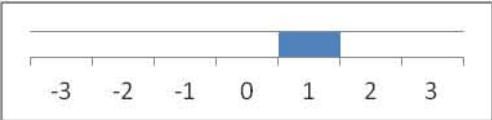
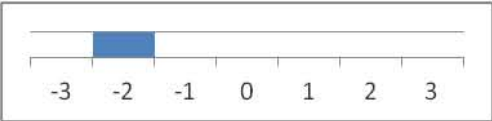
Project: <b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>	
Title: <b>Local Communities and Sectors</b>	Status:
	Document ID: GIS-3320901-49
	Drawing No: GIS-3320901-49
	Rev: <b>B</b>

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**ANNEXURE B: SUMMARY OF EACH SOCIAL IMPACT ON EACH COMMUNITY DURING CONSTRUCTION AND OPERATION**

Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
Raumati	Construction	Boost to economic well being	
		Relocation causing stress, anxiety, loss of neighbourhood cohesion and disruption to social services	
		Physical and psychological severance	
		Disturbance and annoyance from construction activities	
	Operation	Psychological severance and disruption to way of life	

Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
		Economic boost and growth opportunities	
		Cohesive communities – improved access within and between communities	
		Impacts on well being	
Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
Paraparaumu	Construction	Boost to economic well being	
		Relocation causing stress, anxiety, loss of neighbourhood cohesion and disruption to social services	



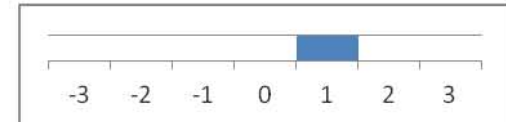
Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
		Physical and psychological severance	
		Disturbance and annoyance from construction activities	
	Operation	Psychological severance and disruption to way of life	
		Economic boost and growth opportunities	
		Cohesive communities – improved access within and between communities	
		Impacts on well being	

**Local community**      **Project phase**      **Social impact**      **Assessment (based on 7 point scale) with mitigation**

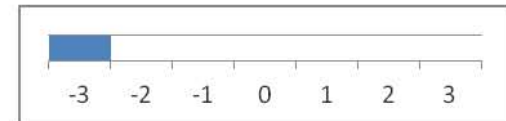
**Waikanae**

**Construction**

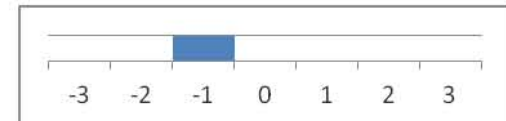
**Boost to economic well being**



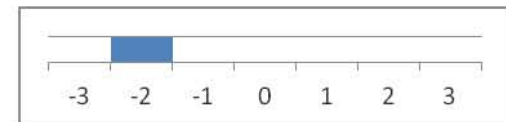
**Relocation causing stress, anxiety, loss of neighbourhood cohesion and disruption to social services**



**Physical and psychological severance**

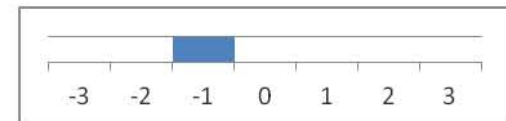


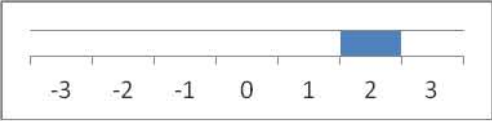
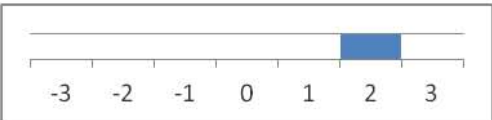
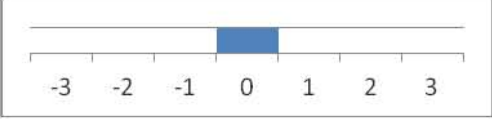
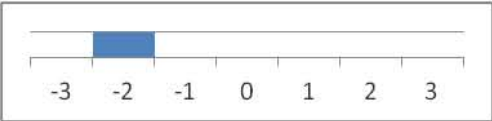
**Disturbance and annoyance from construction activities**



**Operation**

**Psychological severance and disruption to way of life**



Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
		Economic boost and growth opportunities	
		Cohesive communities – improved access within and between communities	
		Impacts on well being	
Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
Peka Peka	Construction	Boost to economic well being	
		Relocation causing stress, anxiety, loss of neighbourhood cohesion and disruption to social services	

Local community	Project phase	Social impact	Assessment (based on 7 point scale) with mitigation
		Physical and psychological severance	
		Disturbance and annoyance from construction activities	
	Operation	Psychological severance and disruption to way of life	
		Economic boost and growth opportunities	
		Cohesive communities – improved access within and between communities	
		Impacts on well being	

## ANNEXURE C – PROPOSED DESIGNATION CONDITIONS RELEVANT TO SOCIAL ISSUES

Communications and Public Liaison – Construction	
DC.12	<p>A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project <u>and for 12 months following completion of the Project</u> to be the main and readily accessible point of contact at all times for persons affected by the construction work <u>and operation of the Project</u>. The Requiring Authority shall take appropriate steps to seek to advise all affected parties of the liaison person's name and contact details. If the liaison person will not be available for any reason, an alternative contact person shall be nominated, to seek to ensure that a project contact person is reasonably available by telephone during the construction phase of the Project <u>and for 12 months following completion of the Project</u>.</p>
DC.13	<p>a) Prior to the commencement of construction and/or enabling works, the Requiring Authority shall prepare and implement, a Stakeholder and Communications Management Plan (SCMP) that sets out procedures detailing how the public and stakeholders will be communicated with throughout the construction period. As a minimum, the SCMP shall include:</p> <ul style="list-style-type: none"> <li>i) Details of a contact person available on site at all times during works. Contact details shall be prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times.</li> <li>ii) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding residential communities, and methods to deal with concerns raised about such hours.</li> <li>iii) Methods to record concerns raised about hours of construction activities and, where practicable, methods to as far as is practicable avoid particular times of day which have been identified as being particularly sensitive for neighbours.</li> <li>iv) Any stakeholder specific communication plans required</li> <li>v) Monitoring and review procedures for the Communication Plan</li> <li>vi) Details of communications activities proposed including: <ul style="list-style-type: none"> <li>1. Publication of a newsletter, or similar, and its proposed delivery area.</li> <li>2. Newspaper advertising</li> <li>3. Notification and consultation with individual property owners and occupiers with dwellings within 20 metres of construction activities.</li> </ul> </li> </ul> <p>b) The SCMP shall include linkages and cross-references to methods set out in other management plans where relevant. The SCMP shall be provided at least 15 working days prior to construction commencing, to the Manager and Community Liaison Group.</p>
DC.14	<p>a) The NZTA shall establish a Community Liaison Group(s) at least 30 working days prior to construction commencing in each of the following key construction areas:</p> <ul style="list-style-type: none"> <li>– Northern Project area</li> <li>– Southern Project Area</li> </ul> <p>b) The purpose of the Community Liaison Group(s) shall be to provide a regular</p>

	<p>forum through which information about the Project can be provided to the community, and an opportunity for concerns and issues to be raised with the Requiring Authority.</p> <p>c) The Community Liaison Group shall be open to all interested organisations within the Project area including, but not limited to the following groups:</p> <ul style="list-style-type: none"> <li>– Kāpiti Coast District Council</li> <li>– Educational facilities within the project area (including schools, kindergartens, childcare facilities)</li> <li>– Community / environmental groups</li> <li>– Business groups</li> <li>– Community Boards</li> </ul> <p>d) The Community Liaison Group(s) hold meetings at least once every three months throughout the construction period so that ongoing information can continue to be disseminated.</p>
DC.15	The Requiring Authority shall provide the Manager with an updated schedule of construction activities at monthly intervals during the construction of the Project.
<b>Complaints</b>	
DC.16	<p>a) At all times during construction work, the Requiring Authority shall maintain a permanent record of any complaints received alleging adverse effects from, or related to, the exercise of this designation. The record shall include:</p> <ul style="list-style-type: none"> <li>i) the name and address (as far as practicable) of the complainant;</li> <li>ii) identification of the nature of the complaint;</li> <li>iii) location, date and time of the complaint and of the alleged event;</li> <li>iv) weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality.</li> <li>v) the outcome of the Requiring Authority's investigation into the complaint;</li> <li>vi) measures taken to respond to the complaint; and</li> <li>vii) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <p>b) The Requiring Authority shall also keep a record of any remedial actions undertaken.</p> <p>c) This record shall be maintained on site and shall be made available to the Manager and Greater Wellington Regional Council, upon request. The Requiring Authority shall notify the Manager and Greater Wellington Regional Council in writing of any such complaint within 5 working days of the complaint being brought to the attention of the Requiring Authority.</p>