




Technical Report 3

Consultation Summary Report

Part 1: Alignment and Interchange Options

Part 2: Design Development Consultation

Document Acceptance

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List of Abbreviations

DOC	Department of Conservation
GWRC	Greater Wellington Regional Council
KCDC	Kāpiti Coast District Council
The Project	MacKays to Peka Peka Project
NZTA	New Zealand Transport Agency
RMA	Resource Management Act 1991
Expressway	MacKays to Peka Peka Expressway
QE Park	Queen Elizabeth Park

Introduction

This consultation report describes the two separate consultation phases carried out by the Project team¹. A description of engagement methods to seek feedback, and a summary and analysis of feedback received are included in the report.

The first consultation phase (Part 1) was carried out in 2010 and sought feedback on the preferred proposed Expressway Alignment. Feedback was also sought on the location and number of interchanges.

The second consultation phase (Part 2) was carried out in 2011. The consultation period began with confirmation of the proposed Expressway Alignment. Further feedback was sought on design detail including, but not limited to, the following:

- § Cycleways/walkways and bridleways;
- § Local road connections;
- § Possible mitigating measures, including earth bunding (embankments) and landscape treatment for visual and noise mitigation;
- § Noise, vibration and air quality;
- § Stormwater/drainage and wetlands; and
- § Ecology.

Copies of consultation and engagement material for Part 1 & Part 2 are included in Appendix 3.A to 3.K.

¹ This Report refers to the Project team as carrying out works on behalf of and as contracted by the NZTA. The NZTA is the requiring authority and the consent holder.

Executive Summary

The New Zealand Government has identified seven roads of national significance which it seeks to plan and deliver. The Wellington Northern Corridor (SH1 Levin to Wellington) is one of the Roads of National Significance, with the MacKays to Peka Peka Expressway (“the Expressway”) being identified as one of eight sections of this corridor. The two consultation and engagement phases undertaken for the proposed Mackays to Peka Peka Expressway are outlined below.

Part 1: Alignment and Interchange Options

An important phase of the development of the proposed MacKays to Peka Peka Expressway was to re-engage with the community, one year after the original consultation held in October 2009. This was undertaken between 28 November 2010 and 4 February 2011. The purpose of this engagement was to consult on the preferred route alignment options developed to date for the proposed Expressway.

In addition to consultation on the preferred route alignment options, feedback was also sought on the following key issues:

- § The route options between north of the Waikanae River and Te Moana Road;
- § The number and location of interchanges;
- § The northern connection at Peka Peka Road; and
- § The southern connection around Poplar Avenue.

A total of 1617 submissions were received during the consultation period. A variety of concerns and matters were raised in the submissions, with 18 key submission theme areas being identified.

Feedback covered a wide range of topics from comments on the various proposed design and alignment options, to environmental and community considerations. The Southern end, Waikanae alignment options and the location and number of interchanges generated a large amount of interest.

In Raumati South, the alignment option south of Poplar Avenue (i.e through QE Park) was preferred over the north of Poplar Avenue option. In Waikanae, Option 1 (that being the option closest to the Urupa) was preferred overall.

Part 2: Design Development Consultation

The alignment of the proposed Expressway and the location of four interchanges along the proposed Expressway route was confirmed in May 2011. Further consultation was then undertaken

regarding the design development phase of the proposed Expressway and its surrounding environment.

Consultation on the following design aspects was sought:

- § Cycleways/walkways and bridleways;
- § Local road connections;
- § Possible mitigating measures, including earth bunding (embankments) and landscape treatment for visual and noise mitigation;
- § Noise, vibration and air quality;
- § Stormwater/drainage and wetlands; and
- § Ecology.

A total of 216 submissions were received. A variety of concerns and matters were raised and ten key submission themes identified. This report details the process undertaken and a summary of the feedback received during the consultation period from 15 May – 27 June 2011.

Confirmation of the proposed Expressway alignment has clarified which private properties would be directly affected. During the 2011 consultation period directly affected property owners received phone calls and follow-up letters confirming whether or not their property was required prior to the start of public consultation. The Project team staff (including NZTA property managers) offered to meet with each property owner to discuss the Public Works Act acquisition process and to answer questions about the Project.

Timeline of Consultation



Part 1: Alignment and Interchange Options

1. Consultation Process

Extensive consultation and engagement was undertaken between November 2010 and 4 February 2011, to seek feedback on alignment and interchange options. The objectives and consultation, methods of engagement and feedback received are described below.

1.1. Objectives

The objectives for consulting on the preferred route alignment options for the proposed MacKays to Peka Peka Expressway were to:

- § Inform the public about investigation work taken place and the conclusions reached.
- § Provide information about the options that NZTA was considering around the four key issues which were:
 - The route options between north of Waikanae River and Te Moana Road;
 - The number and location of interchanges;
 - The Northern connection at Peka Peka Road; and
 - The Southern connection around Poplar Avenue.
- § Provide information on the criteria that NZTA would use to make their decision following consultation.
- § Provide further information about the alternatives that NZTA had considered and why these options were not being pursued.
- § Obtain information and feedback from the public and stakeholders on the options being considered.
- § Inform the community about the process for consultation and further opportunity for engagement.

1.2. Methods of Consultation

Different methods were used to provide information and seek feedback on the proposed alignment options. These methods were designed with the purpose of meeting the objectives set out above.

The type of consultation information provided, how this was accessed and the methods used to gain feedback are as follows.

- § Consultation brochures and postcards;
- § EXPOs;

- § Individual meetings;
- § Media releases;
- § Newspaper and radio advertising;
- § Information Centre at Coastlands;
- § Project website;
- § Project phone line; and
- § Feedback form.

1.2.1. Consultation brochure and postcards

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

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

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

Postcards were also sent out to all Kāpiti households leading up to the consultation period to inform residents of the upcoming consultation dates and locations of the Expos. A total of three different postcards were sent out prior to consultation.

A copy of the brochure and postcards are attached as Appendix 3.A.

1.2.2. Expos

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

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

The Expos provided the opportunity for people to find out more about the preferred alignment options being considered, ask questions and request further information, and give feedback on the Project (refer to Appendix 3.B comments gathered at EXPOs). Detailed information panels (refer to Appendix 3.C), maps and plans were on display and members of the Project team were available to answer any questions and provide further explanation. Consultation brochures and feedback forms were also available at the Expos.

In addition the opportunity was provided at the Expos for individual meetings to be held between directly affected landowners and members of the Project team.

1.2.3. Individual meetings

The Project team members attended meetings with interested parties during the consultation period. This included meetings with potentially directly affected landowners who had requested meetings, key stakeholders including iwi, Kāpiti Coast District Council, Greater Wellington Regional Council, the Department of Conservation and QEII National Trust, and various interested community and business groups.

1.2.4. Media releases

Media releases were produced to announce the consultation timeline, publicise the commencement of consultation, remind people of the closing date and thank the community for their submissions and involvement. A total of 5 media releases were issued during November 2010 and February 2011 to a wide range of Wellington and Kāpiti Coast media. Copies of these media releases were posted on the Project Website and are attached in Appendix 3.D.

1.2.5. Advertising

An advertising campaign was undertaken using print and radio media. The advertising commenced early November 2011 and extended through the consultation period. An advertising schedule is attached in Appendix 3.E providing detail when and how advertising was undertaken, and a copy of the advertisements are attached in Appendix 3.D.

1.2.6. Information Centre

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

The Information Centre was kept up to date with all the latest consultation information, including the material displayed at the Project Expos. Staff also answered any queries, provided information and

recorded general concerns or comments raised. Over 3000 people visited the Information Centre during the course of the consultation period.

1.2.7. Project website

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

The information available on the website included the consultation brochure, draft plans, Expo information panels, the feedback form, background material and resources, and contact details for enquiries and feedback. A copy of the Project website content is provided in Appendix 3.F.

There was also the opportunity provided through the website to lodge feedback online. In total 614 responses were received via the online feedback form.

Detail of the use of this website is provided in the table of website statistics in Appendix 3.G.

1.2.8. Project phone line

A dedicated Project toll free phone line (0508 M2PP INFO (6277 4636)) was staffed by the Project team during normal business hours. The Project team members answered questions, took enquiries and set up further meetings through this phone line. Approximately 150 phone calls were made to the 0800 phone line over the course of the consultation period.

1.2.9. MacKays to Peka Peka info email

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

1.2.10. Feedback form

Feedback forms (together with the consultation brochure) were sent to every Kāpiti household seeking their feedback on the options for the proposed Expressway. Copies of the feedback form were also available on the Project website, at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

Information sought on the feedback form included contact details, the area where the submitter lives and comments on what the different aspects of the proposals meant to the submitter. A copy of the feedback form is attached as Appendix 3.H.

Feedback forms were able to be lodged online, posted, or handed over personally at the Expos and Information Centre. The closing date for lodging feedback forms was 4 February 2011. A total of 1617 feedback forms were received.

1.3. Directly Affected Landowners and Stakeholders

1.3.1. Communication with directly affected landowners

Members of the Project team visited all landowners (refer to Appendix 3.I for a list of directly affected properties) living within the District who were identified as being directly affected by the proposed Expressway alignment options on Thursday 25 November 2010.

The purpose of these visits was to inform the landowners whose property may be required by any of the options of the preferred alignment route directly affecting their property, prior to the information being presented to the public at the commencement of the consultation on Sunday 28 November 2010. Letters were also hand delivered on these visits, providing detail on how further information could be obtained (refer to Appendix 3.I for a copy of this letter). Where landowners were not home the letter and a calling card were left in the appropriate letter box.

Follow up phone calls and visits were carried out on Friday 26 and Saturday 27 November 2010 with landowners with whom contact was unable to be made during the Thursday visits.

Where landowners did not live on the affected property, particularly those who lived outside the District, the affected properties were not visited and instead letters were sent to the landowners (at their alternative or postal address) on Thursday 25 November 2010. The letters were similar to those hand delivered during the landowner visits, informing the landowner of the potential effect on their property and providing detail on how further information could be obtained (refer to Appendix 3.I for a copy of this letter).

Best endeavours were made to contact all directly affected landowners prior to the commencement of the consultation on 28 November 2010.

In addition to the pre-consultation visits, directly affected landowners also received the consultation brochure and postcards which were sent to all households within the Kāpiti Coast District. Follow up discussions with directly affected landowners is on-going.

1.3.2. Communication with key stakeholders

Letters were sent to all key stakeholders identified in the Stakeholder List attached as Appendix 3.H on Monday 29 November 2010.

The letters informed the key stakeholders of the commencement of the public consultation period and where further information could be obtained. It also invited stakeholders to meet with the Project team to discuss the preferred proposal further (refer to Appendix 3.J for a copy of this letter).

2. Submission Methodology and Analysis

2.1. Methodology

As detailed above, feedback forms were received online, by hand at the Information Centre and Expos, and via email and by post. Every submission received has been recorded in the Project consultation database (named Darzin). Details recorded included:

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

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

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

2.1.1. Form of submissions

Submissions were received in the form of the feedback form, letters and emails. In addition comments provided on post-it notes which were used as a communication tool at the Expos have also been recorded in the consultation database as feedback. A copy of the post-it notes are attached as Appendix 3.J.

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

2.1.2. Anonymous submissions

In total 23 submissions received were anonymous (in that they did not state names and/or addresses). These submissions have been recorded in the consultation database and are included in this report's submission analysis and summary.

2.1.3. Pro-forma submissions

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

2.1.4. Multiple submissions

In some cases multiple submissions have been received from one individual submitter i.e. different submissions lodged on different dates but from the same submitter with the same contact details. These submissions have been treated and summarised as one submission entry, with each multiple submission being added onto the initial submission summary entry.

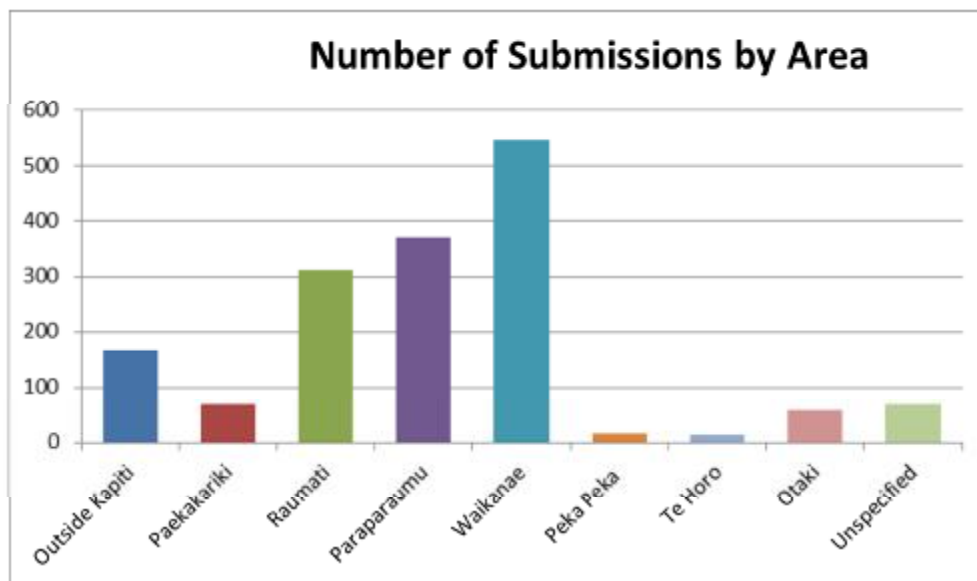
2.1.5. Late submissions

A total of 172 submissions were received after the consultation period closed on 4 February 2011. These submissions have been summarised in the consultation database and are included in this report.

2.1.6. Analysis

In total, 1617 submissions were received via feedback form, letter and email during the course of the consultation period. Feedback was categorised into 17 topic areas.

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



3. Summary of Submissions

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

- § Support for proposals on which feedback was sought
- § Opposition for proposals on which feedback was sought
- § Design
- § Accessibility and Connectivity
- § Construction
- § Environmental Considerations
- § Social and Community
- § Health and Safety
- § Amenity and Urban Design
- § Culture and Heritage
- § Economic Factors
- § Property
- § Transportation
- § Local Network
- § Justification of Route
- § Other Route Options
- § Consultation

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

3.1. Support

Support for the proposals included the following common reasons:

- § Would like it to be constructed as soon as possible;
- § Long overdue;
- § Will benefit all;
- § Will improve traffic management and travel times;
- § Will enhance environmental outcomes;
- § Will improve quality of life for the region; and
- § The Waikanae river crossing is urgently required.

3.2. Opposition

Common reasons expressed in feedback for opposition to the proposals are summarised as follows:

- § No benefit and not necessary;
- § Irreversible damage of the proposals, including on natural environment;
- § Not worth the impact on people affected by the proposals;
- § Impact of loss of homes;
- § Impact on Waikanae town centre;
- § Will divide the community;
- § High cost to build;
- § Opinions of Kāpiti residents have not been taken into account; and
- § Should invest in public transport as opposed to new roads.

3.3. Design

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

Southern End

Feedback on the two options proposed for the Southern end of the proposed Expressway expressed greatest support for the Queen Elizabeth Park option. Feedback can be categorised into either support/opposition for the Main Road option or support/opposition for the Queen Elizabeth Park option.

Common reasons used by submitters to support the Main Road option included:

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

Common reasons used by submitters in opposition to the Main Road option included:

- § There is lack of credible evidence and a sufficient argument for the option;
- § It is too expensive;
- § Too many homes and residents will be affected;

- § It will cut off the eastern end of Leinster Avenue and part of Main Road South;
- § It will affect access to a future Raumati South train station;
- § Will cut off access to existing walking tracks;
- § Important ecological biodiversity and habitats will be destroyed;
- § Concerns over functionality in civil defence emergency; and
- § Noted there are peat issues for both options.

Common reasons used by submitters to support the Queen Elizabeth Park option included:

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

Common reasons used by submitters in opposition to the Queen Elizabeth Park option included:

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

Waikanae

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

Common reasons used by submitters to support Option 1 included:

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

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

- § Iwi land should be protected under the Treaty of Waitangi; and
- § Greatest impact on El Rancho.

Common reasons used by submitters to support Option 2 included:

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

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

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

Suggestions of alternative options included:

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

Interchanges

Of the submissions commenting on the interchanges a lot of support was expressed for the interchanges as proposed, particularly the Kāpiti interchange. Feedback on the proposed interchanges can be categorised into the location of interchanges, the number of interchanges, full interchanges versus partial interchanges, and comments on each of the individual interchanges proposed at Poplar Avenue, Kāpiti Road, Te Moana Road and Peka Peka Road.

Common views expressed regarding the location of the interchanges included:

- § Proposed interchanges are in the correct places;
- § Provide interchanges at each end, with none in-between – this will separate local traffic from through traffic;
- § Provide interchange at Mazengarb and Otaihanga Roads in addition to all those already proposed;
- § Do not support interchanges at Mazengarb or Otaihanga Roads;
- § One full interchange at Kāpiti Road is not enough, add others at Raumati and/or Otaihanga;

- § An alternative northern exit is needed in addition to Kāpiti Road interchange to accommodate growth in the Paraparaumu residential area extending north;
- § Should have an interchange at Ihakara Street as opposed to Kāpiti Road – would avoid disruption to residents and services;
- § Consider off ramps at Raumati Road/Raumati South, Paraparaumu suburbs and Waikanae – to avoid congesting Kāpiti and Te Moana Roads; and
- § Do not support an interchange at Te Moana Road – Waikanae residents will have adequate connections via old SH1.

Common views expressed regarding the number of the interchanges included:

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

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

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

Common views expressed regarding the Poplar Avenue interchange included:

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

Common views expressed regarding the Kāpiti Road interchange included:

- § Support for the interchange;
- § Oppose the design of interchange as it will require removal of dwellings and create unacceptable noise levels for residents;

- § Will result in more congestion on Kāpiti Road;
- § Will improve future growth of the area; and
- § Will support town centre development.

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

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

Common views expressed regarding the Peka Peka Road interchange included:

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

Local Road/Expressway Crossings

Common feedback regarding the local road and the proposed Expressway crossings included:

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

Waikanae River Crossing

Common feedback regarding the Waikanae river crossing included:

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

Local Access

A general concern regarding local access was that the proposed Expressway will not provide full access between some parts of Kāpiti, thereby requiring local trips on the existing State Highway 1 (SH1). As such there was a common request to keep east west links and access in all directions for locals.

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

Feedback regarding Kāpiti Road included:

- § Limited access for Kāpiti residents;
- § Congestion issues are currently associated with Kāpiti Road and there is concern that this may impact on the proposed Kāpiti Road interchange or that the interchange will worsen this situation;
- § Additional local roads are required to alleviate future congestion of Kāpiti Road; and
- § The airport requires full connection with Kāpiti Road and a north-bound off ramp to Ihakara Street west.

Feedback regarding Elizabeth Street included:

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

Feedback regarding the southern end of the proposed Expressway included:

- § Need to consider the effect on residents of the closure of Leinster Avenue/Sydney Crescent;
- § Impact on access to the proposed Raumati South rail station; and

- § Extra distance for emergency vehicles to travel if access to Leinster Avenue is cut off.

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

3.4. Accessibility and Connectivity

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

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

3.5. Construction

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

- § Priorities identified: Otaihanga to Waikanae; Kāpiti Road to Te Moana Road; Te Moana Road Intersection;
- § A new bridge over the Waikanae River should be a priority;
- § Construction effects and disruption to local residents and businesses during construction;
- § Effect of noise, vibration and dust impacts; and
- § Effect on local road of transporting in raw materials for construction.

3.6. Environmental Considerations

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

Hydrology/Drainage

- § Increased/continued ponding/flooding at the southern end and around Waikanae;

- § There are significant stormwater management constraints at Te Moana and Kāpiti Roads.
- § Impact of increased runoff and potential impact on the habitats of wildlife and waterways;
- § Complex wetlands and flood paths are present along the route which needs consideration;
and
- § Need for protection of aquifers.

Ecology

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

Noise and vibration

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

Emissions

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

Hazards

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

Mitigation

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

3.7. Social and Community

Common community and social themes raised in feedback includes:

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

3.8. Health and Safety

Common themes addressed in submissions regarding health and safety includes:

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

3.9. Amenity and Urban Design

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

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

3.10. Culture and Heritage

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

3.11. Economic Factors

Common views provided in feedback regarding economic factors include:

- § Enhances economics of region and country as a whole;
- § Economic arguments are not transparent or acceptable;
- § The cost/benefit ratio of the proposed Expressway is too low;
- § It will destroy viable communities and town centres;
- § Impact on SH1 businesses and dislocation of local business;
- § Cost of the Project on local economy and increased rates;
- § The cost of the proposed Expressway will be much greater than that estimated;
- § The cost of building the proposed Expressway will be far higher due to engineering issues such as building over wetlands, in flood areas and design for liquefaction; and
- § Social, health and environmental costs have not been factored in.

3.12. Property

Concerns expressed in feedback regarding private property included:

- § Impact on property values and compensation;
- § Loss of peoples' homes cannot be compensated;
- § Request that properties are bought quickly and outright when the final route has been decided;
- § Require certainty about the property purchase process;
- § Compensation of adjacent properties for impacts including devaluation, noise, air pollution, and health risks;
- § Need to subsidise the installation of noise protection for those who adjoin the proposed Expressway: and

- § Excess land be put into public ownership, such as parks and reserves, and not sold to private landowners.

3.13. Transportation

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

Carparking

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

Public Transport

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

3.14. Local Network

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

- § The existing SH1 is an integral part of the proposed Expressway Project which needs to be considered and early on;
- § The cost of upkeep of SH1;
- § Maintenance of local roads in general;
- § Substantial upgrading of local roads is required to handle increased traffic volumes;
- § Need to upgrade Matai Road and Raumati Road intersection, which will get worse as a result of the proposed Expressway;
- § Need to continue access from Rata Road to Raumati Road;
- § When the proposed Expressway is built Park Avenue will become major feeder, however already concerns regarding the safety of this road; and
- § Impact of increased traffic volumes and congestion on Te Moana Road.

3.15. Justification of Route

Common views regarding the justification of the proposed route include:

- § Justification of the route is needed;
- § Question why the proposed Expressway is the investment priority when other areas need the money more;
- § Limited benefits to travel time, traffic and locals;
- § Traffic Projections are over optimistic;
- § The proposed Expressway will not solve the congestion problem; and
- § It is unsustainable given sea level rise, global warming, future oil supplies and climate change.

3.16. Other Route Options

Two common alternative options were discussed in feedback with regard to alternative routes, that being the use of the Western Link Road and the upgrade of SH1.

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

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

Examples of common reasons for support of the SH1 option included:

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

3.17. Consultation

Common views regarding the way in which consultation has been carried out include:

- § Supports the consultation process undertaken;
- § No more consultation is necessary, need to start the Project;

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

4. Summary of Key Stakeholder Consultation

A summary of feedback and submissions received from the following key stakeholders has been provided below. The key stakeholders are:

- § Takamore Trust
- § Greater Wellington Regional Council
- § Kāpiti Coast District Council
- § NZ Historic Places Trust
- § Waikanae Community Board
- § Regional Public Health

4.1. Takamore Trust

The feedback provided by the Takamore Trust notes that they been very satisfied with how the NZTA and the Project team have entered into consultation with the Trust. Consultation was undertaken with Takamore Trust from August 2010 (refer to Appendix 3.J for the list of meeting dates and matters for discussion). Their submission notes that it is unfortunate the Trust has been required to deliberate on two options for the Waikanae area, both of which have an adverse impact on the Takamore waahi tapu and their relationship with ancestral lands.

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

1. Both Option 1 and Option 2 will have an adverse impact on the Takamore wahi tapu, and our relationship with our ancestral lands and taonga, including our obligations of kaitiakitanga or guardianship for the generations to come;
2. The Trust acknowledges that in any choice of option for alignment, others in the community will also be affected and this is regrettable;
3. Of the two options made available by NZTA and the Project team:
 - a. the Trust opposes Option 1 as being fundamentally detrimental to our values and tikanga; and

- b. the Trust has yet made no formal decision to accept or oppose Option 2, but the Trust does regard Option 2 as a more positive option in relation to which the Trust is prepared to engage constructively with NZTA and the Project team to ensure that Takamore values and principles are respected as much as possible;
4. The Trust must record that its position in this submission is without prejudice to its legal rights under the RMA in circumstances where the adverse impacts on the Takamore waahi tapu are unable to be avoided, remedied or mitigated.

4.2. Te Ati Awa ki Whakarongotai

The Project team has been in constant contact with the Te Atiawa representatives. This is demonstrated and described within the table of meetings and matters discussed are included in Appendix 3.J.

4.3. Ngati Toa Rangatira, Muaupoko and Ngati Raukawa

A number of meetings were held with Ngati Toa Rangatira, Muaupoko and Ngati Raukawa representatives which allowed the Project team to provide an overview of the Project. These meetings were also valuable in understanding key cultural concerns. The dates that meetings were held and matters discussed are included in Appendix 3.J.

4.4. Greater Wellington Regional Council

The Greater Wellington Regional Council (GWRC) submission advises that they have a direct interest, as the administering authority, in any proposals that would impact on Queen Elizabeth Park. As such, the submission identifies that the GWRC has a strong preference for options that impact least on the overall integrity of the Park and consequently supports the current proposed alignment at the Southern end.

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

In their feedback the GWRC details potential impacts on the Park from an alternative route. In the event that an alternative alignment is chosen that impacts more significantly on the park, the GWRC believes that significant mitigation will be required to both mitigate direct impacts as far as possible and offset impacts by compensating for the loss of land and its inherent ecological and recreational values.

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

4.5. Kāpiti Coast District Council

The submission of the Kāpiti Coast District Council (KCDC) advises of their position on a number of aspects of the proposal. A summary of their position on the more significant issues surrounding the proposal is provided as follows:

- § Supports the proposed location and nature of the interchanges and highlights a range of specific mitigation measures in regard to the likely effects from all four interchanges.
- § In regard to Waikanae North, the KCDC is not convinced that the east to west connections will be provided for as outlined in the precinct plans. Given the urban development intentions for this area, road seal to minimise noise and appropriate lighting is advised.
- § In regard to the two options in Waikanae, KCDC recognises the complexities and the values associated with both, however at this time, KCDC supports the Eastern Option.
- § The Waikanae River crossing should be carefully designed to reflect the gateway status of the river and minimise adverse effects on the river and riparian environment.
- § Otaihanga Road should fit the character of this rural area. To achieve this it should be retained as a simple winding road.
- § Between Kāpiti Road and the Waikanae River, access across the proposed Expressway needs to be maximised particularly to employment areas.
- § Between Kāpiti Road and Raumatī Road, good access across the proposed Expressway needs to be maximised particularly to the town centre. The Wharemauku Stream route and the quality of bridging remains a concern.
- § In regard to the Southern end of the route, KCDC requires further clarity regarding the position of the Department of Conservation and GRWC. KCDC support the preferred route based on the current information, with the view that NZTA can and should further minimise the potential property impacts.
- § KCDC have concerns that the effects on the local network have not been addressed or modelled adequately.
- § The design and undertaking of works on the existing SH1 should be brought forward in the work programme.
- § The dune system is highly valued by the community and all efforts should be made to protect it as a first principle.

4.6. NZ Historic Places Trust

The NZ Historic Places Trust submission states that overall there is insufficient detail for the Trust to form an opinion as to the relative merits of the proposed option in respect to the effects on historic heritage and in particular archaeological values.

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

Nonetheless, all things considered the Trust advises a preference for Option 2 in Waikanae in that it avoids the Takamore waahi tapu area. Although they note that the historic heritage values of the Greenaway Homestead should be recognised in the planning process and further consideration should be given to other options in discussion with the Historic Places Trust.

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

Finally, the submission notes that they are supportive of investigating other options that would avoid historic heritage.

4.7. Waikanae Community Board

The Waikanae Community Board submission advises that the majority of Board members do not support the proposed Expressway and prefer the option of reinstating the local Western Link Road and upgrading SH1.

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

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

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

4.8. Regional Public Health

The submission of Regional Public Health expresses strong support for:

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

- § The approach Kāpiti Coast District Council has taken to plan for future growth of the district and remedy sprawl.

In the submission Regional Public Health recommends that:

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

Part 2: Design Development Consultation

5. Consultation Process

Consultation and engagement continued between 15 May 2011 to 27 June 2011. This specifically sought feedback on the design development of the proposed Expressway. The objectives and consultation, methods of engagement and feedback received are described below.

5.1. Objectives

Consulting on design development for the proposed Expressway had the following objectives.

- § Inform the community of the decisions that have been made on the alignment, including options selected at the southern end, at Waikanae and interchange locations;
- § Communicate what the community told us during the last stage of engagement and show how their feedback influenced our decisions;
- § Seek feedback on proposed design details which were not available at the last stage of engagement;
- § Explain the process for making comments on the design and how these comments will inform final design decisions; and
- § Explain the consent process and overall timing of the Project.

5.2. Methods of consultation

Different methods were used to provide information and seek feedback in order to meet the objectives set out above.

5.2.1. Postcards

Postcards were sent out in early May 2011 to all Kāpiti households leading up to the design development consultation period. Around 21,000 postcards were sent, informing residents of the upcoming consultation dates and locations of the Expos. A copy of the postcard is attached as Appendix 3.A.

5.2.2. Information brochure

A brochure confirming the proposed Expressway alignment was mailed out in May 2011. The brochure was sent to all directly affected landowners, key stakeholders, parties registered on the Project mailing list and every household in the Kāpiti Coast District. The brochure outlined why this alignment was selected and provided a summary of commonly raised matters from the earlier consultation.

Around 21,000 consultation brochures were mailed out. Copies of the brochure were also made available at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall. The brochure is also available on the Project website (www.nzta.govt.nz/Projects/mackays-to-peka-peka). A copy of the brochure is attached as Appendix 3.A.

5.2.3. Expos

A series of Project Expos were held at the start of the second consultation period. Several hundred people took the opportunity to find out more about the design development phase, ask questions, request further information and give feedback.

Detailed information panels (refer to Appendix 3.C), maps and plans were on display and members of the Project team were on hand to answer questions. The confirmed alignment consultation brochure and feedback forms were also available at the Expos.

Expo timetable

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

5.2.4. Media releases

A media release was issued to publicise the Expos and the design consultation. A second release was issued to remind people of the consultation closing date, and to thank those who had already made submissions. The media releases were also posted on the Project website (see Appendix 3.D).

5.2.5. Advertising

Advertising in local media (print and radio) to publicise the Expos and the design consultation was undertaken in early May 2011 and continued through the consultation period. (See Appendix 3.D for copies of the advertisements and Appendix 3.E for the advertising schedule.)

5.2.6. Information Centre

The Expressway Information Centre located in Coastlands Mall was open six days a week and provides up-to-date information, including the material displayed at the Project Expos. More than 2750 people visited the Information Centre during the consultation period.

5.2.7. Project website

NZTA has a dedicated Project website (www.nzta.govt.nz/Projects/mackays-to-peka-peka) which contains all available information and resources, including the consultation brochure, plans of the alignment and interchanges, Expo information panels, the feedback form, background material and resources, the proposed Expressway flyover visual simulation and contact details for enquiries and feedback. The website also had an online feedback facility that generated 44 responses. (See Appendix 3.F for a copy of the website content, Appendix 3.G for site statistics and Appendix 3.K for the web link to view the proposed Expressway flyover visual simulation).

5.2.8. Project phone line

A toll free phone line (0508 M2PP INFO, or 0508 6277 4636) dedicated to the proposed Expressway Project is available during standard business hours, five days a week. This service was extended to the first two weekends of the consultation period. Around 75 queries were received and answered during the consultation period.

5.2.9. MacKays to Peka Peka info email

Another channel to provide feedback and ask questions is the Project email (info@m2pp.co.nz). A total of 56 queries were received and answered during the consultation period.

5.2.10. Feedback form

Apart from the channels stated above, feedback could also be given via a form designed specifically for this purpose.

The form, which asked for a submitter's contact details, provided space for comments on the design detail (see Appendix 3.H).

The feedback form was available at the Expos, on the Project website, at Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

5.3. Directly affected property owners and wider general public

5.3.1. Communication with landowners whose land is required

As part of the original route alignment consultation, the Project team had identified and contacted landowners whose land may be required. The Project team called these landowners on 5 and 6 May 2011 to advise that an alignment had been finalised, and whether or not their properties were required. Where landowners could not be contacted initially, follow up phone calls were made on 9 and 10 May 2011.

A letter confirming the phone conversation was sent to landowners on 6 May 2011. The letter included an indicative map outlining the specific land requirement (see Appendix 3.I).

Best endeavours were made to contact all directly affected landowners before the general public was informed.

5.3.2. Communication with business owners and residents adjoining the proposed Expressway and main interchanges

The proposed Expressway will alter vehicle and pedestrian access for a number of properties. There will also be traffic noise, earth embankments and bridge structures not previously part of the environment.

The Project team met with business owners and residents adjoining the proposed Expressway on several occasions to give them a better understanding of the effects of the road on their properties. Discussions included specifics about the interchanges on Poplar Avenue, Kāpiti Road, Te Moana Road and Peka Peka Road.

5.3.3. Communication with landowners regarding site investigations

Ground investigations were undertaken along the alignment to assist in developing a construction methodology for the Project. This required access onto private properties. Access onto properties was obtained through land entry agreements.

Where ground investigations created noise or were highly visible (i.e drilling rigs), property owners in affected areas were advised in advance by letter and advertisements were placed in the Kāpiti/Mana News and the Kāpiti Observer.

Investigations included:

- § Drilling bore holes (geotechnical investigations) to understand the substrate (underlying ground layer) and measure the depth of the water table
- § Testing of sites that may be contaminated (i.e market gardens)
- § Ground penetrating radar (GPR) investigations to identify sites that may have burial remains and taonga
- § Noise monitoring to collect data on the existing SH1 operation
- § Monitoring of air quality
- § Installation of vibration transducers in dwellings near the existing SH1 to measure vibration from traffic

5.3.4. Focus group workshops

Waikanae Design Workshop

This workshop was held in June 2011 to discuss the proposed Expressway design, including the Te Moana Road interchange. A team of the Project team experts, including acousticians, stormwater/drainage engineers, urban designers, landscape architects, designers and planners were in attendance to discuss concerns with residents of Puriri Road, Kauri Road and Te Moana Road. Cross-section plans and stormwater/flood modelling plans were provided.

The discussions informed the team as they developed the design. Key themes included:

- § Screening the view of the proposed Expressway from residential properties
- § Understanding how the flood plain modelling works
- § Ensuring that the width of the underpass to El Rancho is sufficient to provide room for buses, cyclists and pedestrians
- § Consideration of the impact of increased heavy vehicle traffic on Te Moana Road
- § Accessing supermarkets and shops in Waikanae
- § Demonstration on the ground where the proposed Expressway will go
- § Ensuring that east/west connectivity is maintained

Cycleway/Walkway and Bridleway workshop (CWB)

A workshop was held with a KCDC cycling, walking and bridleways reference group to discuss how the proposed Expressway design provides for cycling, walking paths and bridleways. The Project team presented the draft design plans and discussed these with the group.

Key themes included:

- § Provision of safe CWB routes, away from busy roads (i.e Kāpiti Road)
- § Separation of users, particularly cyclists and horse riders
- § Consideration for the needs of different subsets within each user group (i.e. mountain bikers, school children cycling home from school, road cyclists)
- § Landscaping on the edges of the tracks to provide visual screening from the proposed Expressway and enhance amenities
- § Low level and eco-efficient lighting on pathways
- § Appropriate lighting under bridges in urban areas to provide a safe environment for users

6. Submission Methodology and Analysis

6.1. Data collection

All submissions are recorded in the Project consultation database (Darzin). Details include:

- § Name and contact details of the submitter
- § Type/method of submission made
- § A summary of the comments made

From the data collected, we identified issues, concerns and preferences for specific options. We then produced an analysis of the feedback which identified common submission themes.

6.2. Form of submissions

Submissions came in various formats, including feedback forms, letters and emails. We also invited visitors to the Expos to make comments on post-it notes on a feedback board. Copies of the post-it notes are attached as Appendix 3.J.

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

6.3. Anonymous submissions

We received eight anonymous submissions. These submissions have also been recorded in the consultation database and have been included in this report's submission analysis and summary.

6.4. Pro-forma submissions

A number of pro-forma submissions (individually signed template submissions) were received. These submissions were included as individual submissions and recorded under the name of the signatory.

6.5. Multiple submissions

In some cases, multiple submissions were made by a single submitter (i.e. different submissions lodged on different dates but from the same submitter with the same contact details). These submissions were summarised as one submission entry.

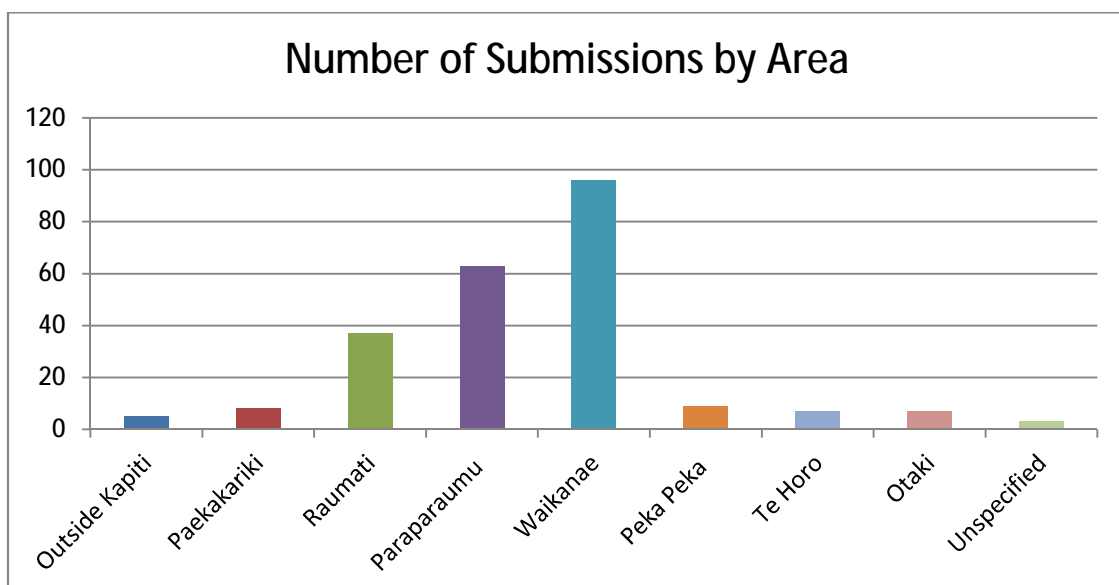
6.6. Late submissions

A total of 31 submissions were received after the consultation period closed on 27 June 2011. These submissions were summarised in the consultation database and are included in this report.

7. Summary of submissions

7.1. Number and locality of submissions

A total of 216 submissions were received. The following graph shows the breakdown of the total number of submissions received by locality of submitter.



7.2. Submission themes

Although feedback was sought on specific design detail, many people commented on the overall Project. Slightly more than half of the feedback was supportive of the Project and had simple messages including requests that the Project be fast tracked.

There was also some opposition to the proposed Expressway, in particular concerns that the Raumati community would be disrupted, the high cost to build and visual impacts of earth embankments and bridge structures.

A number of common themes relating to design detail emerged:

- § Accessibility for alternative forms of transport (non-motorised & public)
- § Environmental considerations
- § Interchange design
- § Health and safety
- § Consultation
- § Private property
- § General design
- § Road network operation
- § Community
- § National and regional economic impact

Listed below are commonly expressed views on these themes.

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

Cycleway

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

Walkway

- § Safe pedestrian access across Kāpiti Road needs to be provided;
- § Access for mobility scooters, particularly on busy roads, i.e Kāpiti Road;
- § Importance of maintaining informal walking tracks in Raumati;
- § Vertical walls in the design of walkway underpasses not welcome as they create a sense of enclosure;
- § All local road bridges over the proposed Expressway in urban areas should have footpaths on both sides of the road; and
- § No benefit and not necessary.

Bridleways

- § Bridleways needs to be wide enough to accommodate users;
- § Bridleways must be separated from cyclist and pedestrian activity; and
- § No benefit and not necessary.

Public transport

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

7.2.2. Environmental Considerations

Landscape/Urban Design

- § Provision for generous landscape treatment around the interchanges on and off ramps is supported;
- § The removal of mature trees in Raumati is discouraged;
- § Planting on earth bunds should be fast growing. Consider having non-native plants first to provide protection of native plant species, and then removing non-natives once natives have matured;
- § Earth bunds to provide visual mitigation in Raumati is supported;
- § The proposed Expressway will blend into the landscape over time and people will forget about the construction disruption;
- § Establish green areas along the proposed Expressway, particularly around cycle and walking tracks to mitigate the visual effect of hard built structures such as bridges;

- § Construct the proposed Expressway as low as possible with local roads rising over the proposed Expressway;
- § Need for quality bridge designs, with safe, attractive walking and cycling areas under the bridges; and
- § Bridges should be designed to allow natural light spill through.

Noise and Vibration

- § The proposed Expressway traffic noise will be introduced to a number of domestic neighbourhoods;
- § Request for noise mitigation measures for properties within 100m of the proposed Expressway;
- § Support for low noise tarmac (OGPA) on the proposed Expressway;
- § The proposed Expressway needs to be lower to reduce noise levels;
- § Earth bunds to provide noise mitigation are supported;
- § Noise walls and bunds should be established prior to construction;
- § The prevailing north-westerly wind needs to be considered in noise modelling;
- § Noise from heavy vehicles needs to be considered at on/off ramps and mitigated;
- § Temporary construction noise is of concern to a number of residents adjoining the proposed Expressway;
- § Traffic noise in quiet rural areas must be addressed;
- § Noise mitigation walls should have regard to crime prevention through environmental design (CPTED) principles to provide safe walking and cycling routes;
- § Compensation requests have been made from property owners near the proposed Expressway as a result of heightened noise and visual effects; and
- § Noise mitigation (i.e noise walls and earth bunding) should be of suitable height.

Air pollution

- § A number of medical care businesses near the proposed Kāpiti Road interchange are concerned about the effects of air pollution from vehicles on their business; and
- § Submitters are unsure of what effects the proposed Expressway would have on air quality and how these issues will be resolved.

Stormwater/drainage and wetlands

- § Interest in how stormwater from the road will be treated, especially near the Waimeha Stream;
- § Design of the proposed Expressway needs to address the existing stormwater/drainage issues for properties on Puriri Road; and

- § Concern that the principle of hydraulic neutrality (flood-neutral design) is not being adhered to.

Lighting

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

Construction Effects

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

Ecology

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

Cultural heritage

- § A number of roading Projects around the country have encountered Māori burial sites - the issues surrounding these significant sites need to be resolved.

Natural Hazards

1. Concern about building an expressway on a fault line; and
2. The dangers of liquefaction have been highlighted by the recent earthquake in Christchurch.

7.2.3. Interchange Design

Poplar Avenue Interchange

1. Disappointed proposed interchange is only partial; and
2. With population growth, surely NZTA will have to convert the partial interchange to a full interchange in the near future.

Kāpiti Road Interchange

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

Te Moana Road Interchange

1. Traffic lights at Te Moana Road are supported instead of the two roundabouts;
2. The footprint of the Te Moana interchange should be reduced;
3. The height of the Te Moana Road interchange should be lowered to lessen both visual and noise effects;
4. Concern about flood management around the Te Moana interchange;
5. The embankments proposed for the interchange may 'dam' ground water and surface water during flood and storm surge events; and
6. The interchange will sever the Te Moana Road community.

Peka Peka Road Interchange

1. Disappointed proposed interchange is only partial;
2. Te Horo residents are unhappy that they cannot use the Peka Peka interchange to head south on the proposed Expressway;
3. Omission of an off ramp driving north will impact on business for the local garden centre;
4. A full interchange would enable emergency services to efficiently access the proposed Expressway for incidents south of Peka Peka;
5. A full interchange would support future growth planned south of Te Horo township; and
6. The interchange design does not support the Project purpose of improving journey time reliability.

7.2.4. Health and Safety

1. The separation of traffic on the proposed Expressway will significantly enhance road safety;
2. Property owners adjoining the proposed Expressway are concerned that accidents where the proposed Expressway runs over local roads could cause vehicles to enter private properties;
3. Concern for degraded air quality in residential areas near the proposed Expressway;
4. Concern that school children will need to be deterred from crossing the proposed Expressway in areas where they are used to old shortcuts, i.e Rata Road and Gabriel Road;
5. Adequate barriers needed to separate the cycle and walkways from the proposed Expressway; and
6. Elderly people are seeking safe vehicle and pedestrian connections between townships, and to local emergency services.

7.2.5. Consultation

1. The way in which the Project team has engaged with the public must be commended;
2. A number of people still consider that the existing WLR designation should be an option;
3. Support for less consultation and more action;
4. Support for positive community involvement;
5. Requests for a scale model of the proposed Expressway showing detail;
6. Many Te Horo residents had not been aware of the partial interchange proposal at Peka Peka. The Project boundaries for the MacKays to Peka Peka Project and the Peka Peka to Otāki Project have created confusion; and
7. Encourage further consultation on detailed plans clarifying noise and visual mitigation.

7.2.6. Private property

1. Concern about impact of raised interchanges on character of area;
2. The confirmed alignment will allow property developers to develop the sandhills in Raumati;
3. Concern that people will lose their homes;
4. Unacceptable to remove homes instead of unused QE Park land; and
5. The land bounded by Kāpiti Road, the proposed Expressway and Arawhata Road would be landlocked.

7.2.7. General Design

Design in general

1. Good support for the northern corridor proposal (Wellington Airport to Levin);
2. Too many lanes are proposed;
3. Underpasses should be installed on the SH1 and Kāpiti Road intersection;
4. Bridge over the Waikanae River should be constructed first and made operational whilst the rest of the proposed Expressway is constructed;
5. The alignment should seek areas where ground conditions are favourable, building a road on peat is expensive; and
6. The proposed Expressway should provide adequate clearance heights and width for over-dimensioned and overweight vehicles.

Local Roads

1. Ngarara Road should be straightened;
2. Provision should be made for Ihakara Street extension through to the airport;
3. A north bound off ramp at Ihakara Street should be investigated;
4. Local roads around the Paraparaumu and Waikanae shopping centres need to be reconfigured;
5. Support for the proposed Expressway going over the local roads in Raumati;
6. Local roads will become safer with through traffic being contained on the proposed Expressway;
7. Concern that a number of existing local roads will become extremely busy, i.e Park Avenue;
and
8. Requests for Otaihanga Road to be straightened.

Non-Project design related comments

1. Questions over what the Project team will do about the bottle-neck at Paekakariki; and
2. Design of the proposed Expressway shall not preclude establishment of a potential future railway station and associated car parking area in Raumati.

7.2.8. Road Network Operation

1. Providing traffic needs for the next 100 years is over the top;
2. Design will enable people and freight to move faster, safer and more efficiently;
3. Heavy vehicles should be made to use the proposed Expressway;
4. East/west connectivity is essential;
5. The Ihakara Street extension should be established prior to the completion of the Airport development; and

6. The design needs to address future growth in the Ngarara/Waikanae North area.

7.2.9. Community

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

7.2.10. National and regional economic impact

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

8. Summary of Key Stakeholder Consultation

8.1. Kāpiti Coast District Council

The submission from KCDC provided detailed comment on the following areas:

- § Design of the interchanges
- § Local Road connections
- § Cycleways/walkways and Bridleways
- § Design quality
- § Stormwater and flood management
- § Ecology
- § Noise and lighting

8.2. Other key stakeholders

The other key stakeholders who provided feedback in the earlier consultation period have had a number of meetings with the Project team. The ongoing engagement with these stakeholders has informed the detailed design.

Appendix 3.A – Consultation brochures and postcards



Wellington Northern Corridor

MacKays to Peka Peka Expressway

November 2010 - February 2011

Public consultation

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability. The government's priority for the roads of national significance is that they support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently.

In 2009, Kāpiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then further investigation and design work has been carried out to determine the proposals for the various components of the expressway.

Now the NZ Transport Agency (NZTA) is seeking feedback on the proposals for the MacKays to Peka Peka Expressway including:

- how the expressway connects to the current state highway and local roads at the southern end
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae
- how the expressway connects to the current state highway and local roads at the northern end.



Improving State Highway 1 within Kāpiti

The need to improve the route between MacKays Crossing and Peka Peka

The Kāpiti Coast is one of the fastest growing districts in New Zealand. In just five years from 2001 to 2006, the population increased by nearly 10% to 46,000. Raumati, Paraparaumu and Waikanae have become key commuter towns for Wellington. Future population, industry and traffic growth requires investment and planning to cater for the anticipated increase.

The need to provide relief from the current road congestion

The volume of traffic currently on the MacKays to Peka Peka route has seen this road operating beyond its capacity and become severely congested at peak times.

This has not allowed efficient access to local roads on the Kāpiti Coast where an effective, parallel local road network does not exist. The expressway will assist in addressing these issues and prevent further deterioration of the situation.

The need to enhance safety for road users

The need to enhance safety for road users travelling on the MacKays to Peka Peka route is a prime consideration for the NZTA. The current state highway has seen a high number of crashes due to the lack of traffic separation, along with too many local accesses directly connecting on to the highway. The proposed four-lane separated expressway will result in safer journeys for road users.

The need to improve journey time reliability

During peak periods congestion on the current MacKays to Peka Peka route does not allow for the smooth flow of through traffic. The planned expressway will not only provide peak period travel time savings, but also equally importantly, improved journey time reliability.

The need for quicker road access to Wellington's key facilities

Once complete the MacKays to Peka Peka Expressway will enable quicker and easier access for Kāpiti residents to important facilities such as Wellington airport, hospitals, Wellington port, central business district, museums and universities.

Background

The roads of national significance

The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments. This policy direction is the basis of the investment priorities outlined in the NZ Transport Agency's National Land Transport Programme.

The seven roads of national significance projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The projects are:

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

Wellington Northern Corridor

The Wellington Northern Corridor comprises eight sections as shown on the map below.

The focus for the next two to three years is on investigations and consents. Following this, construction work will be undertaken in three phases:

- The first phase will concentrate on Ngauranga to Aotea Quay, Basin Reserve, MacKays to Peka Peka and Peka Peka to Ōtaki.
- The second phase will focus on Linden to MacKays (Transmission Gully).
- The third phase will involve Mt Victoria Tunnel duplication and Ruahine Street widening followed by Ōtaki to north of Levin, and then the Terrace Tunnel duplication.



2009 Public Consultation

The NZ Transport Agency (NZTA) consulted residents in 2009 to ascertain their views on three expressway options, one eastern and two western routes.

Following the public consultation, the NZTA Board determined that the option utilising the Western Link Road Corridor was to be progressed.

When compared with the Western Link Corridor the Board found that the other route options:

- impacted severely on Waikanae town centre and Paraparaumu businesses
- were considerably more expensive
- directly affected 300-400 properties.

Post consultation

In early 2010, the NZTA selected a consortium to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance. The consortium, comprising Beca, Fletcher Construction and Higgins Group, joined the NZTA to form the MacKays to Peka Peka Expressway Alliance. In September 2010, the Kāpiti Coast District Council (KCDC) joined the Alliance.

Since establishment, the Alliance has been developing proposals for the expressway for further public consultation. As part of this work, the Alliance has been:

- investigating the form and location of interchanges providing access to the local road network
- assessing the alignment against current planning requirements
- working with KCDC, iwi, local community boards and the community in general to come up with preferred solutions.

What we considered in developing the proposals

Aims of the MacKays to Peka Peka Expressway

- Increased roading capacity providing for future regional and national economic growth and productivity.
- Interchanges at Waikanae and Paraparaumu providing good local access.
- New additional bridge over Waikanae River giving route security.
- Retention of the east-west links, maintaining good local connections.
- Provision for pedestrian and cycle access where appropriate.
- Avoidance of significant wetlands and impacts on natural water systems, and creation/enhancement of wetlands for stormwater management and wetland restoration.
- Opportunity for existing State Highway 1 to become new local arterial, and to improve access down existing local roads.
- Enhanced connections within Waikanae town centre.
- Support of local economic, community and urban growth strategies and aspirations where possible.
- Provision for the long-term role and operation of State Highway 1 within Kāpiti.
- To follow the Western Link Road designation, unless an alternative alignment provides safety and/or environmental improvements.

What we have heard you say so far

- Existing east-west roads need to be retained either under or over the expressway.
- Connections to the expressway (interchanges) must support local people and business traffic moving about the district.
- A direct link between Waikanae and Paraparaumu is needed.
- The expressway must avoid impacts on cultural values.
- It needs to be safe and comfortable to use for everyone.
- Recreational uses must be provided for e.g. walking to and from beach, along waterways, horse riding, cycling and other activities.
- Sensitive design – take cues from the local landscape.
- Pedestrian and cycleway provision along the route.
- Future proof and secure to ensure that we don't need to revisit it again.
- Support connections to rail and make it easier for buses on local routes.
- Protect health in terms of effects on schools and residential areas (e.g. noise and air quality).
- Use swales (shallow ditches) and other sustainable stormwater management tools for expressway water runoff.
- Avoid loss of parks and wetlands.

What we have assessed in developing the proposals

In assessing the effects of the corridor we are looking at the following aspects:

- Ecology
- Community interests
- Cultural and heritage values
- Economy and business interests
- Visual amenity
- Zoning and growth management
- Urban amenity
- Transportation modelling and assessment
- Landscape and landforms
- Ground conditions (Geotechnical)
- Stormwater and flood management
- Noise and vibration
- Air quality
- Construction effects



Processes followed for assessing options

- Using Geographical Information Systems (GIS), all environmental, topographical, statistical, legal and other information were mapped or recorded, using aerial photography recently obtained for the project, as well as research and field work, and updated traffic modelling.
- A series of option development workshops, using a broad range of environmental and engineering expertise, identified a wide range of potential alignment and connectivity options.
- Options were assessed through a series of workshops against a range of outcome-based criteria – options with the greatest environmental, cost and other factors compared with other options were eliminated.
- Connectivity options, including potential interchanges, were evaluated along the entire route and the local roading network, including impacts on levels of performance and safety.
- The alignment and interconnections were designed with sufficient detail to enable confidence in the evaluation process – more detailed design and evaluation to occur in next phase.

Consideration will be given to affected community groups and iwi

Input from iwi and community groups will be taken into consideration by the NZTA. The NZTA places emphasis on building relationships with iwi and community groups and keeping them informed about the project.

We are also committed to the principles of the Treaty of Waitangi and abide by our statutory responsibilities under the Land Transport Management Act and Resource Management Act to consult with iwi on all appropriate matters.

Our concept for the expressway

Where we are proposing the MacKays to Peka Peka Expressway should go

- Between MacKays Crossing to Peka Peka Road, approximately 18km in length, linking with the new Transmission Gully road and with the new Peka Peka to Ōtaki Expressway.
- Entire road would be a four-lane, median divided highway, with a new bridge over the Waikanae River, and with all local east-west roads crossing either under or over the expressway.
- Two full interchanges – at Paraparaumu and Te Moana Road – and part connections at the southern and northern ends. To optimise safety and travel efficiency, no other direct local road intersections are proposed.
- The expressway would follow the existing Western Link Road designation,* except where it joins the existing state highway or where improved safety and/or environmental outcomes would be achieved by a new alignment.
- North of MacKays Crossing, the existing SH1 'Raumati Straight' would be upgraded up to where the expressway follows a new alignment.
- North of Poplar Avenue, the road would divert to generally follow the alignment of the existing Western Link Road designation, it would cross** Raumati Road, and then Kāpiti Road, at which point an interchange servicing Raumati/Paraparaumu/Otaihanga would most likely be located.
- The expressway would then cross** Mazengarb Road and then Otaihanga Road, and cross over the Waikanae River east of Otaihanga settlement.
- The expressway would cross over Te Moana Road, at which point the second full interchange would be located to service Waikanae.
- From Te Moana Road to Peka Peka, the expressway would generally follow the existing designation except to avoid nationally significant wetlands.

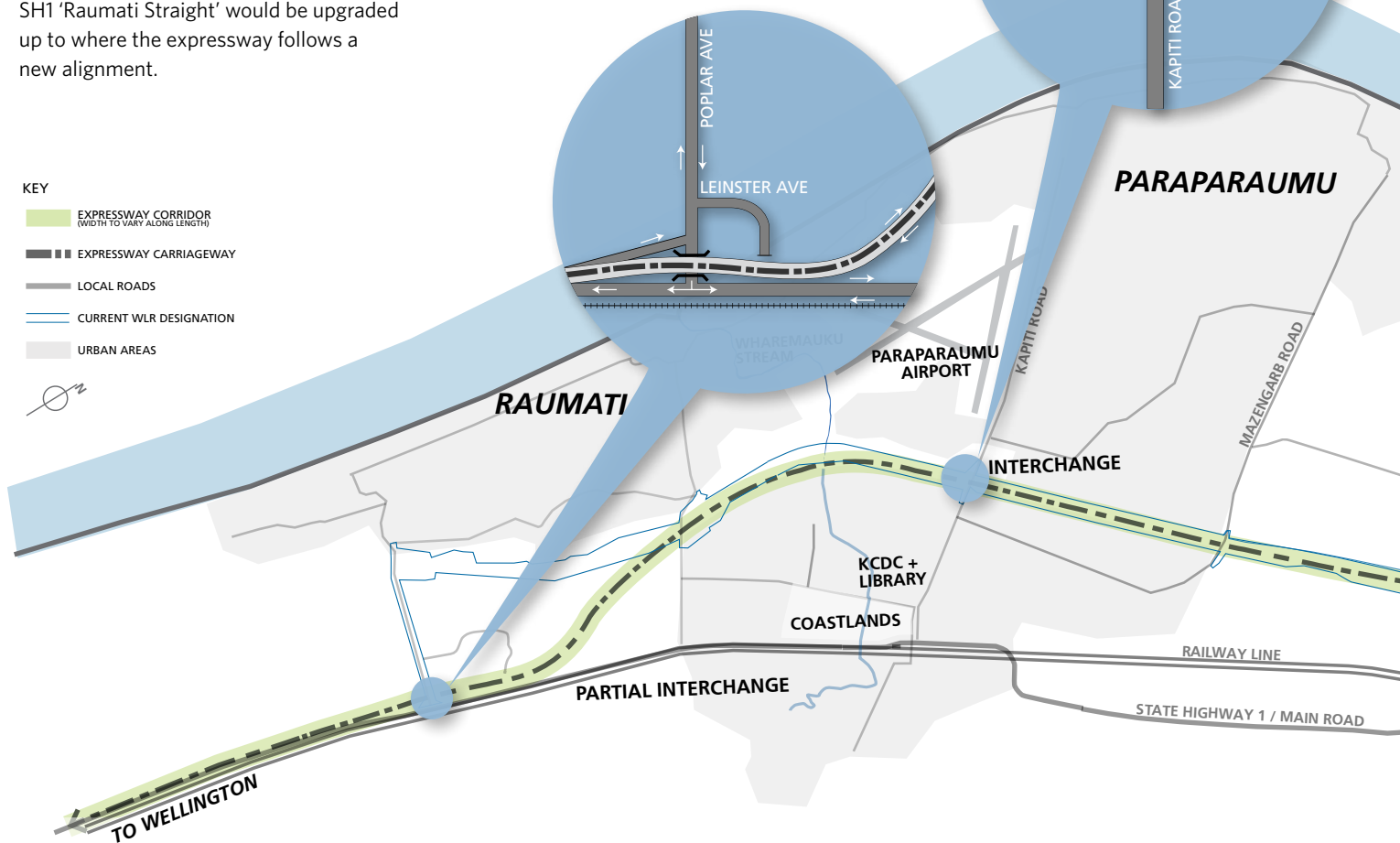
How we will maintain local connections

Existing east to west connections will be kept. We seek to include new opportunities where appropriate.

The final form of each road/expressway crossover is yet to be determined.

The ability of the expressway to assist with access to train stations and for bus routes is also part of our design work.

More detail will be provided in the first half of 2011.



* A designation is a district plan provision for enabling public works

** Whether the expressway crosses under or over local roads will be determined in the next stage of design

Southern end - The details of what we are proposing

Description

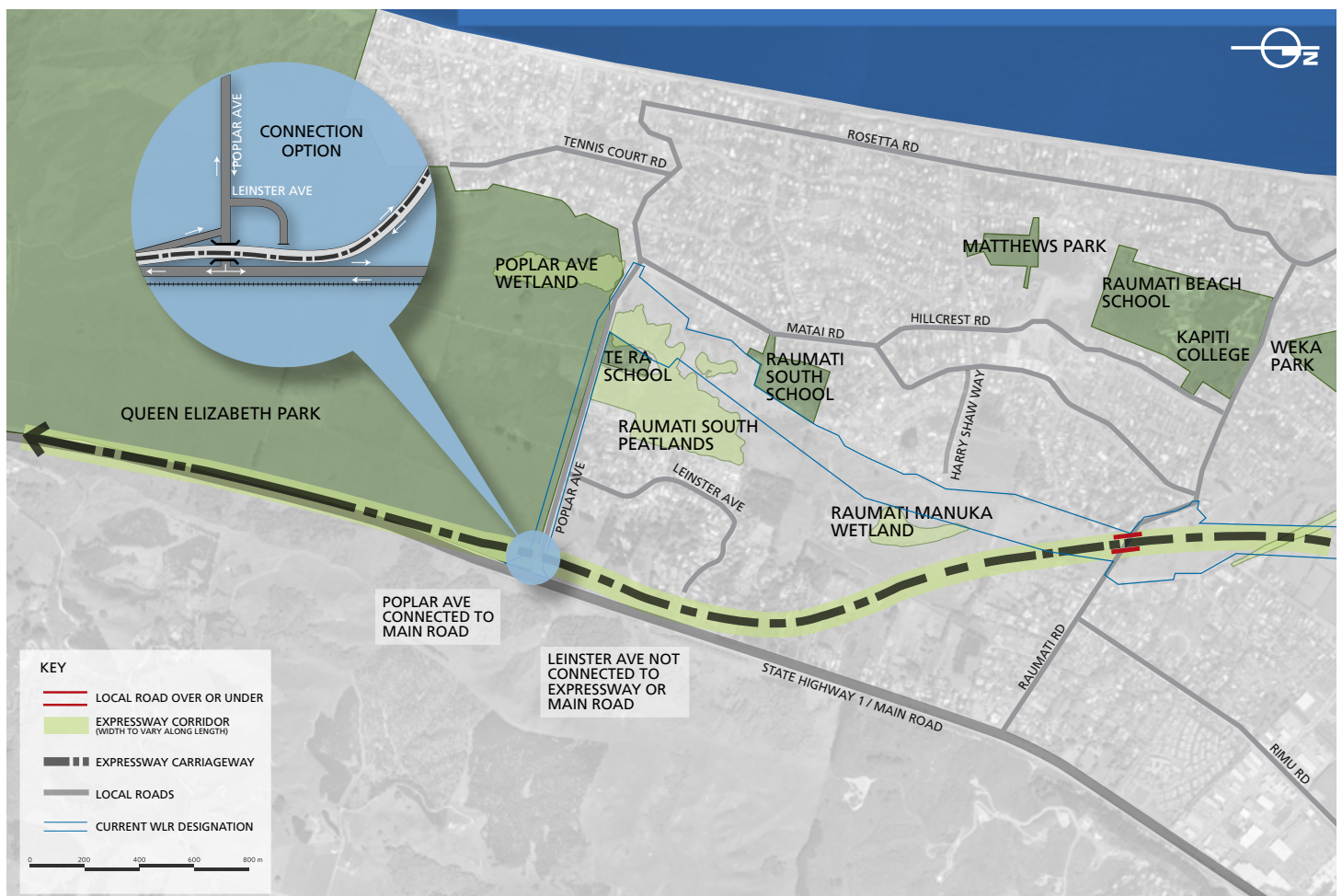
- North of MacKays Crossing, the existing state highway would be upgraded to expressway standards, to the point where it connects to the new expressway.
- Northbound travellers could leave the expressway at Poplar Avenue and exit onto the former state highway (Main Road), while southbound travellers on Main Road or from Raumati Road could join the expressway.
- North of Poplar Avenue, the expressway would divert westwards to connect with the existing Western Link Road designation at Raumati Road.

Considerations

- Requires all or part of 28 properties.
- Avoids social and environmental impacts for two schools along current designated route.
- Retains an ecological area by Poplar Avenue.
- Minor intrusion into Queen Elizabeth Park.
- Recognises cultural interests of local iwi.
- Retains Poplar Avenue connection to Main Road.

Alternative routes beginning south of Poplar Avenue were investigated but considered less favourable due to the:

- impacts on Queen Elizabeth Park
- impacts on two schools (e.g. noise and air quality)
- effects on an identified ecological area
- construction challenges of building over deep peat
- iwi and archaeological interests.



Proposal for the Southern end

Paraparaumu town centre - The details of what we are proposing

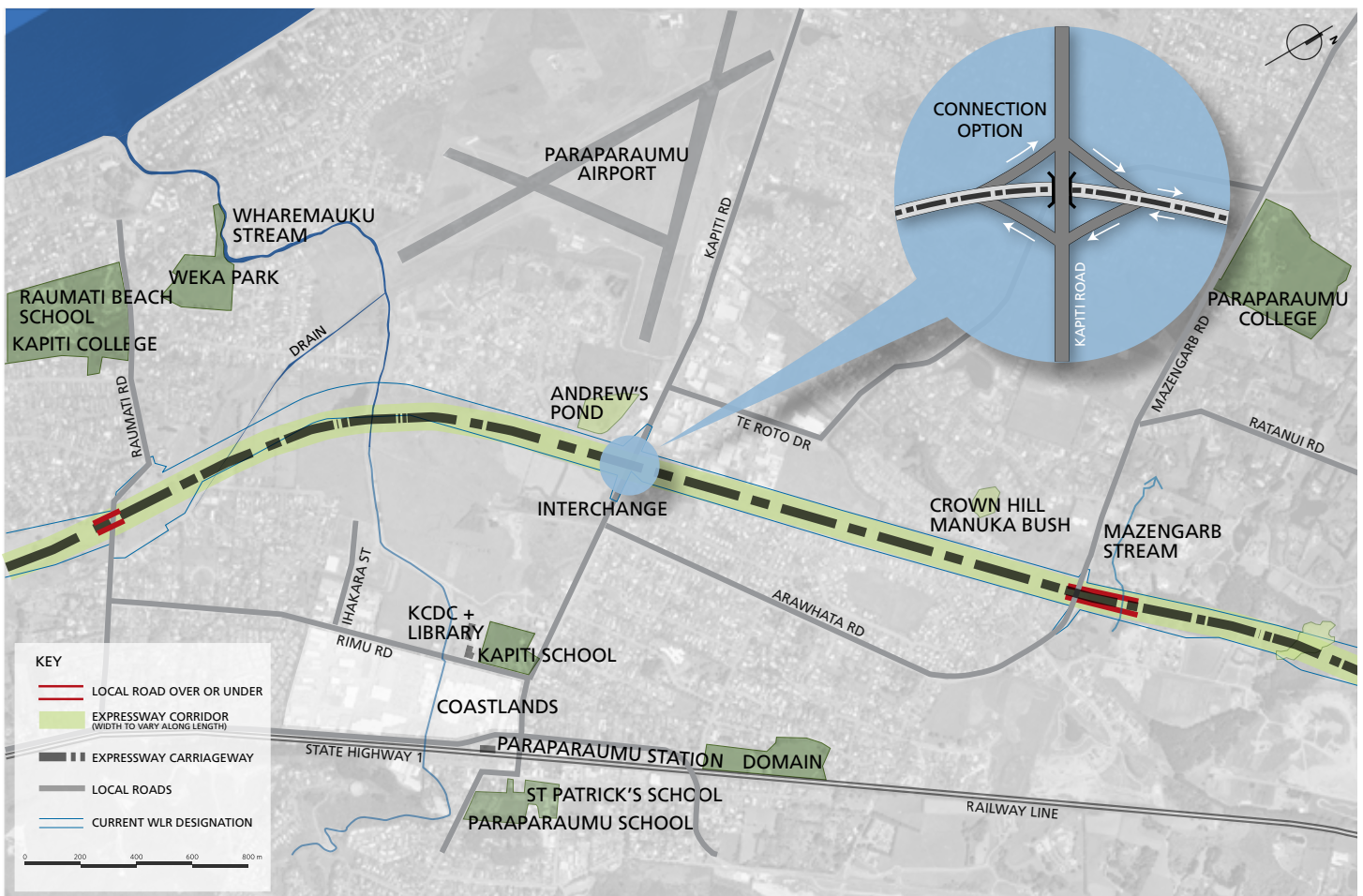
Description

- The expressway would cross* Raumati Road, and then sweep eastwards out of the existing designated corridor to shift the road away from residential areas.
 - A full interchange would be located at Paraparaumu town centre, most likely on Kāpiti Road - Kāpiti Road would cross the expressway. Upgrading options for Kāpiti Road are being examined with Kāpiti Coast District Council (KCDC).
 - Between Kāpiti Road and Otaihangā Road, the expressway would follow the existing Western Link Road designation, crossing* Mazengarb Road.
- * Whether the expressway crosses under or over local roads will be determined in the next stage of design

We also considered an alignment more closely along the Western Link Road designation but the opportunity to take the route away from more houses outweighed following the designated alignment.

Considerations

- A connection to the developing town centre at Paraparaumu, and the growing business and commercial activities in and near Paraparaumu Airport, provides for regional growth opportunities.
- Supports KCDC's aspirations and its emerging plans for the development of Paraparaumu town centre.
- Requires additional property outside the Western Link Road designation.
- Requires flood storage which can also be an ecological wetland benefit.
- All east-west connections to be retained.



Proposal for the Paraparaumu town centre

Waikanae - The details of what we are proposing

Description

- From Mazengarb Road to Otaihanga Road (near the former landfill), the expressway would follow the existing Western Link Road designation.
 - A section of Otaihanga Road would likely be straightened and would cross* the expressway.
 - The expressway would then cross over the Waikanae River, and cross over Te Moana Road, at which point a full interchange to service Waikanae would be located.
- * Whether the expressway crosses under or over local roads will be determined in the next stage of design

Considerations

- The cultural, environmental and social issues are considerable.
- All east-west connections to be retained.
- There is a registered Waahi Tapu¹ in addition to the wider historical and cultural area including the Takamore Urupa², the Maketu tree³, the site of a former kainga and burials from the influenza epidemic of 1918.
- It is in an old and established residential area.

¹ Sacred grounds ² Burial ground ³ Important grave site

Considerations for option 1

- Has an intrusion into the registered Waahi Tapu.
- Located between the Takamore Urupa and the Maketu tree.
- Requires all or part of 15 properties.

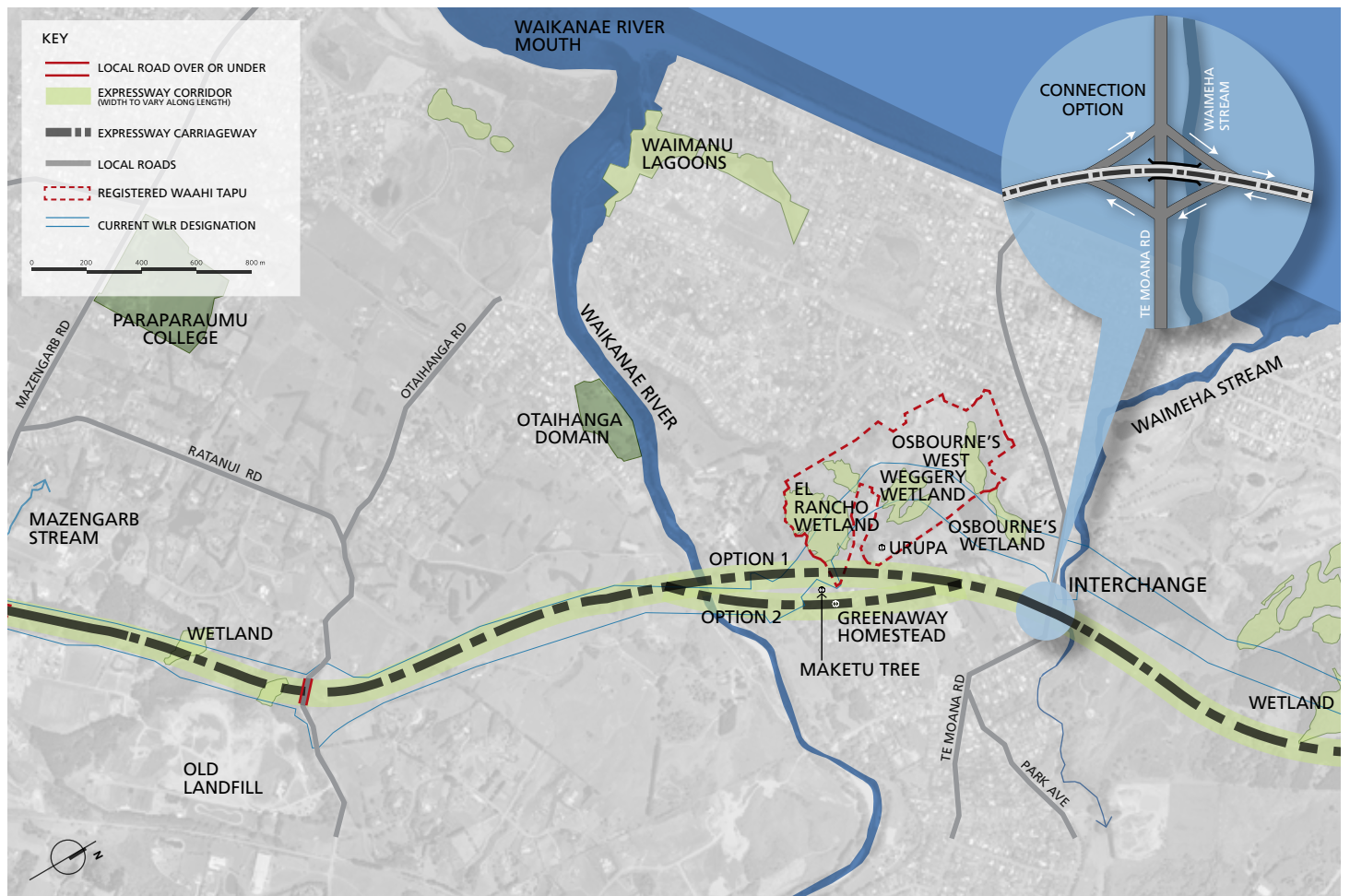
Considerations for option 2

- Avoids intrusion into the registered Waahi Tapu.
- Requires relocation of the historic house (Greenway Homestead).
- Requires all or part of 32 properties.

Elizabeth Street improvements

There are some short-term measures being undertaken to improve the operation of the Elizabeth Street intersection.

There is also a review being undertaken looking at the longer term needs in the vicinity of Elizabeth Street. This review is linked to the expressway project.



Proposal for Waikanae

Northern end - The details of what we are proposing

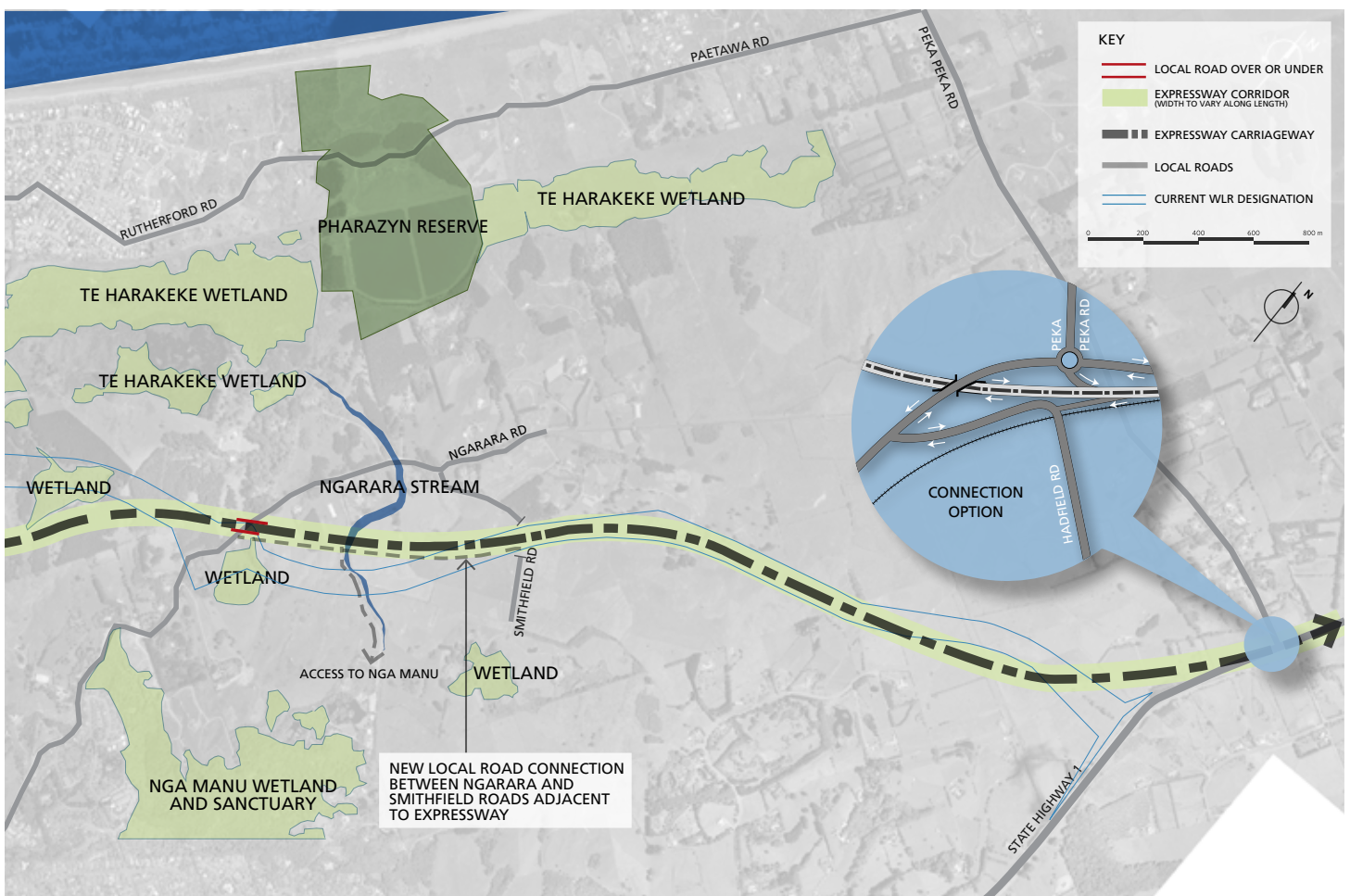
Description

- Between Te Moana Road and Ngarara Road, the expressway would be aligned to avoid the nationally significant and QEII covenanted Te Harakeke Wetlands.
- The expressway would cross Ngarara Road and generally follow the existing Western Link Road designation except south of Peka Peka Road.
- A new access road would be required to service Ngā Manu Bird Sanctuary and the eastern end of Smithfield Road which would be disconnected by the expressway.
- At Peka Peka Road, the new expressway would join with the corridor of the former state highway, linking with the new Peka Peka to Ōtaki Expressway.
- Southbound travellers on the expressway would be able to exit off and drive south towards Waikanae township on the former state highway, or connect with Peka Peka and Hadfield Roads.
- Travellers from Peka Peka, Hadfield Road and the former state highway would be able to join the expressway and head north.

Considerations

- Avoids most wetlands.
- Removes part of redevelopment area for Waikanae North growth area.
- Uses Western Link Road designation to greater extent.
- The design of local road connections is still being developed and other configurations may be considered.

We also considered taking the alignment east of the designation to avoid a wetland, however the wetland is not of such significance to outweigh the increased impact on adjacent properties.

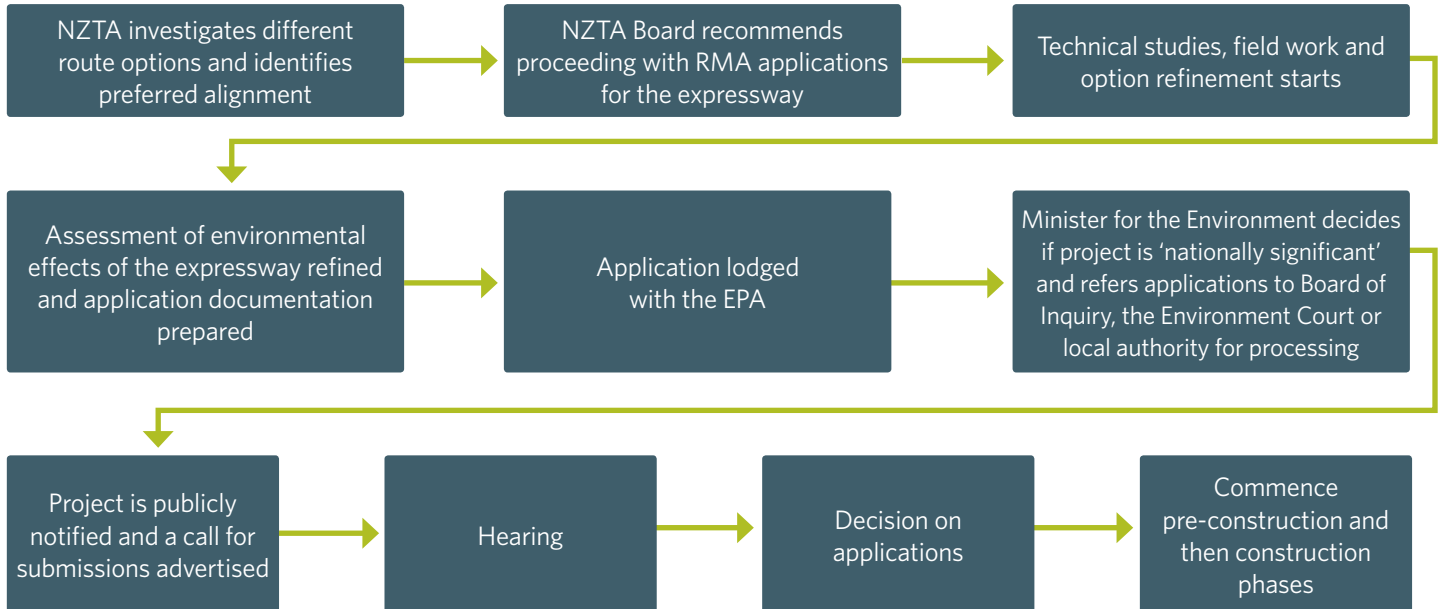


Proposal for the Northern end

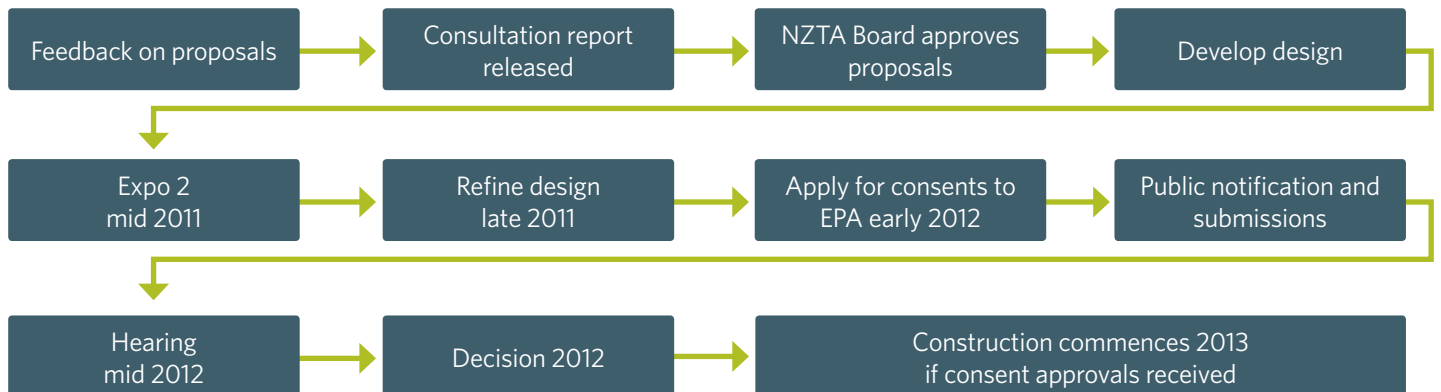
Resource Management Act Approvals

To construct the MacKays to Peka Peka Expressway, approvals are required under the Resource Management Act 1991 (RMA). The NZTA intends to lodge its consent applications with the Environmental Protection Authority (EPA). The Minister for the Environment will decide if the project is 'nationally significant' and refer the applications to a Board of Inquiry, Environment Court or local authority for processing.

Consenting process steps



Where to from here?





Frequently asked questions

Why do we need an expressway in Kāpiti?

The Kāpiti expressway is part of the Wellington Northern Corridor road of national significance between Wellington Airport and Levin. The government's priority for roads of national significance is that they support New Zealand's economic growth. Currently vehicles on SH1 between MacKays Crossing and Ōtaki face delays in Paraparaumu, Waikanae and Ōtaki. By creating an expressway, journeys will be faster, safer and will contribute to economic growth.

How does the MacKays to Peka Peka Expressway relate to the rest of the Wellington Northern Corridor road of national significance projects?

The MacKays to Peka Peka Expressway is part of the Wellington Northern Corridor from Wellington Airport to Levin along with Peka Peka to Ōtaki Expressway to the north and Linden to MacKays Crossing (Transmission Gully) to the south. Further development of other sections of the Wellington Northern Corridor is being progressed and the aim is to substantially complete this and the other six roads of national significance across the country in the next 10 years to improve New Zealand's productivity and economic growth.

What will the completion of the MacKays to Peka Peka section of the Wellington Northern Corridor mean?

The MacKays to Peka Peka Expressway is an integral component of the Wellington Northern Corridor which, when completed, will provide faster and safer travel, as well as improve journey time reliability, for motorists travelling along the Wellington Airport to Levin route.

What happens to the current state highway when an expressway has been built?

It will revert to a local road which the Kāpiti Coast District Council will operate and maintain. The NZTA will consult with the Council about the handover of the former state highway.

What are the benefits of improving this section of highway?

The route provides a completely new link through the Kāpiti region allowing use of the existing highway as a local arterial road. This efficiently separates highway and local traffic allowing safer and more efficient traffic movements. The expressway will provide support for a growing population and increasing freight volumes, improve journey times and relieve severe traffic congestion through the Kāpiti region.

What are my rights as a landowner?

The Public Works Act 1981 governs all land acquisitions for Crown Agencies and all transactions are guided by Land Information New Zealand (LINZ). The Landowner's rights booklet produced by LINZ provides information on landowner rights during public works. Under the Act, the NZTA is obligated to act fairly in dealings with affected landowners.

When will the NZTA advise me if my property is required or likely to be required for the expressway?

Property owners whose land may be required will have been contacted in the week prior to the Expo. It is aimed to have identified what land is needed and to have firm Land Requirement Plans by mid 2011 at which time the NZTA will contact all affected landowners.

What are Land Requirement Plans?

Land Requirement Plans show dimensions on an aerial map and confirm the extent of land required for public works.

How to get involved

The Kāpiti community is an important stakeholder on the MacKays to Peka Peka Expressway project and the NZTA is committed to public consultation to ensure the community has the opportunity to comment on the project. The consultation period runs from 28 November 2010 to 4 February 2011.

A Project Expo is being held at a number of venues so the Kāpiti community can find out more about the proposals being presented for feedback. Detailed information panels, maps and plans will be on display and members of the project team will be available to answer any questions on the project.

In addition to the Project Expo, the display material will be available at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall, Paraparaumu. The display material is also available online on the project website www.nzta.govt.nz/m2ppproject



Project Expo

We hope you can join us at one of the following sessions:

Sunday 28 November 2010	10am – 4pm	Southward Car Museum, Otaihanga
Tuesday 30 November 2010	4pm – 8pm	Kāpiti Community Centre
Wednesday 1 December 2010	4pm – 8pm	Waikanae Memorial Hall
Thursday 2 December 2010	4pm – 8pm	Raumati South Memorial Hall

How you can provide feedback

By post

To provide feedback consider the proposals outlined in the consultation brochure and fill in the comments form included with the brochure and post to MacKays to Peka Peka Expressway Consultation, PO Box 8044, The Terrace, Wellington 6011.

In person

Your feedback can be provided at the Project Expo by filling in a comments form and giving it to a member of the project team, or by visiting the Information Centre at Coastlands Mall.

Online

If you wish to make an electronic submission, please fill in the comments form on the project website www.nzta.govt.nz/m2ppproject

Note that your comments on the proposals for the expressway cannot be made or presented verbally at this stage. Please provide your feedback in one of the ways described above.

We welcome your comments on the proposals for the MacKays to Peka Peka Expressway by 4 February 2011

Our contact details

For further information please contact the Alliance Project Team:

MacKays to Peka Peka Expressway
PO Box 8044, The Terrace, Wellington 6011
Email: info@m2pp.co.nz
Telephone: 0508 M2PP INFO (0508 6277 4636)



MacKays to Peka Peka Expressway

New dates for public consultation

You are invited to the MacKays to Peka Peka Expressway Project Expo

The NZ Transport Agency is presenting its proposals on the MacKays to Peka Peka Expressway for public consultation from 28 November 2010 to 4 February 2011. The Project Expo is an opportunity to come and view our plans, meet the team, learn about the proposals and offer your comments on them.

We hope you can join us at one of the following sessions:

Sunday 28 November 2010	10am - 4pm	Southward Car Museum, Otaihanga
Tuesday 30 November 2010	4pm - 8pm	Kāpiti Community Centre
Wednesday 1 December 2010	4pm - 8pm	Waikanae Memorial Hall
Thursday 2 December 2010	4pm - 8pm	Raumati South Memorial Hall

The consultation period has been extended from six weeks to ten weeks to accommodate the December/January holiday break.

We look forward to your attendance.



PO Box 8044, The Terrace, Wellington 6011

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In the event that you are unable to attend the Project Expo, all display material will be on the project website for you to view at www.nzta.govt.nz/m2ppproject and at the Information Centre in Coastlands.

In addition, a public consultation brochure and submission form will be sent to every household in the Kāpiti district.

For further information please contact the Alliance Project Team:

Tel: 0508 M2PP INFO (0508 6277 4636)

Email: info@m2pp.co.nz

Post: MacKays to Peka Peka Expressway
PO Box 8044, The Terrace, Wellington 6011





Wellington Northern Corridor

MacKays to Peka Peka Expressway

May 2011

Confirmed Expressway Alignment

In November 2010, the NZ Transport Agency (NZTA) announced the concept for the MacKays to Peka Peka Expressway. Specifically we sought comment on the alignment proposal at the southern end, the number and location of interchanges and the two alignment options north of Waikanae River. The purpose of this document is to inform you of the decisions made in respect of the proposals.

These decisions will form part of the NZTA's application to the Environmental Protection Authority and then be subject to statutory approval under the Resource Management Act.



How decisions were made

- **Step one** - In 2009 a number of options were considered for the long term development of State Highway 1 through the district. After public consultation the former Western Link Road/Sandhills Motorway corridor was selected.
- **Step two** - we identified a large number of options for the final route, developed designs to enable testing to determine which options were viable (our long list of options) and applied a multi-criteria assessment process to identify the key aspects of each option in order to develop a short list of options for further analysis. We then applied more detailed analysis to the short list to enable the selection of proposals for public consultation. (May to November 2010)
- **Step three** - we presented our proposals through a brochure delivered to households in the district and a series of public expos, and sought feedback on them. (November 2010 to February 2011)
- **Step four** - we considered your feedback, undertook technical assessments in a wider range of technical, social, cultural, environmental and economic specialist fields, and reassessed our proposals based on the above in order to satisfy the statutory framework, including the responsibilities and requirements of the Resource Management Act.

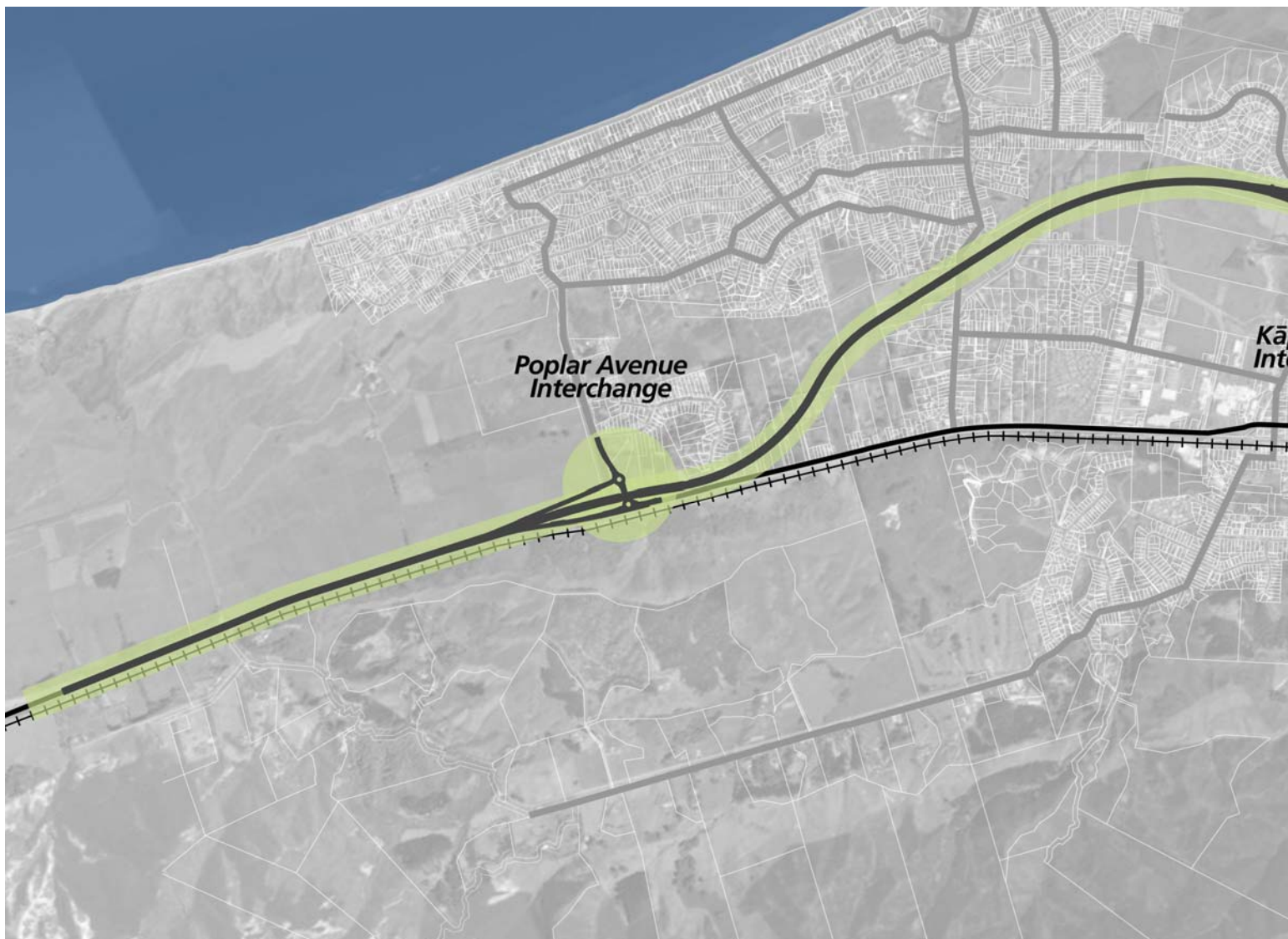
Resource Management Act (RMA)

There are several responsibilities and requirements of the RMA:

- The preservation of the coastal environment, wetlands, lakes and rivers.
- The protection of outstanding natural features and landscapes.
- The protection of areas of significant indigenous vegetation and habitats.
- The maintenance and enhancement of public access to rivers.
- The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga.
- The protection of historic heritage.

The decisions

- A partial interchange at Poplar Avenue allowing northbound traffic to exit the expressway and southbound traffic to join the expressway.
- At the southern end the alignment will follow the proposal put forward in November.
- A Paraparaumu town centre interchange will be provided at Kāpiti Road.
- A Waikanae interchange will be provided at Te Moana Road, effectively enabling a second local crossing of the Waikanae River.
- North of the Waikanae River the route will follow the western alignment (Option 1 in the November proposals).
- A partial interchange at Peka Peka Road allowing southbound traffic to exit the expressway and northbound to join the expressway.



Southern end

The decision at the southern end was between the alignment detailed in our proposal in November 2010, where the expressway diverts from the existing State Highway 1 north of Poplar Avenue, and the alternative which would have more closely followed the original Sandhills designation.

This decision has been one of the hardest to make because of the number of property owners affected. The existing designation was in place for many years and there were long held expectations that the alignment would follow this route.

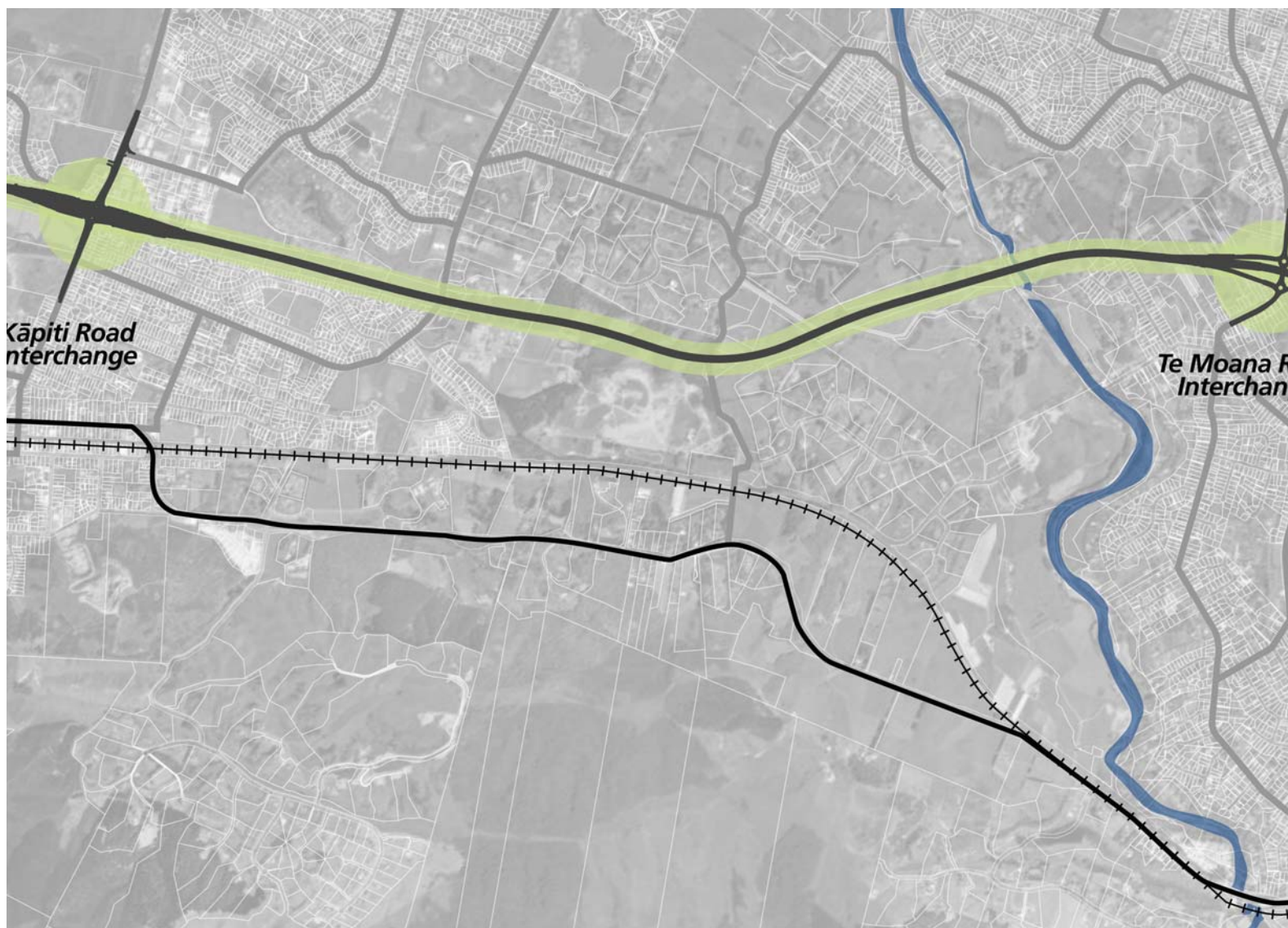
The November 2010 proposal would require the removal of 21 houses. However, the alternative would have a wide range of impacts which when considered as a whole would be of high significance under the Resource Management Act:

- **Severance and the community** – north of Poplar Avenue more than 100 houses between the expressway alignment and the existing State Highway 1 would be permanently separated from the Raumati South community and local schools. Feedback from the community told us that this connectivity is important. It would also result in the closure or relocation of Te Ra School. Overall, the cohesion of the community would be severely affected for the long term.

- **Visual** – raised structures would be highly visible from QE Park and parts of the Raumati South community. The November 2010 option would also have some visual impact, but less than the alternative.
- **Environmental** – ecologically important wetlands and the largely unmodified dune system within QE Park would be severely affected. Under the RMA, the preservation and protection of these matters is of national importance and we must therefore consider these significant in meeting our obligations and requirements under the Act.

Given the cumulative effect and the long term nature of these impacts, it has been decided, on balance, to confirm the alignment proposed in November 2010.

We are very aware of the impact this decision will have on affected property owners and we will continue to have discussions with them in order to bring certainty as soon as possible.



Interchanges

An interchange at Kāpiti Road will provide the best functionality for the Paraparaumu town centre. Changes to Kāpiti Road are being considered as part of the ongoing design process to ensure that any impacts on the local road network are addressed.

An interchange at Te Moana Road will achieve good connectivity between Paraparaumu and Waikanae by providing a second local crossing of the Waikanae River.



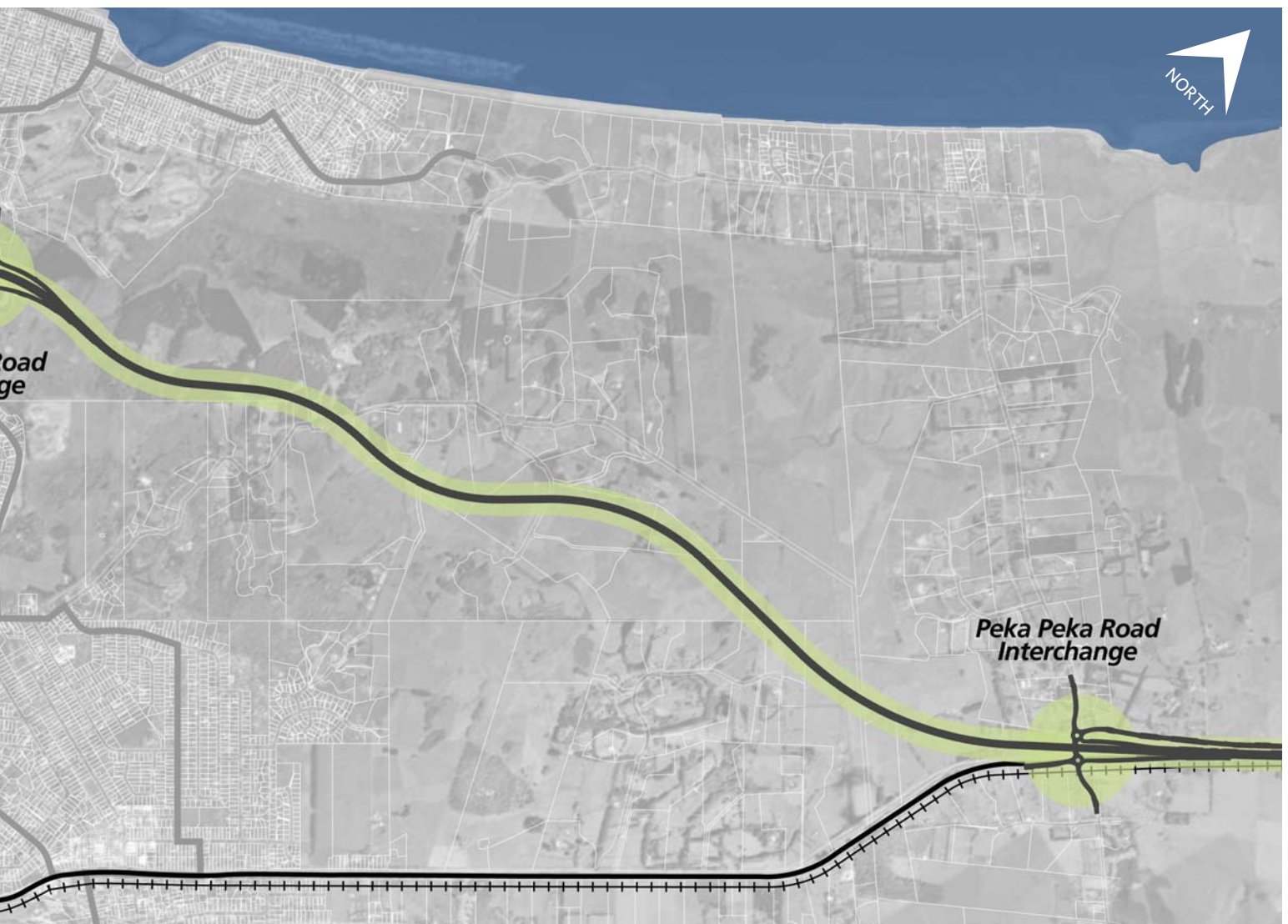
Aerial showing the Kāpiti Road interchange area

Waikanae

The western alignment (Option 1 in the November proposals) has been confirmed, reducing the number of homeowners affected. The alternative would have required 25 houses and parts of an additional four properties. The selected option will require 11 houses and parts of an additional five properties. Further work will ensure that the design respects the cultural and archaeological significance of this area.



Aerial showing the Te Moana Road interchange area



Your feedback

What you told us about the proposals presented in November 2010

Feedback covered a wide range of topics, with both general support of and opposition to the proposals being strongly expressed. Topics ranged from the various proposed design and alignment options to environmental and community considerations.

Feedback can be categorised as follows:

Matters that are directly relevant to this decision – the alignment and the number and location of interchanges.

Matters relevant to new design detail that will be the subject of our next round of consultation in May.

Other matters that are not directly relevant to this design process but which can be raised as part of the statutory process when the NZTA applies for consents through the Environmental Protection Authority process.

The feedback most relevant to this document includes:

A large amount of feedback was received on the southern alignment with some people supporting the proposal but more people opposing it.

North of the Waikanae River two options were proposed. Opinions were mixed but more people favoured the western alignment which runs between the Maketu tree and the urupa than the eastern alignment.

There was a high level of support for the number and location of interchanges with some concern expressed over the impact on local roads and communities. However there was strong support for the crossing of the Waikanae River that this proposal provides for.

Making the right decision

In a project of this scale and complexity we need to make sure that decisions we make, achieve a balance of the following key factors:



Environmental - Wetlands and dunes



Social - Property and connected communities



Cultural - Heritage sites, buildings, and wāhi tapu. Character, sense of place



Economic - Access to town centres, freight and cost

National

Providing for national roading infrastructure and design requirements of the roads of national significance.

Regional

Providing for regional traffic such as commuters.

Local

Providing for local access and connectivity in communities.

What's next?

The alignment identification process is now complete. We are now entering the design development phase covering important matters such as noise, cycling and pedestrian paths, and local connections. This will be the subject of Expo 2.

TIME	ACTIVITY
2011	May to June This third stage of consultation (Expo 2) will focus on the design of the expressway.
	July to December Design refinement and statutory consent applications will be prepared to lodge with the Environmental Protection Authority (EPA).
2012	Application for consents will be publicly notified. Opportunity for public to make submissions.
2013	Detailed design and construction can begin if consent approvals are given by EPA.

Consultation report

Submissions received from the November 2010 Public Consultation have been summarised and a report is now available. The Consultation Report can be downloaded from www.nzta.govt.nz/m2ppproject or a copy can be requested by calling 0508 M2PP INFO (0508 6277 4636) or emailing info@m2pp.co.nz



Our contact details

For further information please contact the Alliance Project Team:

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 Telephone: 0508 M2PP INFO (0508 6277 4636)



MacKays to Peka Peka Expressway

Expo 2 dates announced

You are invited to the MacKays to Peka Peka Expressway - Expo 2

The NZ Transport Agency is presenting its confirmed alignment and interchange locations for the expressway at expos to be held in mid May 2011. Expo 2 is an opportunity to find out more about the design concept, mitigation measures and the construction of the expressway, and offer your comments to the project team.

We hope you can join us at one of the following sessions:

Sunday 15 May 2011	10am - 4pm	Southward Car Museum, Otaihangā
Tuesday 17 May 2011	4pm - 8pm	Waikanae Memorial Hall
Thursday 19 May 2011	4pm - 8pm	Kapiti Community Centre
Friday 20 May 2011	4pm - 8pm	Raumati South Memorial Hall

We look forward to your attendance.



PO Box 8044, The Terrace, Wellington 6011

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In the event that you are unable to attend Expo 2, all display material will be on the project website for you to view at www.nzta.govt.nz/m2ppproject

In addition, the Information Centre in Coastlands will have Expo 2 material on display.

For further information please contact the Alliance Project Team:

Tel: 0508 M2PP INFO (0508 6277 4636)

Email: info@m2pp.co.nz

Post: MacKays to Peka Peka Expressway
PO Box 8044, The Terrace, Wellington 6011



Appendix 3.B – General comments gathered from EXPOs

November 2010, EXPO 1 Southwards Car Museum

General Comments:

- A ridiculous solution to a problem solvable with a local 2 lane WLR and upgrades and fixes to flow on existing SH1
- Property will devalue. Who's going to buy a house with a bloody big expressway on the backdoor
- Well done, get on with it. The whole concept is just 20 years too late.
- I've lived in this house all my life and now you're telling me I'm going to need to move for a stupid expressway
- We don't need an expressway – any form! Wrong priority in the national budget, taking away from education, health, social services etc. affecting all of us.
- The solution is the more economic :
 - 2 lane western link road
 - Increased public transport
 - Upgrading existing Highway 1
- The expressway has huge impacts on Kapiti, dividing and destroying, affecting thousands not 86. Think of our children! It is a 1950's solution.
- Excellent work, great for Kapiti Coast and new Zealand
- Well done. Good proposal! You cannot please everyone. Waikanae and Paraparaumu can breathe again.
- Of course we need to the expressway. Jolly brilliant.
- Good work. Let's get on with it we've had 20 years already.
- We don't need an expressway! Solve the problems, don't build roads.
- Is there anyone in authority at all caring enough to help home owners in their time of need?
- The days of being a "sleepy seaside town" are long gone. This sort of thinking demonstrates a dinosaur outlook. Thi is the 21st century, and if you don't like progress move to e.g. Eretahua or Ponaroa (and they are more "with it" there!!). This is a national road, and too many are looking at it with purely local eyes. I'm with the Gowi Group, not the Nimby!!
- No to expressway, yes to sandhills.
- Think of the families and the homes you are destroying for an Expressway!
- Build it NOW.
- Build it NOW.
- Otaki roundabout congestion is the real problem! Work this out first!!!
- Great interchanges Kapiti Road and Te Moana Road. Interchange not at Otaihanga – that's great too!!
- I don't support either of these two options! I support a local two-lane western link road and improvements to Sh1 route.
- It all looks so neat and clean doesn't it? But the noise, the concrete (greenhouse gases), the cost! The Pain! Shame on NZTA for going back on their support for the Western Link Road. Climate Change, Peak Oil etc. Transmission gully makes more sense.
- J.D.I.
- Reconsider the current Sh1 – retain all impacts on the established route!!
- Get on with it without any more farting about.

- Whatever happens you must use low noise road surface.
- We celebrated coming to NZ in waka – we ate all the moa and each other and now the land is more important than the people – yeah right.
- Human lives – less important than empty land? Respect for the long dead Māori's or living breathing people? Gorse and scrub land or gardens filled with native birds and trees.
- The sooner the better. Get on with it!
- Go Go Go!
- Sound barriers to be effective while building the roads and of course after... when road is completed. Thanks....
- People moved to Kapiti for its relaxed lifestyle. Western Link much more user friendly. Why is preference given to truck companies over people?? No one else benefits long term.
- Get on with it we have been waiting too long for this
- Sound barrier. Hillack with trees planted up. Trees not bushes.
- Take the previous route on the western side of the railway – dropping below ground level for the two centres – this scheme divides the residents areas
- Good plan – allows for future development of rail
- Do not build this road!! We want the two lane western link road only!!
- Just do it! (with tick)
- Get on with it
- Please make sure all lights are down lights to minimize light pollution effects
- Reinstate western link road. Cheaper and less invasive. Use the train.
- Excellent overall. It is a must have for the long term. Make a decision and go!
- Use the designation not my home.
- Leave your cars at home people. This road is a last century solution
- What about the criteria – impact on homes
- Get on with it. I would like to see it before I die.
- The country can't afford it and our future oil supplies are uncertain
- This changes the culture completely of this area! Moving from sleepy beach area to noise polluted urban area. Commercial areas can be moved without emotional damage!!!
- This is not the answer. The problem of roads is further south in wellington, build the two local lane western link road, upgrade SH1 to four lanes (not expressway)
- Looks good. Well-presented “considerations”, explanations are very good.
- New expressway not to be offered until full road is completed to avoid disruption to local roads and residents.
- Compensation for properties affected? Yeah right who is subsidizing this motorway – its neighbours!
- Keep profile low and begin plant now
- A waste of money
- Save Kapiti from stagnation. Get the expressway built as quickly as possible.
- To continue using motor cars every day for any reason is simply not sustainable. It is this sort of mindless behaviour that results in communities being destroyed by expressways.
- What an incredible waste of money to avoid trucks having to slow down for Waikanae and Paraparaumu
- Yahoo!! Can't wait, let's get started now.

- Do what!! 2017
- No more delays been a long time coming – start tomorrow
- “Affected” means quality of life. Western link provided that. This is a waste of \$500m that NZ can’t afford.
- You are not listening to the majority of people! We do not want this expressway! Give us back the original WLR
- I have a shovel and wheel barrow for hire. DO IT!!!!
- Just do it! Thanks for the consultation.
- Well done. We have been waiting too long for this road. Bring it on!
- Great for all of Kapiti and for all of New Zealand taxpayers (motorists). A very progressive plan and what we need to future generations.
- No expressway in Kapiti.
- This is not a solution and will cost way to MUCH before the idea is abandoned!!
- Get started now the M.I.L. wants to use it before she passes on to the other side!!
- I agree. Do it as quickly as possible
- Great. Let’s get started
- Build it now!
- It is obvious much thought and many hours went into planning. Thank you.
- Good. The sooner the better!
- No detail. No certainty. Just a whole lot of fuzzy PR rubbish.
- Best thing for the whole area. The sooner the better.
- Think about people’s homes you’re smashing through... if it was your home you wouldn’t like it so why do you do it to others people? AKA COMPLETE WASTE OF TIME!!!
- This whole concept is retrograde!
- Great – do it now
- Professional, excellent, well done!
- Excellent. I agree with the plan. It is long overdue. Congratulations. Whatever option is taken somebody will be hurt. We need a better highway just save our natural heritage.
- Do you really know how big the actual peak traffic is? – is it cost effective?
- We have to have an expressway to let through the traffic. Great planning. Just get on with it.
- Expressway is GREAT!
- Stop yakkin – get cackin!!!
- The sooner the better!!
- Upgrade existing SH1 route!! Don’t cut up Kapiti!
- Please do not build this road. We do not want it or need it and cannot afford it.
- Build it now. Sooner the better.
- Time for Kapiti to take collective foot off the air hose (of transport).
- Don’t put the expressway in it is a bad idea.
- Complete waste of money!
- Our community and economy will be devastated by ill-conceived plan.
- Motorway is not necessary. Why not WLR plus SH1 upgrades?
- The need to improve the safety of SH1 is paramount. I welcome the consultation and look to the future of a state transit across the Kapiti coast.

- Well done! Great planning. Keep it going.
- About time. Sooner the better!
- This should have been done years ago. Get on and do it now!
- Well done get on with it.
- Motorway is unnecessary. Why not a sustainable solution of WLR and SH1 upgrades?
- Just build it. Now!!
- This is an insult!
- Great idea

Waikanae North (central)

- How can you imagine that mowing down a sand hill plus properties that are affected is humane, sensible or feasible? Sand is not suitable support for heavy or large numbers of vehicles
- NZTA: Easy to bowl houses rather than wetlands and groves
- Keep Kapiti Road level
- Please ensure that sub roads like Te Moana Rd and Park Avenue are considered for all the extra traffic which will be generated
- Vital that good measures are in place so the noise from this expressway doesn't impact on every person living in every part of Waikanae.
- Waikanae; Option 1 15 homes gone! Option 2 32 Homes gone – to save Urupa and Wetlands!?
- Build a tunnel under Waikanae!
- Interchange here a must. (Waikanae – Te moana Rd)
- The rise at the Te Moana Rd interchange is my major/only concern
- Need a roundabout here – Mazengarb Rd. Emergency services Fire.
- Sound barriers and as many noise resistance as possible
- Move road as far away from properties possible. Use empty wasteland (landfill) rather than impact on homeowners. (Otaihanga)
- Good plan – preserves the Waikanae village area.
- Waikanae village will die either way so go for SH1 route
- No more certainty than we had one year ago. Where do we stand!!

Southern End

- Motorway designation lifted in 1997. Te Ra School purchased in 1999. Take note!!!
- This is the only logical option – Te Ra School was well aware of this option plus it never should have been built there. (QE Park option)
- Great option – doesn't divide the community in half!!! (Main road option)
- New route better for Raumati South communities no huge division!! (Main Road option)
- Excellent concept to have southern entrance impact less on whole community and nature. (QE park option)
- Use the original option for Raumati end. Protect people not vested interests. (Raumati road)

- It is cheaper and better to move Te Ra School than all those houses. Think of the families and homes. (QE Park option)
- Can't believe "ecological" problems are more valuable than houses. Use QE Park land.
- Don't destroy all those homes – use southern option (QE park option)
- Southern option – through QE Park
- Southern option – re-locate Te Ra School
- I think the optional siting of road is more realistic through the corner of QE Park than disrupting all these homes.
- Connection through QE Park is surely better and feasible compared to taking houses.
- Like the preferred, but concerned about ponding and sound and sound deflection – Leinster Ave
- Proposed Southern Connection through QE Park is the way to go!! Get on with it!!!
- The proposed southern connection through QE Park is the way to go. Get in with it!!!
- Southern option for Raumati South – Te Ra School can be relocated. They knew when they built.
- Te southern option through QE Park is the logical way to go. Hurry up!!
- Logical conclusion for the southern end at Poplar Ave. Sympathy for those affected. (Main Road Option)
- Very unwelcome option (QE Park option)
- Just do it!! Option 1 Raumati South, not new proposed route.
- Use this option (QE Park option)
- Prefer the original route between the schools. Why do we have to cater for Te Ra School?
- Te Ra Wins!! Overrides the sensible decisions of past, at far greater cost to homeowners and ratepayers.
- Move the school. They knew about it before they built there!
- It would be better to relocate Te Ra School.
- **MOVE TE RA SCHOOL**
- Shift Te Ra! I personally went there and experienced first-hand the worst type of bullying and the teachers didn't care.
- Keep the people in their homes, move the expressway to the blue dotted line through QE Park
- Just move Te Ra School. The plan was there before the came around!
- What is wrong with you people? Just move the school!
- Its as if someone planned this route to go through as many properties as possible. Unbelievable! (Main Road option)
- Expressway under not over Raumati Road please and no noisy coarse chip surface!! (Raumati Road)
- It is better to move Te Ra School! Think of the families and their homes you are destroying!
- Rezone from rural to residential
- Finally a sensible solution for the southern entrance that will have the least impact on Raumati South (main Road option)
- Saves the wildlife (Main road option)
- Move Te Ra

- Put people and their houses before swamps and privately owned elitist schools. Move Te Ra to Whareroa farm and go through the park. People First!

Northern End

- Re Peka peka interchange: If this is not a full interchange more people will be using Paetarua Road
- Need full connectivity for Peka Peka Rd. Not limited access. Do it once for the future

November 2010, Expo 2 Kapiti Community Centre

General

- Climate change and the effects of encouraging more use of private cars
- Provision for the on road cyclists needs to be considered along the length of the road
- What haven't we heard! Most Kapiti coasters don't want SH1 cutting this community in half and destroying our district
- All this is not needed! Upgrade SH1 + WLR + PT improvements = problem solved
- Please leave local cycling and walking tracks alone as much as possible – its great how the areas is connected now especially Wharemauku Stream
- Start next year – stop the talking
- Quite a process? Lets hope the consultants don't make a meal of our hard earned tax dollar. And that goes for the Contractor. Keep it local, keep it honest.
- Sand hills motorway/expressway brilliant!! Just hurry!
- Surely the trained staff of NZTA can educate the Minister and bring his thinking into the 21st century
- If you were truly considering all these options you would not be building an expressway through the Kapiti District. There are alternatives

Southern

- Fix the bottleneck at MacKay's to Pukerua Bay before this road is built. The traffic problem will increase if it isn't
- Why bend the road here? Make it straight across to Raumati Road.
- We would have been there if Joyce had left us alone!
- Expressway less expensive to go past Te Ra School etc – School relocation is less disruption for others
- Who owns the park? Wetlands? What "Iwi" is here?

Central

- Need another interchange at Otaihanga Rd to take pressure off Kapiti Rd and to improve access to the expressway for Paraparaumu Noth are, to improve link to Waikanae
- What about Wharemauku bike track?? Don't let it go!
- Expressway built under local roads wherever possible (maintain visual lines to Kapiti)
- Kapiti Rd interchange will put more trucks going to Ihakara St onto this section of Kapiti Rd which is already choked. Alternative to put at Ihakara St extension with a link Rd back to Kapiti Rd
- What happens to congestion on Kapiti road?

December 2010, Expo 3 Waikanae Memorial Hall

General

- Why are we doing this? We shouldn't do it at all. It wrecks people's homes. It would be very, very stressful.
- Option 1 – just get on with this job. Old coasters have had plenty of time to sort this out. About time someone has taken a stand.
- No the solution we need. CBD is too low for all the upheaval. Build 2 lane WLR and improve SH1 as needed! Waste of money!
- I don't want the road to go through Heath
- Option 1
- People affected who will be close (but not taken out by) expressway need to be compensated!
- The cost benefit ratio of this project is too low. It won't mean more jobs long term, it won't increase NZ exports, it won't be affordable for our grandchildren to pay off the debt. It will be a noose around their neck and the most damaging thing any government has ever done. DON'T DO IT – 2 lane WLR.
- The community as a whole do not want this. Why spend tax payer money. This is very upsetting to all concerned - no win situation.
- Option 1 is better as it protects more houses, is a straighter route, and 1 tree and burial site should not be the deciding factor. Especially as most of the Urupa has been protected – it is crucial that soundproofing is a major factor to protect existing houses and that landscaping is sympathetic to the area.
- Why do adjacent properties not be counted as affected?
- Stay on the same line/path as transmission gully, do it in one!
- This bypass is unacceptable on all fronts. It is against all the rules of urban design. KCDC submission states it is a totally unacceptable option. It is divisive, environmentally damaging and will destroy the character of our beautiful seaside communities forever. It is economically unviable. It destroys everything that makes this place worth living in. I feel ashamed to call this New Zealand.
-

Southern

Central

- Totally opposed to either route for expressway for environmental/community reasons. Waikanae beach community will be affected/spoiled/ WLR is an obvious no brainer.
- Don't want over bridge at Te Moana Rd. Too noisy and light pollution so under or at grade.
-

Northern

- Could we please have south bound access at Peka Peka interchange
- All traffic heading north can only access the expressway at Te Moana road to get to northern Waikanae to Te Horo area. Peka Peka needs to be a full interchange.

- All traffic heading south from Te Horo to Peka Peka can only access the expressway via Te Moana Rd interchange. Peka Peka needs to be a full interchange.
- Peka Peka Road – Access to expressway to go south needed

December 2010, Expo 4 Raumati South Memorial Hall

General

- I think that frank disclosure of future local roading growth is essential to ensure that the people who move only have to move once to escape bust roads. e.g. are there plans to put a road between Raumati South and Paekakariki at the beach side of the community?
- I would like full disclosure of the economic impact of the impact report particularly of businesses of current SH1 and businesses on new proposed routes. As it stands arguments are not transparent or acceptable
- I would like to know why it is better to use a new route rather than improve the existing SH1 route. No real cost benefit analysis has been released
- People who buy on SH1 live with the knowledge that it is a busy road. They've made an informed choice. The rest of us did not. We don't want a busy highway in the middle of our suburbs.
- This road is an election issue for me. Make transparent choices now or we can't choose to support one way or the other.
- Who is thinking of the elderly and their continued ease of access to community facilities? This sort of thinking has not been shared, assuming it has been prioritized at all?
- Bad idea. Wrong
- Stick to western link road, by far the best, less disruptive!
- Get on with it ASAP. Even if it means contracting overseas!
- Only if you believe in the tooth fairy
- Is there provision for a cycleway?
- Sad. Wrong.
- Yes, just do it!!
- Leave our district alone!
- Like Nike says "Just Do It"
- Sound considerations are very important. Cycleways/walkways mitigate bad effects
- Best idea yet go yellow.
- This is shocking!!! ☹
- This proposal is great. Proceed with consulting and don't delay.
- We have a large population of elderly, some still driving on roads that are manageable for them. This would change those lives and bring untold misery. Revert to the 2 lane road, not an expressway.
- Two highways running parallel?
- This is CRAP! Don't people matter to you?
- Upgrade SH1
- Angry and upset to be bulldozed in this way by people not living in the area, ie not affected.
- Not a good idea. Have you thought about all the elderly drivers here? Bad bad news.
- How can you pull down people's houses? What gives you the right to destroy people's lives?
- This makes me weep
- Keep out!
- Upgrade SH1 + WLR + PT = solution!

- Typical backward Tories
- Connect Ihakara St to airport
- Very many elderly drivers in district. Design of intersections crucial to their using them well. Many movements on Kapiti Rd and into retirement areas.
- The sooner the better
- Our houses are less important than uninhabited land? Human lives and impacts matter less than wetlands? Environmental considerations don't consider people??
- Go Yellow!
- Just move it back to the blue dotted and I'll love you forever
- In a more enlightened world more is done to create integrated transport instead of creating bigger road for more vehicles
- Vote labour
- Crazy idea
- Build WLR
- Return to WLR (no expressway) + upgrade SH1. Refer council plan.
- Western Link Road; Connect more existing streets; Upgrade SH1
- Total unmitigated disaster, ruination of the environment. What an idiotic, outdated plan. This is the 21st century. Plan is vandalism
- Why did you even think of doing this? ☹

Southern End

- Just move it back to the blue dotted and I'll love you forever
- Transport hub at Poplar/Main Road – Bus, train etc.
- Southern interchange needs to be full interchange i.e. with southbound access

May 2011, Expo 1 – Southwards car Museum

General comments noted down during discussions with Alliance members:

- How will the Peka Peka to Waikanae school bus service work?
- Concern for safe access to Medical Centres on Kapiti Road.
- Provide visual of expressway looking towards Kapiti Island.
- On at Peka Peka to go south - residents from across railway in Waikanae turn right and join at Peka Peka, quicker than driving down Te Moana.
- Kerb blocks at 80°, not 90° to save mashing up wheels.
- Fine particles - need to take on board recent research on impact of fine particles on people who have never been exposed in past (rural communities - California).
- Mazengarb landowners concerned about noise.
- Civil defence concern if Kapiti Road interchange is damaged in an EQ, needs extra provision to get on at Otaihanga.
- Extra through traffic at Waikanae, getting off expressway to get to north Waikanae, will they run through local streets/park etc not designed for lots of traffic.
- Prefer Ihakara for interchange at Paraparaumu to avoid overloading Kapiti Road.
- Are we planning for 6 lanes in future given probable growth if roads give better access.
- Leinster - noise bund high at cul-de-sac, don't want to see cars on expressway.
- Interchange at Otaihanga.
- Peka Peka - ramps the wrong way, no one will use them, live in Te Horo, access is therefore Poplar Ave, no one will use it. PP20 project does not know what is going on at Peka Peka.
- Te Moana Rd/Park Ave intersection dangerous now, will it get worse with new interchange at Te Moana - blind corner coming from west. Will expressway block views of Kapakopnui when on Te Moana Rd?
- What is the difference between severance at Poplar/Leinster Ave and severance everywhere else along the route?
- Off-ramps at Peka Peka would be good.
- Make it so trucks get off at Peka Peka so avoiding commercial traffic (by law) through Te Moana.
- On ramp northbound from Te Roto Rd.
- Traffic jam on Kapiti Road, why not interchange to south?
- Sink holes on Leinster Avenue. Old stream in the area can drain back area?
- What is the extent of street lighting at intersections?
- Should be provision for a Rail Station at Raumati. GW has suggested 300 parks are required for railway station.
- Peka Peka interchange - need for full interchange now, designate in the future.
- Integration of road & expressway, cycleway at Te Moana Rd.
- Suggestion of a model of expressway would be useful.
- Te Moana Interchange noise walls?
- The existing Waikanae Bridge needs pedestrian access on the east side. The WLR was always going to be four lanes from Raumati to Te Moana.
- Fly through on website? Put it on Youtube.

May 2011, Expo 2 Waikanae Memorial Hall

General comments noted down during discussions with Alliance members:

- Waikanae Te Moana area is swamp, how will road be constructed through there?
- When can the link road open? When will it all be available?
- Why not use existing SH1? Another expressway is not required why not park and ride?
- What will happen to property when the wetland pond overflows in Puriri Road?
- Will the quarry in Waikanae be used? If so, what quantity and frequency of truck movements? What will be the impact on Elright Street?
- Concerned that the partial Peka Peka interchange design will affect the existing Garden Centre business viability. Prefer the interchange to include a north-bound off ramp (and presumably a south-bound on ramp).
- Concern for traffic noise near Peka Peka, prefer use of low noise road surface.
- Why spend money on interchange at Te Moana Rd - few people will use it.
- Need local bridge across Waikanae River - Weggery Drive - as previously promised - old people don't like motorways.
- Put drive through simulation of Kāpiti Road on DVD.
- It takes a long time to travel Waikanae Beach to Paraparaumu Beach - plunket nurse 1/2 hour, petrol, delays - could see more people - is this taking into account in economics.
- Length of ramps look too short.
- Check height of trees on Te Moana Rd photo simulation - someone said they should be lower than the overbridge.
- Why not full interchange at Peka Peka? Landowner in Greenhill Road has long been a supporter but is now annoyed that will not get full access to the expressway at Peka Peka.
- Doesn't understand the urban growth response of KCDC district plan.
- Difficult to cross Te Moana Road on east side of expressway, need a pedestrian crossing.
- Improvements at Park & Greenaway with Te Moana – roundabout.
- Don't want Waikanae intersection.
- The reasons for expressway alignment in Raumati didn't come across well.
- Why not investigate the urupa in Waikanae to locate the burials?
- Takamore wetland has a high groundwater table and spring down by Kauri Road.
- Ngarara Road access across expressway. For stock crossing and accessibility.
- Ambulance, fire and police service would be better served with a full intersection at Peka Peka.
- How does the floodway work at Te Moana? and will it improve groundwater or make it worse?
- Provide a pedestrian crossing at Te Moana Road.
- Noise increase on feeder roads - are we modelling? Some significant increase in traffic flows as traffic makes its way to ramps.
- Request for open grade porous asphalt (OGPA) adjacent to large Ngarara Rd property at west end.
- Still a need for a local bridge for local use over the Waikanae River and the sea especially for the elderly. In USA - home based to each other's places. The thought of going on a motorway/expressway is daunting for the elderly.
- Branding distinctive 'history' Old Post Office Museum 80% of culture.
- What is the relative timing of Transmission Gully compared to M2PP & PP2O projects?

May 2011, Expo 3 Kapiti Community Centre

General comments noted down during discussions with Alliance members:

- Te Moana off ramps, make them shorter.
- Resident in Te Horo wants an on ramp at Peka Peka, considers that KCDC can control development through District Plan provisions.
- Likes idea of cycle link from Mazengarb to Waikanae River.
- Existing flooding at Te Kowhai Road created from historical Council road works.
- Open stormwater drains at Rata Road are unsafe, upgrade this drain.
- Kapiti Road stormwater pond, prefer to screen it, so not visible. Screen with island access off Kapiti to island. Smell & mosquitoes going to be a problem.
- Poplar Road need/want bypass lane for roundabout.
- Kapiti Rd traffic connection with Milne Drive, when is Ihakara Street extension to be built?

May 2011, Expo 4 Raumati South Memorial Hall

General comments noted down during discussions with Alliance members:

- Interested to talk about requirements about fence locations. Would like property discussion about fence location.
- Questions about stormwater design issues, what is happening with stormwater in the Raumati area.
- Whole concept is wrong so 1950s, don't build more roads
- What about on/off ramps at Peka Peka, should be provided?
- Cycleway link from QE Park to Whareroa Farm Park would be good.
- Rates cost for SH1 retired section?
- Has Saline intrusion water modelling been undertaken?
- Concern for access to sites not fully required in Leinster Avenue and noise mitigation.

Appendix 3.C – Information panels for EXPO 1 & 2

Appendix 3.D – Media releases and advertisements



NZTA to reschedule MacKays to Peka Peka Expressway consultation

2 Nov 2010 | Wellington Regional Office

The NZ Transport Agency is rescheduling public consultation for the MacKays to Peka Peka expressway to enable the proposals to be further refined.

NZTA Central Regional Director Jenny Chetwynd says public consultation for the expressway was initially proposed to begin on 7 November, but that this is being rescheduled to allow the NZTA to further refine these proposals and provide more certainty to landowners and the wider community when consultation begins.

"We've made some good progress on developing proposals, and with some further development we'll be in a position to provide people with a better understanding of the potential impacts," says Ms Chetwynd.

"This will help us to further refine the specific proposals we've developed and therefore potentially reduce the impact on property owners."

Ms Chetwynd says the NZTA appreciates that people are eager to have the opportunity to see the proposals and comment on them as soon as possible.

"We've rescheduled the consultation to ensure that the proposals we present to the public reflect the best possible options that provide the greatest certainty for property owners and the wider community.

"By getting it right early in the process we'll save ourselves and the community time and uncertainty further down the track."

Ms Chetwynd says the NZTA will announce the new timeline for consultation next week.

"We're committed to keeping the community fully informed on the project, and it's therefore important that no stone is left unturned in this process. We thank the community for their patience and understanding in the meantime."

Ms Chetwynd says that the NZTA will consider extending the planned six week consultation period to ensure that everyone has an opportunity to consider the proposals and provide feedback.

The NZTA will be writing to residents later in the week to ensure they are made aware of the change to the consultation schedule.

UPDATE:

The new timelines for the Mackays to Peka Peka Expressway consultation will now be announced following the NZTA's next Board committee meeting on Thursday 18 November. This will enable the NZTA to put the refined route proposal to its Board committee before proceeding to public consultation.

For more information please contact:

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NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway

18 Nov 2010 | Wellington Regional Office

The NZ Transport Agency has today announced the details of an extended consultation period for the MacKays to Peka Peka Expressway, following the NZTA Board's consideration at its meeting today of a more detailed route proposal.

NZTA Central Regional Director Jenny Chetwynd says consultation will begin on November 28 and run until February 4 2011. Ms Chetwynd says the consultation period has been extended to ten weeks to accommodate the December/January holiday period and ensure that everyone has an opportunity to provide informed feedback on the proposed expressway route.

"We appreciate this is a busy time of the year for people, and by extending the consultation period from six weeks to ten weeks we want to ensure that everyone has the opportunity to carefully consider the proposals and provide feedback.

Ms Chetwynd says rescheduling the start of consultation by three weeks has allowed the NZTA to develop a more detailed route proposal than previously considered by the Board which provides more certainty for those who are potentially affected.

"We understand that this delay has been frustrating for the community, and the NZTA Board has been concerned to clarify and narrow down the options for the path of the proposed route. By next week we'll be in a position to present the community with a route proposal that is more detailed and better illustrates how they might be affected."

The NZTA will be advertising the new timelines in local newspapers, radio, and on its website. All Kapiti residents will be sent postcards outlining the new timeline early next week.

Ms Chetwynd says the consultation material will now be printed. It will outline details of the recent refinements that have been made to the route. Kapiti residents will receive a consultation brochure, with an attached form, for their feedback on the proposals for the expressway. In addition, project expos will be held at Otaihanga, Paraparaumu, Waikanae and Raumati to provide an opportunity for the community to meet the project team, learn about the proposals and offer any comments that they may have.

Dates and locations for public expos:

- Sunday 28 November 10am to 4pm - Southward Car Museum, Otaihanga
- Tuesday 30 November 4pm to 8pm - Kapiti Community Centre, Paraparaumu
- Wednesday 1 December 4pm to 8pm - Waikanae Memorial Hall, Waikanae
- Thursday 2 December 4pm to 8pm - Raumati South Memorial Hall, Raumati

ENDS

For more information please contact:

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Consultation on MacKays to Peka Peka Expressway to start this Sunday

27 Nov 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on the MacKays to Peka Peka Expressway this Sunday (28 November 2010). Consultation will run for ten weeks, until Friday 4 February 2011.

The NZTA has extended the consultation period to ensure that all Kapiti residents can have their say on the proposed expressway route. All residents will receive a consultation brochure which will include a form to provide feedback on the proposals for the expressway. In addition, project expos will be held at Otaihangā, Raumati, Paraparaumu and Waikanae to provide an opportunity for people to meet the project team, learn more about the proposals, ask questions and provide feedback in person.

All of the public consultation material will also be available on the project website <http://www.nzta.govt.nz/projects/mackays-to-peka-peka/resources.html#currentc> from Saturday 27 November.

NZTA Central Regional Director Jenny Chetwynd said the start of public consultation had been deferred for three weeks in order to develop a more detailed route proposal which will provide more certainty for those who are potentially affected.

"We are committed to keeping the community informed and giving people the opportunity to have their say. By spending a few more weeks developing the route we're now in a position to present the community with a proposal that is more detailed and better illustrates how they might be affected."

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability.

In 2009, Kapiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then, further investigation and design work have been carried out to determine the proposals for the various components of the expressway. These proposals are now being presented for public consultation.

ENDS

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MacKays to Peka Peka Expressway consultation closes on Friday

3 Feb 2011 | Wellington Regional Office

The NZ Transport Agency is reminding people who wish to provide submissions on the proposals for the MacKays to Peka Peka Expressway to do so by this Friday (4 February 2011).

Public consultation began on 28 November 2010 and ran for 10 weeks to accommodate the December and January holiday break.

NZTA Central Regional Director Jenny Chetwynd said consultation is an important part of the process and provides the opportunity for the community to have their say on the proposals for the expressway.

"It is important for us to hear people's views on these proposals and we encourage people who still wish to provide their views to do so by the end of the week."

Consultation brochures and feedback forms were sent to every Kapiti household in November last year and are still available at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall as well as at libraries and council offices around the district.

A series of project expos were also held around the district to provide an opportunity for people to view maps and plans, and to speak directly with the project team to find out more about the proposals and project.

The brochure is also available on the project website, www.nzta.govt.nz/m2ppproject.

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability.

In 2009, Kapiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then, further investigation and design work have been carried out to determine the proposals for the various components of the expressway. These proposals are now being presented for public consultation.

For more information please contact:

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Editor's notes

The Government has identified seven essential state highways projects that are linked to New Zealand's economic prosperity. Called the roads of national significance, or RoNS for short, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The RoNS programme represents one of New Zealand's biggest ever infrastructure investments. The seven RoNS projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other RoNS may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford - SH1
- Completing the Western Ring Route, Auckland - SH16, SH18 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2

- Wellington Northern Corridor - SH1
- Christchurch Motorways.

More information is available at **www.nzta.govt.nz/rons**

newzealand.govt.nz



MacKays to Peka Peka Expressway

Public consultation

The NZ Transport Agency is currently undertaking public consultation on proposals for the MacKays to Peka Peka Expressway. Public consultation on this project will close on Friday 4 February 2011.

Information on the proposals for the expressway is included in the consultation brochure. For copies of the brochure and comments form call 0508 M2PP INFO to get a copy posted to you or visit the MacKays to Peka Peka Expressway Information Centre at Coastlands Mall. Copies can also be downloaded from the project website www.nzta.govt.nz/m2ppproject

How to provide feedback

Feedback can be provided by post, in person or online, by filling in a comments form.

- Post to MacKays to Peka Peka Expressway Consultation, PO Box 8044, The Terrace, Wellington 6011.
- Hand to a member of the project team at the Information Centre at Coastlands Mall.
- Go online via the project website www.nzta.govt.nz/m2ppproject

For further information please contact the Alliance Project Team on 0508 M2PP INFO (0508 6277 4636).



We welcome your comments on the proposals for the MacKays to Peka Peka Expressway by 4 February 2011



NZTA thanks Kapiti for MacKays to Peka Peka Expressway feedback

11 Feb 2011 | Wellington Regional Office

The NZ Transport Agency is thanking the Kapiti community for their submissions on the MacKays to Peka Peka Expressway, and says the feedback will be carefully considered by the Alliance as it develops a final route proposal.

NZTA Regional Director Jenny Chetwynd says the Alliance is now analysing submissions, and a comprehensive report summarising feedback will be released in April. Around 1600 submissions were received.

"We are grateful to the people of Kapiti for taking the time to review our proposals and give us their feedback. This will provide us with additional knowledge and local insight to help guide us towards developing a refined proposal."

"We appreciate that these proposals do have a significant effect on the community, and we thank people for taking the time and effort to make their views known to us."

Ms Chetwynd says the content of submissions reflected a wide range of views, ranging from support to opposition, and a mixture of both.

The specific issues relating to the expressway proposals raised most often in the submissions include:

- Community and property impacts
- Details of the southern end of the project
- Options for Waikanae
- Construction — timing, noise and vibrations
- Interchange design and design of the road
- Operation of the local road network
- Traffic management (traffic flow and safety)
- Economics of the project

Ms Chetwynd noted that a number of the submissions discussed issues that fell outside the scope of consultation, including alternative routes or an upgrade to State Highway 1, and the NZTA appreciated that these were important issues to the local community. She said the NZTA was committed to responding to all of the points raised in submissions to ensure the community had a good understanding of the wider issues surrounding the project before the final stage of consultation.

Ms Chetwynd says the next stage will see confirmation of the alignment proposed and more detail of the design made public in May. There will also be an opportunity for people to make a formal submission when the proposed expressway is notified through the Environmental Protection Authority process. This is anticipated to be no later than the first quarter of 2012.

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1 MacKays to Peka Peka Expressway

Expo 2 dates announced

You are invited to the MacKays to Peka Peka Expressway - Expo 2

The NZ Transport Agency is presenting its confirmed alignment and interchange locations for the expressway at expos to be held in May 2011. Expo 2 is an opportunity to find out more about the design concept, mitigation measures and the construction of the expressway, and offer your comments to the project team.

We hope you can join us at one of the following sessions:

Sunday 15 May 2011	10am - 4pm	Southward Car Museum, Otaihanga
Tuesday 17 May 2011	4pm - 8pm	Waikanae Memorial Hall
Thursday 19 May 2011	4pm - 8pm	Kapiti Community Centre
Friday 20 May 2011	4pm - 8pm	Raumati South Memorial Hall

We look forward to your attendance.

In the event that you are unable to attend Expo 2, all display material will be on the project website www.nzta.govt.nz/m2ppproject and at the Information Centre in Coastlands.

For further information please contact the Alliance Project Team:

Tel: 0508 M2PP INFO (0508 6277 4636)

Email: info@m2pp.co.nz

Post: MacKays to Peka Peka Expressway,
PO Box 8044, The Terrace, Wellington 6011





NZ TRANSPORT AGENCY
WAKA KOTAHĪ

Next phase of MacKays to Peka Peka Expressway project announced

6 May 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) today confirmed the alignment of the MacKays to Peka Peka Expressway and announced that the next round of consultation will be held this month. The six-week consultation period begins with a series of four expos with the first one scheduled for Sunday 15 May.

NZTA Central Regional Director Jenny Chetwynd said prior to the start of the next consultation Kapiti households will receive a newsletter outlining the decisions made in respect of the proposals presented for consultation in November 2010 to February 2011.

"The decisions made confirm the MacKays to Peka Peka Expressway alignment. This means that at the southern end, the alignment proposed in November 2010 and, north of Waikanae River, the western alignment (Option 1 in the November proposals) is confirmed. Interchanges at Kapiti Road and Te Moana road are also confirmed.

"The newsletter will provide the community with details on the confirmed expressway alignment and interchange locations, and will be sent out in the next few days.

"In a project of this importance, the careful consideration of a large number of factors including public feedback must be undertaken before any decision can be made. We fully understand that these decisions will have enormous significance for both individuals and communities in the short term and for generations to follow. This expressway is an important piece of infrastructure that will benefit the local community, region and country in terms of supporting a growing population, improving safety and relieving current and future congestion.

Ms Chetwynd says the NZTA was particularly aware that the decisions would have a significant effect on property owners.

"After careful consideration of community feedback, we've chosen the Western option north of the Waikanae River, which will affect 16 properties, compared to the Eastern option, which would have affected 29 properties. However, we appreciate that the Western option will still impact on those who are directly affected, including the members of the Takamore Trust and property owners such as El Rancho.

Ms Chetwynd said choosing the alignment through Raumati South was the hardest decision, due to the number of directly affected property owners.

"The key factor in our decision was keeping Raumati South together as one cohesive community. If we had gone through Queen Elizabeth Park, more than 100 houses would have been permanently severed from the community and local schools. The feedback we received from residents during consultation told us very clearly that keeping communities connected was of immense importance.

"This decision also means Te Ra School can stay open in its current location, while also minimising the long-term visual impact of the expressway on the community by removing the need for large raised structures through Queen Elizabeth Park and the wetlands".

"We appreciate this is a difficult time for property owners who are directly affected, and we will be working closely with these people to mitigate the impacts as much as we can and to support them through this process.

Ms Chetwynd said the NZTA had been consulting with the Kapiti community since 2009, and that its feedback would continue to be valuable in helping to guide the development of the expressway.

"The next round of consultation will be an opportunity for the community to focus on the design development phase of the expressway, including walking and cycling paths, the Waikanae Bridge, possible mitigation measures such as landscaped bunds or earth mounds, and local road connections," Ms Chetwynd said.

Dates and locations for Expo 2:

- Sunday 15 May 10am–4pm – Southward Car Museum, Otaihanga
- Tuesday 17 May 4pm–8pm – Waikanae Memorial Hall
- Thursday 19 May 4pm–8pm – Kapiti Community Centre
- Friday 20 May 4pm–8pm – Raumati South Memorial Hall

Postcards advising the dates and locations for Expo 2 will be posted to all Kapiti households shortly. In addition to the expos, all project information will be on the website **www.nzta.govt.nz/m2ppproject** and on display at the Information Centre at Coastlands Mall in Paraparaumu.

ENDS

For more information please contact:

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newzealand.govt.nz



MacKays to Peka Peka Expressway

Consultation phase ending soon

The NZ Transport Agency is reminding people who wish to provide comments on the design for the MacKays to Peka Peka Expressway to do so by Monday 27 June 2011.

This round of consultation is an opportunity to provide feedback on the design development phase of the expressway, including walking and cycling paths, the Waikanae Bridge, possible mitigation measures such as landscaped bunds or earth mounds, and local road connections. Information on the project is on display at the Information Centre at Coastlands Mall and on the project website www.nzta.govt.nz/m2ppproject

How to provide feedback

Feedback can be provided by post, in person or online, by filling in a feedback form.

- Post to MacKays to Peka Peka Expressway, PO Box 8044, The Terrace, Wellington 6011.
- Hand to a member of the project team at the Information Centre at Coastlands Mall.
- Go online via the project website www.nzta.govt.nz/m2ppproject

For further information please contact the Alliance Project Team on 0508 M2PP INFO (0508 6277 4636).



We welcome your comments on the design for the MacKays to Peka Peka Expressway by 27 June 2011



NZ TRANSPORT AGENCY
WAKA KOTAHI

Consultation closes soon on MacKays to Peka Peka expressway design

17 Jun 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) is reminding people who wish to give feedback on the design for the MacKays to Peka Peka Expressway to do so by Monday 27 June 2011.

The six-week consultation began on 15 May and focuses on the design of the expressway including noise management, cycling and walking paths, as well as local connections. The project moved into the design development phase following the announcement of the confirmed expressway alignment and interchange locations last month.

NZTA state highways manager Rod James said the consultation commenced with a series of open days, 'Expo 2', held around the district to provide the community with the opportunity to view the expressway design, ask questions and give feedback on various aspects of the design.

"We're grateful to the people of Kapiti for their participation in the open days and subsequent community workshops," said Mr James.

"This has been a really constructive and valuable process that will help us to ensure that landscape design reflects local character, the needs of pedestrians and cyclists are addressed, areas of significant ecological value are recognised, and noise, vibration and air quality are all managed effectively."

"It's really important that the community shares their views with us, and feedback will help to guide our decisions as the design of the expressway takes shape."

At the end of the consultation period all feedback received from the community, workshop sessions and stakeholder group meetings will be collated and will assist the design team in their work as they refine the expressway design.

Information presented at Expo 2 is on display at the Information Centre at Coastlands Mall and on the project website www.nzta.govt.nz/m2ppproject. Feedback can be provided by post, in person or online, until Monday 27 June.

For more information please contact:

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newzealand.govt.nz

Appendix 3.E – Advertising schedules

MacKays to Peka Peka Expressway

Advertising Schedule – November 2010 to February 2011 Consultation

Date	Form	Content/Purpose
18 November	Radio Advertising – More FM, The Breeze, Solid Gold, Newstalk ZB	Inform community of the postponement of consultation.
19-25 November	Radio Advertising – More FM, The Breeze, Solid Gold, Newstalk ZB	Inform community of new dates for consultation.
22 November	Advertisement – Kapiti Observer	Inform community of consultation dates and details.
24 November	Advertisement – Kapiti News	Inform community of consultation dates and details.

MacKays to Peka Peka Expressway

Advertising Schedule – May 2011 to June 2011 Consultation

Date	Form	Content/Purpose
8 May	Radio Advertising – More FM, The Breeze, Solid Gold, Newstalk ZB	Inform community of consultation dates and details.
4 & 11 May	Advertisement – Kapiti News	Inform community of consultation dates and details.
5 & 12 May	Advertisement – Kapiti Observer	Inform community of consultation dates and details.

Appendix 3.F – Project website content



MackKays to Peka Peka Expressway

Updated: 8 December 2010

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability.



Public consultation underway

The NZ Transport Agency has begun public consultation on proposals for the MacKays to Peka Peka Expressway. The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break. A consultation brochure and feedback form has been sent to every Kapiti household for their feedback on the proposals for the expressway. Copies of the brochure and feedback form are also available at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

- **MacKays to Peka Peka Expressway consultation brochure, November 2010** (PDF 3MB)
- **Feedback form** (PDF, 79 KB)
- **Give feedback online.**

Project expo

A series of project expos were held at various locations around the district in late November and early December 2010.

Local area movement survey

The project team is conducting a survey to understand the ways people move about on foot, by bike or scooter within their community - including around and across the expressway route. To take part in the survey please download and print out the survey form for the area that you live in:

- **Waikanae and Waikanae Beach survey form** (PDF, 2.3 MB)
- **Raumati and Paraparaumu survey form** (PDF, 2.7MB)

Post the completed form to The NZ Transport Agency, PO Box 8044, The Terrace, Wellington 6011 - no stamp required.

Latest news

- **27 November 2010: Consultation on MacKays to Peka Peka Expressway to start this Sunday**
- **18 November 2010: NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway**
- **13 November 2010: NZTA to announce MacKays to Peka Peka consultation timeline on 19 November**
- **2 November 2010: NZTA to reschedule MacKays to Peka Peka Expressway consultation**
- **17 September 2010: NZTA welcomes Council's decision to join the Alliance**
- **15 September 2010: Construction starts to improve safety at Emerald Glen**
- **26 July 2010: Advertorial: Kapiti expressway work underway** (PDF, 375 KB)
- **22 July 2010: Information centre for MacKays to Peka Peka Expressway project**
- **2 June 2010: The NZTA has selected a consortium to deliver the Mackays to Peka Peka Expressway**

In December 2009 the NZTA Board chose the preferred route for the four-lane expressway through the Kapiti District between MacKays Crossing and Peka Peka.

The preferred route is based on the Western Link Road (Sandhills) option and was chosen because it best balances the needs of the Kapiti community with those of the Wellington region and the country as a whole.

The expressway will run from north of MacKays Crossing to Peka Peka Road with the provision of local service roads and connections and an additional crossing of the Waikanae River. Access will be provided by a number of interchanges.

The decision on the Western Link Road route was made after carefully considering all three options for the MacKays to Peka Peka route and feedback from the community. This option was chosen above others because it had significantly lower property requirements and was the most preferred option from feedback.

The Western Link Road has been researched for many years and has provided a major contribution to the options considered. The Agency considers it has used the best of the research in option development.

The expressway will deliver a range of benefits including support for an increasing population, efficient people and freight movements, congestion relief, improved road safety and more reliable journey times.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



Mackays to Peka Peka Expressway

Updated: 26 November 2010

In 2009, Kapiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then further investigation and design work has been carried out to determine the proposals for the various components of the expressway.



Now the NZ Transport Agency (NZTA) is seeking feedback on the proposals for the MacKays to Peka Peka Expressway including:

- how the expressway connects to the current state highway and local roads at the southern end
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae
- how the expressway connects to the current state highway and local roads at the northern end.

Download consultation brochure and feedback form

- **Consultation brochure**
12 pages | 3 MB
- **Feedback form**
2 pages | 79 KB

How to make a submission

By post

To provide feedback, consider the proposals outlined in the consultation brochure and fill in the **feedback form** (PDF, 79 KB) and post to:

MacKays to Peka Peka Expressway Consultation
PO Box 8044
The Terrace
Wellington 6011.

In person

Your feedback can be provided at the **Project Expo** by filling in a feedback form and giving it to a member of the project team, or by visiting the Information Centre at Coastlands Mall. However, please note that your comments for the expressway cannot be made or presented verbally at this stage.

Online

If you wish to make an electronic submission, please use our **online form**.

Closing date

Submissions close on **Friday 4 February 2011**.

newzealand.govt.nz



How to get involved

Updated: 26 November 2010

The Kapiti community is an important stakeholder on the MacKays to Peka Peka Expressway project and the NZTA is committed to public consultation to ensure the community has the opportunity to comment on the project. The consultation period runs from 28 November 2010 to 4 February 2011.



Project Expo

A Project Expo is being held at a number of venues so the Kapiti community can find out more about the proposals being presented for feedback. Detailed information panels, maps and plans will be on display and members of the project team will be available to answer any questions on the project.

We hope you can join us at one of the following sessions:

Date	Time	Location
Sunday 28 November 2010	10am-4pm	Southward Car Museum, Otaihanga
Tuesday 30 November 2010	4pm-8pm	Kapiti Community Centre
Wednesday 1 December 2010	4pm-8pm	Waikanae Memorial Hall
Thursday 2 December 2010	4pm-8pm	Raumati South Memorial Hall

In addition to the Project Expo, the display material will be available at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall, Paraparaumu.

The display material is also available online on the **Resources page of the Expressway project website**.

newzealand.govt.nz



Consultation

Mackays to Peka Peka Expressway | Consultation

Note: All fields marked with (*) are mandatory.

Enter your details

Name *

Postal address *

City/Town *

Email address *

Organisation

Confidential

Submissions are public information. Please indicate if your comments are commercially sensitive or, for some other reason, you consider they should not be disclosed. This field is optional.

Your comments

We welcome your comments on what the different aspects of the proposals mean for your community

and you as a resident.

This field is optional. Max 4000 characters.

Preferred contact method

Please indicate whether you prefer to be contacted by post or email

This field is optional. Max 4000 characters.

Submit

Cancel

newzealand.govt.nz



Background

Updated: 29 November 2010

The MacKays to Peka Peka Expressway forms part of the Wellington Northern Corridor which runs from Levin to Wellington Airport. The Wellington Northern Corridor is one of seven roads of national significance identified by government as requiring significant development to reduce congestion, improve safety and support economic growth.



Read more about the **Wellington Northern Corridor** and **roads of national significance**.

Why an expressway is needed in Kapiti

The importance of an efficient highway corridor through the Kapiti District has been highlighted in several studies. The current Kapiti highway faces a number of issues, including safety concerns, congestion problems, and the need to create more efficient journeys for both local and state highway traffic.

The Kapiti Coast is one of the fastest growing districts in New Zealand, growing nearly 10% in five years to a population of 46,000 in 2006. Raumati, Paraparaumu and Waikanae have become key commuter towns for Wellington. The high volume of traffic means the Kapiti highway operates beyond its capacity and can become severely congested at peak times.

The pressure on the local roads and State Highway 1 is such that the Kapiti Coast District Council has restricted some developments until road conditions are improved.

The NZTA is developing the expressway so efficient access to and from the local road network is also ensured. This is a challenging task on the Kapiti Coast where an effective, parallel local road network does not exist.

The proposed expressway will depart from the current state highway in some places and, where this happens, the current highway will become a local access road. Local supporting roads that provide improved access for communities away from the highway are also an important component of the NZTA's investigations.

Community involvement

NZTA undertook consultation in August 2009 to ascertain residents' current views on two expressway options, the eastern and western routes. The consultation period was extended to 30 October 2009 as a result of the community's desire for more information and a new option to be considered using the Western Link Road designation.

The consultation process involved letters, brochures, media, project website, 0800 phone line, open days and meetings. The NZTA received a positive response from the community with 4446 submissions on the expressway options. Of the submissions:

- 1041 (23.4%) preferred the eastern option
- 619 (13.9%) preferred the western option
- 1609 (36.2%) preferred the Western Link Road option
- 1177 (26.5%) referred to alternate transportation options such as the Western Link Road or improved public transport services.

More information can be found in the **MacKays to Peka Peka Community Engagement Report 2009** (PDF, 442 KB).

Input from Kapiti residents was taken into consideration when the NZTA Board made its decision. Feedback from the community confirmed the preferred option is the Western Link Road (Sandhills) route. The consultation also identified the need for good local links between communities both sides of the highway.

Since 2009, further investigation and design work has been carried out to determine the proposals for the various components of the expressway. Now the NZTA is seeking feedback on the proposals including:

- how the expressway connects to the current state highway and local roads at the southern end
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae
- how the expressway connects to the current state highway and local roads at the northern end.

The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break.

Your feedback is welcome at any stage. Feel free to **contact us**.

Project history

November 2010 – February 2011

Media release: **Consultation on MacKays to Peka Peka Expressway to start this Sunday**

July 2010

The MacKays to Peka Peka Expressway Information Centre opened in Coastlands Mall in Paraparaumu. The information centre is open the same hours as Coastlands and is attended Monday to Friday between 9.30am and 2.30pm and on Saturdays from 10am to 2pm.

Media release: **Information centre for MacKays to Peka Peka Expressway project.**

June 2010

NZTA has selected an alliance to deliver the planned expressway from MacKays Crossing to Peka Peka. The new MacKays to Peka Peka Expressway Alliance comprises Beca, Fletcher Construction, Higgins Group, Kapiti Coast District Council (joined September 2010) and NZTA, supported by Goodmans Contractors, Incite and Boffa Miskell.

Media release: **MacKays to Peka Peka Expressway Alliance partners announced.**

December 2009

The Western Link Road (Sandhills) option is chosen as the preferred route by the NZTA.

August – October 2009

Consultation was undertaken to obtain feedback on three route options. This included letters, brochures, meetings, media, website, open days and an 0800 phone line. The consultation identified the Western Link Road (Sandhills) option as the preferred route.

- **MacKays to Peka Peka Community Engagement Report** (PDF, 442 KB)

March 2009

Transport Minister Steven Joyce announces the seven roads of national significance, including the Wellington Northern Corridor, and plans to substantially complete these projects in the next 10 years.

Early 1990s

Various studies and discussions take place about whether the Western Link Road route should become state highway or a local arterial road. It is decided the route will be used to provide a local arterial route – however, due to land requirement issues and funding limitations, the project was not progressed further than the design phase.

1954

Centre line alignment for a Wellington to Foxton motorway declared by the then Ministry of Works.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



About the project

Updated: 26 November 2010

The expressway route runs for approximately 17.8 kilometres, from just north of MacKays Crossing to Peka Peka Road following the designation set aside for the Western Link Road. It passes through Raumati, Paraparaumu and Waikanae between the existing state highway and the coast and includes a new crossing of the Waikanae River. Access will be provided by a number of interchanges.



Objective

To remove congestion points for through-traffic and thereby improve journey time reliability through the Kapiti Coast growth area, and to improve safety.

The preferred route

The chosen option follows the Western Link Road Corridor and is shown as the Western Link Road option in the October 2009 consultation brochure. This route will involve the construction of a completely new road through Raumati and Paraparaumu and between Waikanae and Waikanae Beach along the Western Link Road designation. The current State Highway 1 will become a local arterial road. In June 2010 the NZTA selected an Alliance to carry out further investigation and design work to determine the various proposals on components of the expressway for public consultation.

Features

The NZTA is currently seeking feedback on the proposals for the expressway including:

- how the expressway connects to the current state highway and local roads at the southern end
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae
- how the expressway connects to the current state highway and local roads at the northern end.

Find out more about the proposals and how you can make a submission.

Cost

Likely costs in 2009 terms are \$380 million – \$500 million.

Why the preferred route?

The Western Link Road route was chosen because, compared to other options, it minimised the effect on local residents and properties. This route avoids Waikanae town centre and properties have already been required for the majority of the route.

The route provides a completely new link through the Kapiti region. This allows use of the existing highway as a local arterial road and efficiently separates highway and local traffic allowing safer and more efficient traffic movements.

How will road users benefit?

The four-lane expressway will deliver a wide range of benefits:

- road safety in the Kapiti District will be greatly improved due to the separation of local and highway traffic,
- support for a regional population which is expected to increase by 65,000 over the next 20 years,
- improved access to Wellington's port, CBD, interisland ferry terminals, airport and hospital,
- relief of severe congestion,
- improved road safety,
- more reliable journey times,
- more efficient movement of increasing freight volumes through the region.

The role of the Alliance

What is an alliance?

An alliance is a collaborative way of working on major projects and involves the joint ownership of a project. It provides a different delivery approach from the more traditional forms of contracting and allows the NZTA to work with partners.

What are the benefits?

An alliance model is considered to be the most suitable method for highly complex projects as it allows the partners to:

- work on a number of areas at once, overlap project phases and promote efficiencies through early constructor involvement
- deliver major projects with greater speed and innovation
- work together to achieve the best transport and community outcomes.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



What happens next?

Updated: 26 November 2010

The NZ Transport Agency is currently undertaking public consultation on proposals for the MacKays to Peka Peka Expressway. The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break.



A consultation brochure and feedback form has been sent to every Kapiti household for their feedback on the proposals for the expressway. Copies of the brochure and feedback form are also available at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

- **Find out more about the proposals and how you can make a submission.**

Where we are heading

Following the conclusion of the public consultation on 4 February 2011 the project team will prepare the public consultation report for the NZTA Board's consideration.

The project team will refine the proposals to present the preferred proposals at a second project expo mid 2011.

Timeline

The investigation phase is expected to be completed in 2011. Design, designation and consenting will follow with construction expected to start in late 2013. Construction is expected to take four years.

Time	Activity
Up to late 2010	<p>Development of options along the route</p> <p>The Alliance Project Team developed initial design options and identified project specific issues and constraints associated with these. Key stakeholders, including the Kapiti Coast District Council and local iwi, were involved in this work.</p> <p>The information centre in Coastlands shopping mall, Paraparaumu has kept the public up-to-date about project progress and provided the public with the opportunity to comment on the project.</p>
Late 2010	<p>Consultation on options</p> <p>A project expo is presenting options to the public including interchanges, access to the expressway, access for local roads and the proposed route alignment.</p> <p>The project team is seeking input from the public to assist with design</p>

	options and this feedback will be taken into consideration in developing the design further.
Early 2011	Refinement of the options The project team will refine the options to develop a preferred option which will be presented at the second project expo.
Mid 2011	Preliminary design The preliminary design of the preferred option will be presented to the public at the second project expo. This design will also show the form and location of the expressway and interchanges.
Late 2011	Scheme assessment report Further detailed reports will be prepared to accompany the preferred option. These will include geotechnical, environmental, ecological, traffic, landscape, social effects, and business impacts surveys. This is known as the scheme assessment report and will be submitted to the NZTA for review. Once the preferred option is approved, property negotiations and further design will commence. Statutory approvals The necessary application for approvals under the Resource Management Act will be prepared and submitted to the NZTA for review.
Early 2012	Environmental Protection Authority (EPA) The application for statutory approvals will be lodged with the EPA, who will make a recommendation to the Minister for the Environment whether the project should be processed as a project of national significance or not.
Late 2013	Construction Construction begins and is expected to take four years.
The timeline will be updated as future project details are determined.	

Consent process

For the MacKays to Peka Peka Expressway, notices of requirement and resource consent applications are likely to be lodged with the Environmental Protection Authority (EPA).

The EPA processes applications for nationally significant infrastructure projects such as the MacKays to Peka Peka Expressway. The processing time for the applications is expected to be nine months from public notification.

Any person or organisation will be able to make submissions and participate in the process.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



Resources

Updated: 10 December 2010

On this page:

- **News and media**
- **Maps**
- **Current consultation**
- **Project information panels**
- **Reports**
- **Consultation reports**
- **NZTA Board documents**

Can't find what you are looking for? Try our **questions & answers** or **contact us**.



News and media

Consultation on MacKays to Peka Peka Expressway to start this Sunday

Media release – 27 November 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on the MacKays to Peka Peka Expressway this Sunday (28 November 2010). Consultation will run for ten weeks, until Friday 4 February 2011.

NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway

Media release – 18 November 2010 | Wellington Regional Office

The NZ Transport Agency has today announced the details of an extended consultation period for the MacKays to Peka Peka Expressway, following the NZTA Board's consideration at its meeting today of a more detailed route proposal.

NZTA to reschedule MacKays to Peka Peka Expressway consultation

Media release – 2 November 2010 | Wellington Regional Office

The NZ Transport Agency is rescheduling public consultation for the MacKays to Peka Peka expressway to enable the proposals to be further refined.

NZTA welcomes Council's decision to join the Alliance

Media release – 17 September 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) welcomes Kapiti Coast District Council's decision to join the Alliance to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance.

Construction starts to improve safety at Emerald Glen

Media release – 15 September 2010 | Wellington Regional Office

The NZ Transport Agency will improve safety for Kapiti motorists with the construction of a new road between the southern end of Emerald Glen Road and the northern side of the MacKays Crossing roundabout which joins State Highway 1, approximately one kilometre south of Paraparaumu on the Kapiti Coast.

Kapiti expressway work underway

Advertorial – 26 July 2010 | Wellington Regional Office | PDF, 375 KB

Work on the MacKays to Peka Peka and Peka Peka to Otaki sections is being undertaken to ease congestion and improve reliability of travel times.

Information centre for MacKays to Peka Peka Expressway project

Media release – 22 July 2010 | Wellington Regional Office

An information centre is about to open to give road users and residents ready access to the latest updates on the MacKays to Peka Peka Expressway project. The project is part of the Wellington Northern Corridor road of national significance which runs from Levin to Wellington Airport.

The NZ Transport Agency has selected a consortium to deliver the Mackays to Peka Peka Expressway

Media release – 2 June 2010 | Wellington Regional Office

The NZ Transport Agency has selected a consortium to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance. The consortium, comprising Beca Planning and Infrastructure, Fletcher Construction and Higgins Group, joins the NZTA to form the MacKays to Peka Peka Expressway Alliance.

Expressway Alliance good for community

Media release - 26 Feb 2010 | Wellington Regional Office

The NZ Transport Agency welcomes the Kapiti Coast District Council's (KCDC) commitment to work together with the agency and the private sector to achieve a successful outcome for the Road of National Significance between MacKays Crossing and Peka Peka and for the Kapiti District.

Route announced for Wellington Northern Corridor

Media release - 15 Dec 2009 | National Office

The NZ Transport Agency Board has announced key decisions on the route for the Wellington Northern Corridor, marking a major milestone in the strategic development of this section of State Highway 1.

Consultation period extended for Kapiti expressway

Media release - 11 Sep 2009 | Wellington Regional Office

The NZ Transport Agency will extend the consultation period and provide additional information for Kapiti residents on options for a proposed new four-lane expressway through the district.

Maps

Draft aerial map plans of route

The draft plans show the properties that may be required for the construction of the project. The footprint (amount of land required) allows for the construction of the four-lane median divided road, plus potential area for noise bunds (raised embankments) and planting, stormwater swales (shallow ditches) and treatment ponds, and a separate pedestrian/cycle path over some or all of the route. The

footprint shown may change as the design is developed and finalised, particularly around the interchanges and local road crossings.

- **Greenhill Road - SH1** (PDF, 1.8 MB)
- **Ihakara Extension** (PDF, 2 MB)
- **Kapiti Road** (PDF, 2 MB)
- **Kauri Road / Puriri Road east alignment** (PDF, 1.9 MB)
- **Kauri Road / Puriri Road west alignment** (PDF, 2 MB)
- **MacKays Crossing** (PDF, 1.3 MB)
- **Mazengarb Road** (PDF, 2 MB)
- **Ngarara Road** (PDF, 2 MB)
- **Otaihanga Road** (PDF, 1.8 MB)
- **Otaihanga Road to Waikanae River** (PDF, 1.7 MB)
- **Peka Peka Road** (PDF, 1.8 MB)
- **Poplar Avenue** (PDF, 1.5 MB)
- **Poplar Avenue to Leinster Avenue** (PDF, 1.8 MB)
- **Raumati Road** (PDF, 2 MB)
- **Raumati Straight** (PDF, 1.4 MB)
- **Smithfield Road** (PDF, 2.9 MB)
- **Smithfield Road north** (PDF, 1.8 MB)
- **Te Kowhai Road** (PDF, 1.3 MB)
- **Te Moana Road east alignment** (PDF, 2.2 MB)
- **Te Moana Road west alignment** (PDF, 2.2 MB).

Current consultation

- **MacKays to Peka Peka Expressway consultation brochure, November 2010** (PDF 3MB)
- **Feedback form** (PDF, 79 KB)

Project information panels

These panels are on display at the project information centre.

1. **Welcome** (PDF, 858 KB)
2. **Roads of national significance** (PDF, 715 KB)
3. **Our concept for the expressway** (PDF, 714 KB)
4. **What we have heard you say so far** (PDF, 453 KB)
5. **Considerations along the corridor** (PDF, 786 KB)
6. **Indicative cross sections** (PDF, 442 KB)
7. **How many connection points are proposed?** (PDF, 1.9 MB)
8. **Providing local connections** (PDF, 1 MB)
9. **Southern end - the details of what we are proposing** (PDF, 2.5 MB)
10. **Paraparaumu town centre - the details of what we are proposing** (PDF, 2.9 MB)
11. **Waikanae - the details of what we are proposing** (PDF, 1.7 MB)
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14. **We welcome your comments on the proposals for the expressway** (PDF, 666 KB)
15. **Recent design progress** (PDF, 2.7 MB)

Reports

- **Kapiti scoping report, July 2008**
- **Kapiti technical report, August 2009**

Consultation reports

- **Telephone survey report, December 2009** (PDF, 950 KB)
- **MacKays Crossing to Peka Peka community engagement report, December 2009** (PDF, 436 KB)
 - **Appendix 1 - August 2009 consultation brochure** (PDF, 1.8 MB)
 - **Appendix 2 - October 2009 consultation brochure** (PDF, 4 MB)
 - **Appendix 3 - Statistical area boundaries for Kapiti Coast** (PDF, 150 KB)
 - **Appendix 4 - Petition** (PDF, 171 KB)

NZTA Board documents

- **Workshop paper 09/12/0300 - SH1 Kapiti Expressway, MacKay's Crossing to Peka Peka – Workshop Briefing, 8 December 2009** (PDF, 100 KB)
 - **Attachment 1 - Project development flow chart** (PDF, 42 KB)
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 - **Minutes of NZTA Board meeting, 11 December 2009** (PDF, 68 KB)
-

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Frequently asked questions

Updated: 26 November 2010

On this page

- **General questions**
- **For landowners**

If you cannot find an answer to your question here or on our **resources page** please **contact us**.



General questions

Why do we need an expressway in Kapiti?

The Kapiti expressway is part of the Wellington Northern Corridor road of national significance between Levin and Wellington Airport. The Government's priority for roads of national significance is that they support New Zealand's economic growth. Currently vehicles on SH1 between MacKays Crossing and Otaki face delays in Paraparaumu, Waikanae and Otaki. By creating an expressway, journeys will be faster and safer, and will contribute to economic growth.

What is a road of national significance?

This is part of the Government's approach to prioritising the upgrade of seven major highway areas so they can make a better contribution to New Zealand's economic growth. These are called roads of national significance (RoNS). The Government's prioritisation provides a committed investment of \$10.7 billion over 10 years for RoNS and other state highway projects. The seven highway areas are: Wellington Northern Corridor SH1, Puhoi to Wellsford SH1, Completing the Western Ring Route SH16 and SH20, Victoria Park Tunnel, Auckland SH1, Waikato Expressway SH1, Tauranga Eastern Corridor SH2 and Christchurch Motorways.

How does the MacKays to Peka Peka Expressway relate to the rest of the Wellington Northern Corridor road of national significance projects?

The MacKays to Peka Peka and Peka Peka to Otaki expressways form part of the Wellington Northern Corridor from Levin to Wellington Airport. Further development of other sections of the Wellington Northern Corridor is being progressed and includes projects already highlighted by the Regional Transport Committee and NZTA for investigation, design or construction. The aim is to substantially advance this and the other six roads of national significance across the country in the next 10 years to improve New Zealand's productivity and economic growth.

What is an expressway?

Expressways are dual carriageways that allow motorists to drive at speeds of up to 100km/h. They are designed to be straighter and flatter than other roads. For safety reasons, traffic in each direction is separated by a central barrier or strip of land. A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road. Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles. Access from local roads to the expressway is restricted to reduce the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange.

What is an interchange?

Interchanges are junctions with off-ramps and on-ramps. Off-ramps link to local roads and on-ramps allow local traffic to merge with expressway traffic heading in the same direction. Interchanges always include a bridge or underpass to cater for right-turning traffic.

How do expressways cater for pedestrians and cyclists?

For safety reasons, pedestrians and cyclists are normally not encouraged to use expressways. Often, dedicated cycling/walking paths are created instead, where needed. As part of the planning process for the MacKays to Peka Peka and Peka Peka to Otaki expressways, the NZTA will take the needs of pedestrians and cyclists into account during the detailed design.

How does the NZTA deal with issues such as noise, vibration and light pollution?

There are a number of standards and guidelines the project team must follow to ensure issues such as noise, vibration and light pollution are mitigated to an acceptable level.

How do NZTA communicate with affected community groups and iwi?

The NZTA will place emphasis on building up relationships with iwi and community groups and keep them informed about the project. We at all times, seek support, understanding, co-operation and assistance with all our projects. We are also committed to the principles of the Treaty of Waitangi and abide by our statutory responsibilities under the Land Transport Management Act and Resource Management Act to consult with iwi on all appropriate matters.

Why was the preferred route chosen?

The Western Link Road route was chosen because it minimised effects on local residents and properties. This route avoids Waikanae town centre and, in addition, properties have already been required for the majority of the route.

What are the benefits of improving this section of highway?

The route provides a completely new link through the Kapiti region allowing use of the existing highway as a local arterial road. This efficiently separates highway and local traffic allowing safer and more efficient traffic movements.

The expressway will provide support for a growing population and increasing freight volumes, improve journey times and relieve severe traffic congestion through the Kapiti region.

What happens to the current state highway when an expressway has been built?

It will revert to a local road which the Kapiti Coast District Council will operate and maintain. The NZTA will consult with the council about this change to determine future maintenance, handover, emergency re-routing and other issues and seek their agreement.

How much will this cost?

The likely cost in 2009 terms is \$380 million to \$500 million.

When is construction likely to start?

At this stage, construction is scheduled to begin in late 2013. This is subject to change as the project develops.

When will this project be finished?

Construction is expected to take approximately four years. This may be subject to change as the project develops.

How will I be affected during construction?

NZTA will work with contractors and consultants to effectively stage the works and ensure a good level of service is provided during the construction phase of the project. As most of the development is off the existing SH1 and local roads construction will have little impact on the route from MacKays Crossing to Peka Peka. The majority of disruptions will occur at the northern and southern interchanges and where local road links are required across the expressway. These will be managed and staged to give the least disruption possible.

What is happening to Waterfall Road?

Emerald Glen Road will be extended further south to connect to SH1 at the MacKays Crossing roundabout. The new link road will be completed in January 2011. In conjunction with the extension of Emerald Glen Road the current Waterfall Road exit to SH1, over the railway crossing will be closed from January 2011.

How does the expressway link in with MacKays Crossing and what happens to Poplar Ave and Leinster Ave?

The expressway would run from MacKays Crossing in the south to any proposed new interchange either south of Poplar Avenue or at 200 Main Road South. If the expressway were to commence at 200 Main Road South then Leinster Avenue would need to be closed at the intersection with SH1.

How long will the public consultation period be?

The NZ Transport Agency has extended the consultation period to 10 weeks to accommodate the January/February holiday break. The consultation runs from 28 November 2010 to 4 February 2011.

Why is this project being treated differently to the Peka Peka to Otaki project?

Both projects are at different stages of development and require different teams to progress. The MacKays to Peka Peka Expressway is slightly less advanced in terms of scheme development than the northern project. However, the NZTA is working to deliver both projects at the same time.

For landowners

What are my rights as a landowner?

The Public Works Act 1981 governs all land acquisitions for Crown agencies and all transactions are guided by Land Information New Zealand (LINZ). The **Landowner's rights booklet** produced by LINZ provides information on landowner rights during public works. Under the Act, the NZTA is obligated to act fairly in dealings with affected landowners.

When will the NZTA advise me if my property is required or likely to be required for the expressway?

Property owners whose land may be required are being contacted in the week prior to the public consultation. It is aimed to have identified what land is needed and to have firm Land Requirement Plans by mid 2011 at which time the NZTA will contact all landowners whose properties will be affected.

What are Land Requirement Plans?

Land Requirement Plans show dimensions on an aerial map and confirm the extent of land required for public works.

I am thinking about selling my property. Where can I get more information and what should I tell prospective buyers?

It is aimed to have identified what land is needed and to have firm Land Requirement Plans by mid 2011 at which time the NZTA will contact all landowners whose properties will be affected.

If you wish to privately sell your property it is important you read the information provided on the **Land Information New Zealand** (LINZ) website, and understand the principles outlined in the landowner rights booklet produced by LINZ. NZTA advises that prospective buyers be informed of any consultation or communication that have been had with NZTA.

How has the NZTA communicated with the community on these issues?

The NZTA has spoken directly with affected/potentially affected property owners, resident groups, local authorities and other stakeholder groups on the project. The Information Centre at Coastlands Mall, Paraparaumu has also provided opportunities for people to access information, discuss their concerns and provide the NZTA with feedback.

For other property acquisition-related queries please contact our Property Manager **Ian Gray** on **04 910 8186, 027 213 7593** (mobile), or by email at **ian.gray@nzta.govt.nz**.

If you have more questions about any aspect of this project please do not hesitate to **contact us**.

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Contact us

Updated: 26 November 2010

If you would like to find out more about the MacKays to Peka Peka Expressway, you can email, phone or mail us.



Alliance Project Team
E info@m2pp.co.nz
T 0508 M2PP INFO (6277 4636)

MacKays to Otaki Expressway
PO Box 599
Paraparaumu 5254

Or you could visit the project information centre in Coastlands Mall, Paraparaumu.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



NZ TRANSPORT AGENCY
WAKA KOTAHI

MackKays to Peka Peka Expressway

Updated: 2 September 2011

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability. State Highway 1 Expos: **Expos were held on 7 and 10 August** to present possible concepts for the future of State Highway 1 once the expressway opens.



Animated route fly-through

Note: This visualisation is still under development and does not include mitigation planting.

Confirmed expressway alignment

In May 2011, the NZTA announced the confirmed expressway alignment as follows:

- Partial interchange at Poplar Avenue.
- North of Poplar Avenue, at the southern end, the expressway would divert away from State Highway 1.
- Full interchange at Kapiti Road.
- Bridge over the Waikanae River.
- Full interchange at Te Moana Road.
- North of Waikanae, the expressway would follow Option 1 - the western alignment.
- Partial interchange at Peka Peka Road.

A **newsletter** (PDF, 929 KB) detailing the confirmed expressway alignment and interchanges was sent to all Kapiti households.

Expo 2 consultation

Through May and June our public engagement - Expo 2 - focused on developing the design of the expressway. A series of open days were held around the district and included displays on walking and cycling paths, the Waikanae Bridge, possible mitigation measures such as landscaped bunds (earth mounds), and local road connections. Workshops and meetings with stakeholder groups gathered valuable information that is helping the designers refine the expressway design.

- **Expressway alignment brochure** (PDF, 418 KB, 2 pages)
- **View open day displays**

Latest news

- **17 June 2011: Consultation closes soon on MacKays to Peka Peka expressway design**
- **6 May 2011: Next phase of MacKays to Peka Peka Expressway project announced**
- **11 February 2011: NZTA thanks Kapiti for MacKays to Peka Peka Expressway feedback**
- **3 February 2011: Mackays to Peka Peka consultation closes on Friday**
- **27 November 2010: Consultation on MacKays to Peka Peka Expressway to start this Sunday**
- **18 November 2010: NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway**
- **13 November 2010: NZTA to announce MacKays to Peka Peka consultation timeline on 19 November**
- **2 November 2010: NZTA to reschedule MacKays to Peka Peka Expressway consultation**
- **17 September 2010: NZTA welcomes Council's decision to join the Alliance**
- **15 September 2010: Construction starts to improve safety at Emerald Glen**
- **26 July 2010: Advertorial: Kapiti expressway work underway (PDF, 375 KB)**
- **22 July 2010: Information centre for MacKays to Peka Peka Expressway project**
- **2 June 2010: The NZTA has selected a consortium to deliver the Mackays to Peka Peka Expressway**

In 2009, Kapiti residents were consulted on options for a four-lane expressway. Following consultation, a preferred route largely following the Western Link Road corridor was chosen. Since then further investigation and design work was carried out to determine the proposals for the various components of the expressway for further consultation.

The proposals presented for public consultation from November 2010 to February 2011 included the alignment proposal at the southern end, the number and location of interchanges and the two alignment options north of the Waikanae River. After careful consideration of the feedback received and undertaking technical assessments in a wide area, as well as meeting all statutory requirements and responsibilities, the decisions on the proposals were made.

Since consulting on the design development through May and June 2011, the project team are working on refining the expressway design and preparing the statutory consent applications for lodging with the Environmental Protection Authority.

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Resources

Updated: 4 August 2011

On this page:

- **Video**
- **News and media**
- **Current consultation**
- **2010-2011 consultation**
- **Maps**
- **Reports**
- **Consultation reports**
- **NZTA Board documents**

Can't find what you are looking for? Try our **questions & answers** or **contact us**.



Video

Note: This visualisation is still under development and does not include mitigation planting.

News and media

Consultation closes soon on MacKays to Peka Peka expressway design

Media release - 17 June 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) is reminding people who wish to give feedback on the design for the MacKays to Peka Peka Expressway to do so by Monday 27 June 2011.

Next phase of MacKays to Peka Peka Expressway project announced

Media release - 6 May 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) today confirmed the alignment of the MacKays to Peka Peka Expressway and announced that the next round of consultation will be held this month. The six-week consultation period begins with a series of four expos with the first one scheduled for Sunday 16 May.

NZTA thanks Kapiti for MacKays to Peka Peka Expressway feedback

Media release - 11 February 2011 | Wellington Regional Office

The NZTA is thanking the Kapiti community for their submissions on the MacKays to Peka Peka Expressway, and says the feedback will be carefully considered by the Alliance as it develops a final route proposal.

MacKays to Peka Peka Expressway consultation closes on Friday

Media release - 3 February 2011 | Wellington Regional Office

The NZ Transport Agency is reminding people who wish to provide submissions on the proposals for the

MacKays to Peka Peka Expressway to do so by this Friday (4 February 2011).

Consultation on MacKays to Peka Peka Expressway to start this Sunday

Media release – 27 November 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on the MacKays to Peka Peka Expressway this Sunday (28 November 2010). Consultation will run for ten weeks, until Friday 4 February 2011.

NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway

Media release – 18 November 2010 | Wellington Regional Office

The NZ Transport Agency has today announced the details of an extended consultation period for the MacKays to Peka Peka Expressway, following the NZTA Board's consideration at its meeting today of a more detailed route proposal.

NZTA to reschedule MacKays to Peka Peka Expressway consultation

Media release – 2 November 2010 | Wellington Regional Office

The NZ Transport Agency is rescheduling public consultation for the MacKays to Peka Peka expressway to enable the proposals to be further refined.

NZTA welcomes Council's decision to join the Alliance

Media release – 17 September 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) welcomes Kapiti Coast District Council's decision to join the Alliance to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance.

Construction starts to improve safety at Emerald Glen

Media release – 15 September 2010 | Wellington Regional Office

The NZ Transport Agency will improve safety for Kapiti motorists with the construction of a new road between the southern end of Emerald Glen Road and the northern side of the MacKays Crossing roundabout which joins State Highway 1, approximately one kilometre south of Paraparaumu on the Kapiti Coast.

Kapiti expressway work underway

Advertorial – 26 July 2010 | Wellington Regional Office | PDF, 375 KB

Work on the MacKays to Peka Peka and Peka Peka to Otaki sections is being undertaken to ease congestion and improve reliability of travel times.

Information centre for MacKays to Peka Peka Expressway project

Media release – 22 July 2010 | Wellington Regional Office

An information centre is about to open to give road users and residents ready access to the latest updates on the MacKays to Peka Peka Expressway project. The project is part of the Wellington Northern Corridor road of national significance which runs from Levin to Wellington Airport.

The NZ Transport Agency has selected a consortium to deliver the Mackays to Peka Peka Expressway

Media release – 2 June 2010 | Wellington Regional Office

The NZ Transport Agency has selected a consortium to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance. The consortium, comprising Beca Planning and Infrastructure, Fletcher Construction and Higgins Group, joins the NZTA to form the MacKays to Peka Peka Expressway Alliance.

Expressway Alliance good for community

Media release - 26 Feb 2010 | Wellington Regional Office

The NZ Transport Agency welcomes the Kapiti Coast District Council's (KCDC) commitment to work together with the agency and the private sector to achieve a successful outcome for the Road of National Significance between MacKays Crossing and Peka Peka and for the Kapiti District.

Route announced for Wellington Northern Corridor

Media release - 15 Dec 2009 | National Office

The NZ Transport Agency Board has announced key decisions on the route for the Wellington Northern Corridor, marking a major milestone in the strategic development of this section of State Highway 1.

Consultation period extended for Kapiti expressway

Media release - 11 Sep 2009 | Wellington Regional Office

The NZ Transport Agency will extend the consultation period and provide additional information for Kapiti residents on options for a proposed new four-lane expressway through the district.

Current consultation

These are the panels on display at the possible concepts for SH1: MacKays' to Peka Peka modification.

Newsletter

- **August-September 2011** (PDF, 720KB)

Storyboards

1. **Introduction** (PDF, 1.45MB)
2. **Road network** (PDF, 1.28MB)
3. **Key points and opportunities** (PDF, 1.30MB)
4. **Paraparaumu town centre** (PDF, 1.53MB)
5. **Waikanae town centre** (PDF, 1.23MB)
6. **Suburban areas** (PDF, 1.40MB)
7. **Where to from here?** (PDF, 1.20MB)

Feedback can be provided by Monday 5 September 2011.

2010-2011 consultation

- **MacKays to Peka Peka Expressway consultation brochure, November 2010** (PDF 3MB)
- **Feedback form** (PDF, 79 KB)

These project information panels were on display at the expos held in 2010.

1. **Welcome** (PDF, 858 KB)
2. **Roads of national significance** (PDF, 715 KB)
3. **Our concept for the expressway** (PDF, 714 KB)
4. **What we have heard you say so far** (PDF, 453 KB)
5. **Considerations along the corridor** (PDF, 786 KB)
6. **Indicative cross sections** (PDF, 442 KB)
7. **How many connection points are proposed?** (PDF, 1.9 MB)
8. **Providing local connections** (PDF, 1 MB)
9. **Southern end - the details of what we are proposing** (PDF, 2.5 MB)
10. **Paraparaumu town centre - the details of what we are proposing** (PDF, 2.9 MB)
11. **Waikanae - the details of what we are proposing** (PDF, 1.7 MB)
12. **Northern end - the details of what we are proposing** (PDF, 2.6 MB)
13. **Consenting process steps** (PDF, 708 KB)
14. **We welcome your comments on the proposals for the expressway** (PDF, 666 KB)
15. **Recent design progress** (PDF, 2.7 MB)

These are the panels on display at Expo 2 held in May/June 2011.

- **1. Welcome** (PDF, 2.37 MB)
- **2. Route map** (PDF, 10.9 MB)
- **3. Poplar and Leinster Avenues** (4.03 MB)
- **4. Raumati Road and Wharemauku Stream Crossing** (PDF, 3.06 MB)
- **5. Kapiti Road and Paraparaumu town centre** (PDF, 2.63 MB)
- **6. Mazengarb and Otaihanga Roads** (PDF, 3.45 MB)
- **7. North of Waikanae River** (PDF, 2.80 MB)
- **8. Te Moana Road Interchange** (PDF, 2.97 MB)
- **9. Ngarara Smithfield and Peka Peka Roads** (PDF, 2.10 MB)
- **10. Noise vibration and air quality management** (PDF, 1.28 MB)

- **11. Ecology** (PDF, 1.86 MB)
- **12. Stormwater** (PDF, 1.47 MB)
- **13. Cultural heritage** (PDF, 1.25 MB)
- **14. Walking and cycling** (PDF, 1.72 MB)
- **15. Landscape** (PDF, 2.07 MB)
- **16. Former State Highway 1** (PDF, 2.32 MB)
- **17. Construction and temporary works** (PDF, 961 KB)

Feedback is now closed.

Maps

- **Queen Elizabeth Park** (PDF, 1.52 MB)
- **Southern Connection - Poplar Avenue** (PDF, 1.65 MB)
- **Raumati Road** (PDF, 1.88 MB)
- **Ihakara Street** (PDF, 1.84 MB)
- **Kapiti Road Interchange** (PDF, 1.81 MB)
- **Mazengarb Road** (PDF, 1.74 MB)
- **Otaihanga Road** (PDF, 1.69 MB)
- **Waikanae River to Te Moana Road Interchange** (PDF, 1.86 MB)
- **Te Moana Road Interchange** (PDF, 1.85 MB)
- **Ngarara Road** (PDF, 1.72 MB)
- **Nharara / Green Hill Road** (PDF, 1.67 MB)
- **Northern Connection - Peka Peka Road** (PDF, 1.66 MB)
- **Te Kowhai Road** (PDF, 1.12 MB)

Reports

- **Statutory approvals management plan** (PDF, 659 KB)
- **Kapiti scoping report, July 2008**
- **Kapiti technical report, August 2009**

Consultation reports

- **Public consultation report. May 2011** (PDF, 10.9 MB)
- **Telephone survey report, December 2009** (PDF, 950 KB)
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- **Minutes of NZTA Board meeting, 11 December 2009** (PDF, 68 KB)

Appendix 3.G – Website statistics

MacKays to Peka Peka Expressway

Website Statistics – November 2010 to February 2011 Consultation

Page Views	
Home/index	3775
Background	751
About the Project	1280
What happens next	646
Resources	5268
Frequently asked questions	391
Contact us	195
Concept map (pdf file)	568
Technical report (pdf file)	65
Scoping report (pdf file)	63
Consultation home	3322
Get involved	133
Submission form	1480

MacKays to Peka Peka Expressway

Website Statistics - May 2011 to June 2011 Consultation

Page Views	
Home/index	2,069
Background	258
About the Project	316
What happens next	264
Resources	3,005
Frequently asked questions	148
Contact us	92
Expressway Flyover (Visual Simulation)	1,089
Submission form	44

Appendix 3.H – Feedback forms



NZ TRANSPORT AGENCY
WAKA KOTAHI



NZ TRANSPORT AGENCY
WAKA KOTAHI

FreePost Authority Number 233512



Free



Feedback Form:
MacKays to Peka Peka Expressway
NZ Transport Agency
PO Box 8044
The Terrace
Wellington 6011

MacKays to Peka Peka Expressway feedback form

Please provide your feedback by
27 June 2011

The NZ Transport Agency is seeking feedback on the design of the MacKays to Peka Peka Expressway.

You can assist in the development of this project by providing your feedback which will be considered as part of our further design process.

Please note, you will have further opportunity to make a formal submission when we lodge an application for consent with the Environmental Protection Authority.

Your personal information will remain confidential.

Thank you for providing your feedback.

Name / business name / organisation:

Contact person (if feedback is on behalf of business / organisation):

Postal address:

Suburb:

City/Town: Postcode:

Phone: (day)

..... (cell)

Email:

Preferred contact method: Post Email

Please do not contact me further

1 Where do you live?

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> Paekākāriki | <input type="checkbox"/> Peka Peka |
| <input type="checkbox"/> Raumati | <input type="checkbox"/> Te Horo |
| <input type="checkbox"/> Paraparaumu | <input type="checkbox"/> Ōtaki |
| <input type="checkbox"/> Waikanae | <input type="checkbox"/> Outside of Kāpiti |

2 Did you provide feedback during the November 2010 - February 2011 consultation process?

- Yes No

3 We welcome your comments on the design of the Expressway.

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If you require extra space, please attach additional pages. Then fold up this form, tape the sides and post it (Freepost - no stamp required) to the NZ Transport Agency **no later than 27 June 2011**. You can also use the online feedback form on our website: www.nzta.govt.nz/m2ppproject

Appendix 3.I – Table of directly affected properties and letters to directly affected property owners

Level 2, 17-21 Whitmore Street, Wellington
PO Box 8044, Wellington 6143
T: +64 04 460 1766

<Recipient Organisation Name> 23 November 2010
<Recipient Address Line 1>
<Recipient Address Line 2>
<Recipient Address Line 3>
<Recipient Address Town/City> <Recipient Address Post Code>
<Recipient Country>

Attention: <Recipient Display Name>

Dear <Salutation>

<Document Title>

I am writing on behalf of the MacKays to Peka Peka Expressway Alliance. The purpose of this is to inform you of the upcoming public consultation period for the expressway route proposals.

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability.

In 2009, Kāpiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then further investigation and design work has been carried out to determine the proposals for the various components of the expressway.

Now the NZ Transport Authority (NZTA) is seeking feedback on the proposals for the MacKays to Peka Peka Expressway including:

- how the expressway connects to the current state highway and local roads at the southern end;
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae; and
- how the expressway connects to the current state highway and local roads at the northern end.

Public consultation will commence with an Expo being held on the 28th November, and three smaller Expo's to be held in Paraparaumu, Waikanae and Raumati. The dates and venues of these are outlined below:

- Expo 1 - 10am - 4pm, Southward Car Museum, Otaihanga Road, Sunday, 28th November;
- Expo 2 - 4pm - 8pm, Kāpiti Community Centre, Tuesday 30th November;
- Expo 3 - 4pm - 8pm, Waikanae Memorial Hall, Wednesday 1st December; and
- Expo 4 - 4pm - 8pm. Raumati South Memorial Hall. Saturday 2nd December.

We welcome (insert stakeholder name here) to attend the Expos to find out more about the MacKays to Peka Peka Expressway. However we are happy to come and discuss the project during the consultation period if you would prefer. Please contact Jane Black to arrange a time if you would like us to meet with you (phone 04 460 1766 or email jane@incite.co.nz).

I look forward to hearing from you and if you have any queries concerning this request please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jim Bentley', written in a cursive style.

Jim Bentley

Alliance Project Manager

MacKays to Peka Peka Expressway Project

on behalf of
MacKays to Peka Peka Alliance

Key Stakeholders

Political	Minister of Transport MP's for Otaki and Mana Maori MP for Te Tai Hauauru Labour Spokesperson on Transport
Territorial Authorities/Organisations	Greater Wellington Regional Council Manawatu -Wanganui Regional Council Horowhenua District Council Kapiti Coast District Council Porirua City Council Regional Transport Committee
Statutory Agencies	Department of Conservation Ministry for the Environment Environmental Protection Authority NZ Historic Places Trust
Transport Industry	Automobile Association NZ Road Transport Association Road Transport Forum NZ Wellington Regional Transport Committee Passenger Transport providers
Business Groups	Grow Wellington Wellington Regional Chamber of Commerce Kapiti Coast Chamber of Commerce
Community Interest Groups	Nature Coast Enterprise Paekakariki Community Board Paraparaumu-Raumati Community Board Waikanae Community Board Waikanae on One (WOO) Other interest groups
Emergency Services	NZ Police NZ Fire Service Wellington Free Ambulance
Maori	<u>Manawhenua:</u> Te Ati Awa ki Whakarongotai Takamore Trust <u>Tangata Whenua:</u> Muaupoko Ngati Raukawa ki te Tonga Ngati Toa Rangatira <u>Maori Interest Groups:</u> Te Whakaminenga o Kapiti (KCDC)

PO Box 8044
Wellington 6143
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www.nzta.govt.nz/m2ppproject

<Recipient Address Line 1>
<Recipient Address Line 2>
<Recipient Address Town/City>
<Recipient Address Post Code>
<Recipient Country>

6 May 2011

Dear <Name>

MacKays to Peka Peka Expressway Project

I am writing to inform you of the decision made on the proposals presented for public consultation for the MacKays to Peka Peka Expressway.

From November 2010 to February 2011 we undertook public consultation on the expressway. Following consultation and assessment of the effects of the proposals and feedback, we can now confirm the final alignment.

The MacKays to Peka Peka Expressway alignment is confirmed. This means that at the southern end, the alignment proposed in November 2010 is confirmed and north of Waikanae River, the western alignment (Option 1 in the November proposals) is confirmed.

Arriving at the decision has been very difficult as we are aware of the impact it has on property owners. The process we followed involved the careful consideration of the feedback received and undertaking technical assessments in a wide area, as well as ensuring our work met all statutory requirements and responsibilities.

We would also like to tell you that a consultation report is now available which provides a summary of the November 2010 consultation. A copy can be downloaded from our website www.nzta.govt.nz/m2ppproject or a hard copy is available on request.

If you have any queries, please do not hesitate to call us on 0508 M2PP INFO (0508 6277 4636) or email info@m2pp.co.nz.

Yours sincerely



Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

Consultation Activities – Ngati Toa Rangatira, Muaupoko and Ngati Raukawa

The following schedule sets out the consultation activities that have been undertaken through the course of developing the MacKays to Peka Peka Expressway (M2PP) scheme.

Consultation Activities:

Ngati Raukawa

Meeting	Description of Consultation Activity	Date
1	Meeting with iwi representatives Te Waari Karkeek and Rupene Waaka – Nga Hapu o Otaki. Overview of project and proposed date for hui a iwi.	10 September 2010
2	Hui a iwi – Nga Hapu o Otaki in Otaki. Overview of M2PP and PP20 Expressway projects to iwi representative forum.	14 September 2010
3	Meeting with Te Waari Karkeek – M2PP Project Office. Agreement on engagement protocols.	2 November 2010

Ngati Toa

Meeting	Description of Consultation Activity	Date
1	Initial meeting with Ngati Toa Rangatira. Overview of M2PP Expressway project and discussion re: engagement methodology. Meeting attended by Frank Fernandez, Amos Kamo, Graham Hastilow and Jenny Smeaton.	14 October 2010
2	Follow up meeting with Graham Hastilow and Jenny Smeaton.	19 November 2010
3	MoU meeting attended by Greg Lee (NZTA).	9 December 2010
4	Update meeting with Ngati Toa – Jenny Smeaton and Maitu Rei. Also attended by Andrew Quinn (NZTA), Greg Lee (NZTA), Frank Fernandez (NZTA) and Amos Kamo.	28 January 2011
5	Memorandum of Understanding (MoU) signing – Takapuwahia marae (Porirua).	14 August 2011

Muaupoko

Meeting	Description of Consultation Activity	Date
1	Meeting with Muaupoko CE – Steve Hirini. Overview of the Expressway proposal. Attended by Robert Schofield, Andrew Quinn, Frank Fernandez and Amos Kamo.	10 September 2010
2	Meeting with Muaupoko CE – Steve Hirini. Provided maps and further information for iwi trust meeting.	12 October 2010
3	Meeting with Muaupoko CE – Steve Hirini. Clarification on matters concerning Takamore cultural heritage precinct.	01 November 2010

(Note: All meetings were attended by Amos Kamo – M2PP Project Senior Cultural Heritage Adviser and Environmental Planner)

Consultation Activities - The Takamore Trust

The following schedule sets out the consultation activities that have been undertaken through the course of developing the MacKays to Peka Peka Expressway (M2PP) scheme.

Consultation Activities

Number	Description of Consultation Activity	Date
1	Initial Meeting 1 at Port Nicholson Trust Office with Ben Ngaia attended by Amos Kamo (Alliance) and Frank Fernandez (NZTA). Project overview and discussion on way forward.	12 August 2010
2	Meeting 2 at Port Nicholson Trust Office – further overview of the project, proposed route and alignment maps provided.	26 August 2010
3	Meeting 3 at Port Nicholson Trust Office – follow up from initial engagement meeting. Discussion regarding engagement principles.	9 September 2010
4	Meeting 4 at Port Nicholson Trust Office – Further information provided (request for Takamore Trust representation at Hui a iwi – Whakarongotai Marae 7-9 October).	26 September 2010
5	Hui a Iwi – Weekend hui at Whakarongotai Marae to present the project to wider iwi stakeholder group – includes Takamore Trust.	7-9 October 2010
6	Meeting 5 - with representatives of the project team at Whitmore St Office – includes consents and approvals, design and engineering team members.	28 October 2010
7	Meeting 6 at Port Nicholson Trust Office - with Mary O'Keeffe (project archaeologist), overview of proposed assessment methodology provided.	18 November 2010
8	Meeting 7 at Port Nicholson Trust Office – again with Mary O'Keeffe to discuss archaeological matters within the Takamore cultural heritage precinct.	9 December 2010
9	Meeting 8 – Amos Kamo and Ben Ngaia (Lunch meeting at Thistle Inn) final year meeting and discussion on way forward for 2011.	23 December 2010
10	Meeting 9 at Port Nicholson Trust Office - Discussion on draft Memorandum of Understanding (Takamore Trust and NZTA).	13 January 2011
11	Meeting 10 at Port Nicholson Trust Office - Follow up discussion on draft Memorandum of Understanding (Takamore Trust and NZTA).	27 January 2011
12	Meeting 11 at Port Nicholson Office – Meeting to discuss potential mitigation options, meeting attended by Jim Bentley (project manager) Robert Schofield and Graham Spargo (consents and approvals managers)	14 February 2011
13	Meeting 12 at Port Nicholson Office – Further discussion Meeting on proposed mitigation options, Ben Ngaia, Jim Bentley and Amos Kamo.	24 February 2011
14	Hui a iwi – Whakarongotai Marae. Presentation of proposed mitigation options to assembled representatives	23 March 2011

	of the Takamore Trust. Presentation was attended by various project technical advisers in ecology, archaeology, engineering, construction, design, etc.	
15	Meeting 13 at Port Nicholson Trust – presentation of revised mitigation proposal to Ben Ngaia, attended by Jim Bentley and Amos Kamo.	31 March 2011
16	Meeting 14 - Meeting with Mr Leo Watson (Takamore Trust Legal Counsel) Paikakariki. Meeting attended by Mr Leo Watson, Ben Ngaia, Lisa Ngaia, Amos Kamo, Jim Bentley, and Jane Black. Meeting to establish Leo Watson's role as legal counsel to Takamore Trust.	6 April 2011
17	Meeting 15 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	13 April 2011
18	Meeting 16 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	10 May 2011
19	Meeting 17 at Port Nicholson Trust – Further discussion with Ben Ngaia concerning the mitigation proposal.	25 May 2011
20	Design workshop – Whitmore St includes representatives from Te Ati Awa ki Whakarongotai and affected Maori land owners.	16 June 2011
21	Meeting 18 at Port Nicholson Trust – Final design meeting before design freeze. Discussion with Ben Ngaia on issues within the Takamore Cultural Heritage Precinct.	7 July 2011
22	Meeting 19 At Port Nicholson Trust – attended by Mr Leo Watson and Jim Bentley. Discussion on final decision making re: preferred alignment option through the Takamore Cultural Heritage Precinct.	14 July 2011
23	Meeting 20 At Port Nicholson Trust – discussion with Ben Ngaia concerning the preparation of a cultural impact assessment (CIA) on behalf of the Takamore Trust.	27 July 2011
24	Meeting 21 At Port Nicholson Trust - discussion re: the contract for service for the preparation of the cultural impact assessment (CIA)	25 August 2011
25	Meeting 22 At Port Nicholson Trust - review draft cultural impact assessment (CIA)	1 September 2011
26	Meeting 23 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	7 September 2011
27	Meeting 24 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	23 September 2011
28	Meeting 25 At Port Nicholson Trust - mitigation meeting (Ben Ngaia, Jim Bentley, Amos Kamo)	29 September 2011

(Note: All meetings were attended by Amos Kamo – M2PP Project Senior Cultural Heritage Adviser and Environmental Planner)

Consultation Activities – Te Ati Awa ki Whakarongotai

The following schedule sets out the consultation activities that have been undertaken through the course of developing the MacKays to Peka Peka Expressway (M2PP) scheme.

Consultation Activities

Number	Description of Consultation Activity	Date
1	Initial meeting with Te Ati Awa ki Whakarongotai at Whakarongotai marae (Waikane) – representative of Te Runanga o Ati Awa ki Whakarongotai Inc, Kaumatua Committee and Marae Trustees.	26 May 2010
2	Meeting with the Chairman (Paul Ropata) of the Kaumatua Committee o Te Ati Awa ki Whakarongotai as well as representatives of the committee – Otaki. NZTA represented by Frank Fernandez and Amos Kamo.	24 June 2010
3	Meeting with Marae Committee Chair Ani Parata. Discussion re: Expressway proposal and proposed hui a iwi.	15 July 2010
4	Meeting 2 with Marae Committee Chair Ani Parata. Discussion re: Expressway proposal and proposed hui a iwi.	12 August 2010
5	Workshop with Kaumatua Committee o Te Ati Awa ki Whakarongotai at Whakarongotai Marae - Waikanae. Presentation of Expressway proposal – includes overview of proposed alignment options.	1 September 2010
6	Meeting 3 Marae Committee Chair Ani Parata. Discussion re: Expressway proposal and proposed hui a iwi.	26 September 2010
7	Hui a Iwi – Weekend hui at Whakarongotai Marae to present the project to Te Ati Awa ki Whakarongotai. And also the Takamore Trust.	7-9 October 2010
8	Meeting with representatives of Te Ati Awa ki Whakarongotai – debrief of hui a iwi and further engagement methodology.	27 October 2010
9	Meeting with Bill Carter – Chair Te Runanga o Ati Awa ki Whakarongotai Inc Asset Holdings Company (Chair). Attended by Mary O’Keefe (Project Archaeologist). Regarding project MoU and contracts for service – (CIA)	18 November 2010
10	Meeting with Te Runanga o Ati Awa ki Whakarongotai Inc Committee Chairs. Delegation to Te Ati Awa ki Whakarongotai Expressway Committee – Toka Graham, Danny Mullen, Shannon Parata, Manaahi Baker.	9 December 2010
11	Meeting with Kaumatua Committee o Te Ati Awa ki Whakarongotai at Whakarongotai Marae – Waikanae. Resolution to delegate engagement to Te Ati Awa ki Whakarongotai Expressway Committee – Danny Mullen to be first point of contact.	20 December 2010
12	Meeting 1 with Danny Mullen re: MoU and contracts for service (Cultural Impact Assessment): Runanga office - Waikanae	12 January 2011
13	Meeting 2 with Danny Mullen re: MoU and contracts for service (Cultural Impact Assessment) Runanga office -	25 January 2011

	Waikanae – continued.	
14	Meeting 3 with Danny Mullen re: MoU and contracts for service (Cultural Impact Assessment) Runanga office - Waikanae – continued.	12 February 2011
15	Meeting 4 with Danny Mullen re: MoU and contracts for service (Cultural Impact Assessment) – continued.	23 February 2011
16	Hui a iwi – Whakarongotai Marae. Presentation of proposed mitigation options to assembled representatives of the Takamore Trust (includes representatives of Te Ati Awa ki Whakarongotai). Presentation was attended by various project technical advisers in ecology, archaeology, engineering, construction, design, etc.	23 March 2011
17	Meeting 5 with Danny Mullen re: MoU and contracts for service (Cultural Impact Assessment). Contract for service confirmed and tentative date for completion of CIA agreed to.	30 March 2011
18	Meeting with Danny Mullen to discuss proposed alignment options (northern and southern end, includes alignment options through Takamore cultural heritage precinct)	5 April 2011
19	Meeting with Te Ati Awa ki Whakarongotai Expressway Committee to discuss proposed alignment options (northern and southern end, includes alignment options through Takamore cultural heritage precinct)	13 April 2011
20	Meeting 6 with Danny Mullen – NZHPT archaeological authorities proposed schedule for submission of applications for geo technical testing.	9 May 2011
21	Meeting 7 with Danny Mullen – NZHPT archaeological authorities proposed schedule for submission of applications for geo technical testing. Meeting attended by Te Ati Awa ki Whakarongotai Expressway Committee and project team representatives – Greg Vossler and Mary O'Keefe.	24 May 2011
22	Design workshop – Whitmore St includes representatives from Te Ati Awa ki Whakarongotai and affected Maori land owners.	16 June 2011
23	Meeting 8 with Danny Mullen. – Final design meeting before design freeze.	7 July 2011
24	Meeting 8 with Danny Mullen following submission of 1 st draft Cultural Impact Assessment.	14 July 2011
25	Meeting with Kaumatua Committee o Te Ati Awa ki Whakarongotai at Whakarongotai Marae – Waikanae. Project update and progress to date.	26 July 2011
26	Meeting 9 with Danny Mullen following submission of final draft Cultural Impact Assessment, review and amendments meeting.	25 August 2011
27	Meeting 10 with Danny Mullen at Waikanae – draft MoU	1 September 2011
28	Meeting 11 with Danny Mullen at Waikanae – draft MoU	7 September 2011
29	Meeting 12 with Danny Mullen at Waikanae – draft MoU	23 September 2011
30	Meeting 13 with Danny Mullen at Waikanae – draft MoU	1 October 2011

(Note: All meetings were attended by Amos Kamo – M2PP Project Senior Cultural Heritage Adviser and Environmental Planner)

Appendix 3.J – List of stakeholders and stakeholder Letters. Table of meetings held with the Iwi/Hapu representatives.

PO Box 8044
Wellington 6143
New Zealand
www.nzta.govt.nz/m2ppproject

25 November 2010

Dear Sir/Madam

MACKAYS TO PEKA PEKA EXPRESSWAY

I am writing on behalf of the MacKays to Peka Peka Expressway Alliance who are developing proposals for the expressway. The planned expressway route is generally within the designation of the Western Link Road although the road will need to extend outside the designation in places.

In respect of the property at (insert identifier here) the proposals being developed for the project may require all or a portion of the property. Because of this possibility, it is important that we contact you prior to the start of public consultation on 28 November 2010.

Our aim is to keep you fully informed, particularly in relation to questions about the project and your rights as a property owner.

In this regard, please advise as to how you would like us to communicate with you. This can be done by telephone or personal visit. Please contact us on 0508 M2PP INFO (0508 6277 4636) or by email at info@m2pp.co.nz to arrange this.

In addition, we have a series of Project Expos starting on Sunday 28 November. The dates and locations of the Project Expos are:

Sunday 28 November	10am-4pm	Southward Car Museum, Otaihanga
Tuesday 30 November	4-8pm	Kapiti Community Centre
Wednesday 1 December	4-8pm	Waikanae Memorial Hall
Thursday 2 December	4-8pm	Raumati South Memorial Hall

If you have any other questions about the Project Expos or the project generally, please call 0508 M2PP INFO (0508 6277 4636).

Yours sincerely

A handwritten signature in black ink, appearing to read "Jim Bentley". The signature is fluid and cursive, with the first name "Jim" being more prominent than the last name "Bentley".

Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

PO Box 8044
Wellington 6143
New Zealand
www.nzta.govt.nz/m2ppproject

<Recipient Address Line 1>
<Recipient Address Line 2>
<Recipient Address Town/City>
<Recipient Address Post Code>
<Recipient Country>

6 May 2011

Dear <Name>

MacKays to Peka Peka Expressway Project

I am writing to inform you of the decision made on the proposals presented for public consultation in November 2010 for the MacKays to Peka Peka Expressway.

The MacKays to Peka Peka Expressway alignment is confirmed. This means that at the southern end, the alignment proposed in November 2010 is confirmed and north of Waikanae River, the western alignment (Option 1 in the November proposals) is confirmed.

In November last year we advised you that the proposals may have a land requirement which affects your property. Following consultation and assessment of the effects of the proposals and feedback, we can now confirm that your property will not be required.

Arriving at the decision has been very difficult as we are aware of the impact it has on property owners. The process we followed involved the careful consideration of the feedback received and undertaking technical assessments in a wide area, as well as ensuring our work met all statutory requirements and responsibilities.

If you have any queries, please do not hesitate to call us on 0508 M2PP INFO (0508 6277 4636) or email info@m2pp.co.nz.

Yours sincerely



Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

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I am writing to inform you of the decision made on the proposals presented for public consultation in November 2010 for the MacKays to Peka Peka Expressway.

The MacKays to Peka Peka Expressway alignment is confirmed. This means that at the southern end, the alignment proposed in November 2010 is confirmed and north of Waikanae River, the western alignment (Option 1 in the November proposals) is confirmed.

Arriving at the decision has been very difficult as we are aware of the impact it has on property owners. The process we followed involved the careful consideration of the feedback received and undertaking technical assessments in a wide area, as well as ensuring our work met all statutory requirements and responsibilities.

In November last year we advised you that the proposals may have a land requirement which affects your property. We understand that you require certainty as soon as possible as to plans for the future and in this regard, we can now confirm that a portion of your property will be required. I realise that this news is not good but we will continue to keep you fully informed about the process. The next step will be for us to meet and discuss how we can assist you at this time, and the path forward from this stage.

We will contact you as soon as possible to make arrangements in this regard, but should you have any queries in the meantime please contact Jane Black on 0508 6277 4636.

Yours sincerely



Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

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6 May 2011

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Arriving at the decision has been very difficult as we are aware of the impact it has on property owners. The process we followed involved the careful consideration of the feedback received and undertaking technical assessments in a wide area, as well as ensuring our work met all statutory requirements and responsibilities.

In November last year we advised you that the proposals may have a land requirement which affects your property. We understand that you require certainty as soon as possible as to plans for the future and in this regard, we can now confirm that your property will be required. I realise that this news is not good but we will continue to keep you fully informed about the process. The next step will be for us to meet and discuss how we can assist you at this time, and the path forward from this stage.

We will contact you as soon as possible to make arrangements in this regard, but should you have any queries in the meantime please contact Jane Black on 0508 6277 4636.

Yours sincerely



Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

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<Recipient Country>

6 May 2011

Dear <Name>

MacKays to Peka Peka Expressway Project

I am writing to inform you that a portion of your property may be required for the MacKays to Peka Peka Expressway.

In November 2010 we informed potentially affected property owners that their properties may be required for the expressway and that this would be confirmed once the decision on the alignment is made. We are now in a position to confirm that alignment decision and to seek public feedback on new design detail which was not available last November. I am sorry to inform you that the design details for the interchanges which we will present at the public expos starting 15 May would require a portion of your property. This will not be confirmed until we have considered feedback from the community on the interchange design.

We realise that this will come as a surprise to you but we will continue to keep you fully informed about the process. The next step will be for us to meet and discuss how we can assist you at this time, and the path forward from this stage.

We understand that this is a stressful time. We are able to offer a support service for those people who wish to use it, please call 0800 327 669 at any time to arrange an appointment.

If you have not already been contacted by one of our team you will be contacted in the next day or so. In the meantime please call 0508 6277 4636.

We would also like to inform you that a consultation report is now available which provides a summary of the November 2010 consultation. A copy can be downloaded from our website www.nzta.govt.nz/m2ppproject or a hard copy is available on request.

Yours sincerely



Jim Bentley

MacKays to Peka Peka Expressway Alliance Project Manager

Property Reference Number	Parcel ID	Physical Address	Owner	Legal Description	Requirement
Southern End - Mackays to Raumati Rd					
1	3811903	10 Leinster Ave, Raumati South	Kevin & Frances Hughes, Alastair Gilchrist	Lot 33 Deposited Plan 17564	Partial
2	4000463	14 Leinster Ave, Raumati South	Kawana Properties Ltd	Lot 34 Deposited Plan 17564	Partial
3	3818133	16 Leinster Ave, Raumati South	Cobalt Sky Limited	Lot 35 Deposited Plan 17564	Whole inc Surplus
4	3873274	24 Leinster Ave, Raumati South	D A & P M Oliver	Lot 38 Deposited Plan 17564	Partial
5	3893814	28 Leinster Ave, Raumati South	S B Mackay, N B A Mackay, A M Barclay	Lot 39 Deposited Plan 17564	Partial
6	6625611	122 Leinster Ave, Raumati South	S L & M S Delaney	Lot 3 Deposited Plan 321700	Whole
7	6625610	120 Leinster Ave, Raumati South	M N Hannah & J N Duffell	Lot 2 Deposited Plan 321700	Whole
8	6625609	118 Leinster Ave, Raumati South	W C Tovey & C J Whittaker	Lot 1 Deposited Plan 321700	Whole
9	3798766	114 Leinster Ave, Raumati South	WVC Holdings Limited	Lot 13 Deposited Plan 18124	Whole
10	4045021	109 Leinster Ave, Raumati South	Angela & Matthew Riley	Lot 5 Deposited Plan 18124	Whole
11	4036374	115 Leinster Ave, Raumati South	J M & P D Cosgrove	LOT 1 DP 18124	Whole
12	4035197	117 Leinster Ave, Raumati South	J M Clunie	FLAT 2 DP 72335 1/2 INT 1096 M2 BEING LOT 6 DP 17552 CT41D/547	Whole
13	4035197	117 Leinster Ave, Raumati South	D M Coulter	FLAT 1 DP 63395 1/2 INT 1096 M2 BEING LOT 6 DP 17552 CT 36C/428	Whole
14	4058326	280 & 278 Sh 1,	C F & I N Taylor	LOT 5 DP 17552 CT B4/351	Whole

		Paraparaumu			
15	4043524	276 Sh 1, Paraparaumu	Judith Irene Wickenden	Lot 3 Deposited Plan 17552	Whole
16	3861879	274 Sh 1, Paraparaumu	R J & L Marley	LOT 2 DP 17552 CT B4/750	Whole
17	3869063	272 Sh 1, Paraparaumu	Wavish Family Trust	LOT 1 DP 18124	Whole
18	3944687	266 Sh 1, Paraparaumu	Fourways Enterprises Ltd	LOT 1 DP 32122 CT 28D/373	Whole
19	3857403	264 Sh 1, Paraparaumu	A E & M R X Sebire	PT LOT 2 DP 21648 CT 10B/724	Whole
20	6642691	260 Sh 1, Paraparaumu (ROW)	H J Smith & H J Sangster-Smith, A & B J McKeown, A I & L R Pritchard, G R McCall, C & S Bengel, J Sijbrant	FLAT 1 CARPORT 1 SHED 1 DP 325664 ON LOT1 DP 323679	Partial
21	3750002	256 Sh 1, Paraparaumu	Carver Family Home Trust	LOT 2 DP 17260 CT 627/31 SUBJ TO EASEMENT DP 76803	Partial
22	3867817	252 Sh 1, Paraparaumu	R P & N P Fleetwood	PT LOT 2 DP 19274 CT 818/75	Whole
23	3915560	246 Sh 1, Paraparaumu	G M Sanford	PT LOT 1 DP 19274 CT A1/271	Whole
24	3774833	242 Sh 1, Paraparaumu	G C Bathgate & B R Lindsay	LOT 11 DP 18239	Whole
25	3889881	240 Sh 1, Paraparaumu	R & L J Taylor	LOT 13 DP 18239 CT 10C/956	Whole inc Surplus
26	3955429	238 Sh 1, Paraparaumu	C R & T M Strand	LOT 12 DP 18239 CT 8B/1140	Whole inc Surplus
27	3775933	236 Sh 1, Paraparaumu	F G & R D Whelan & E M Murphy	LOT 10 DP 18239 CT 10C/955	Whole inc Surplus
28	4027713	226 Sh 1, Paraparaumu	G P & L J Burns	LOT 2 DP 18239 CT 10C/836	Whole inc Surplus
29	3806260	224 Sh 1, Paraparaumu	G D & J A Stringer	LOT 1 DP 18239 CT 8B/1139	Whole inc Surplus
30	3904689	200 Sh 1, Paraparaumu	Kapiti Estates Limited	PT LOT 17 DP 2391	Partial
Around kapiti Road					

31	4063543	WLR Designation (Ngahina)	P W Brunton, A G Hercus, K M Teira (Ngahina)	LOTS 2 4 5 DP 72985	Whole
32	3781422	109 Kapiti Rd, Paraparaumu Beach	Garton Holdings Limited	Lot 3 Deposited Plan 72985	Partial
33	3926739	77 Kapiti Rd, Paraparaumu	St Heliers Capital Limited	Ngarara West B 3B	Partial
34	3903976	108 Kapiti Rd, Paraparaumu Beach- Paraparaumu	Baray Holdings Limited	Lot 1 Deposited Plan 29749	Whole
35	3984378	106A Kapiti Rd, Paraparaumu Beach- Paraparaumu	Reginald & Delwyn Saunders, Derek Tait	Lot 1 Deposited Plan 87980	Partial
36	3823492 & 6553121	104 & 106B Kapiti Rd, Paraparaumu Beach- Paraparaumu	Mark Corrigan & Bernadette Cavanagh Tither	Lot 2 Deposited Plan 87980, Lot 2 Deposited Plan 307526	Partial, inc surplus
37	6553120	102 Kapiti Rd, Paraparaumu Beach- Paraparaumu	R W Thomson Limited	Lot 1 Deposited Plan 307526	Whole inc Surplus
38	4028280	96 Kapiti Rd, Paraparaumu Beach- Paraparaumu	Michelle Ann Bullivant	Lot 1 Deposited Plan 70547	Whole
39	3804193	98 Kapiti Rd, Paraparaumu Beach- Paraparaumu	Yurri & Kelly Hynson	Lot 1 Deposited Plan 20869	Whole
40		104 Kapiti Rd, Paraparaumu Beach- Paraparaumu	Mark Corrigan & Bernadette Cavanagh Tither		Partial inc Surplus
Otaihanga Road to Waikanae River					
41	3820993	155 Otaihanga Rd, Otaihanga	R & Y Mansell Family Trust	LOT 1 DP 84524	Partial
42	7068054	68 Tieko Street,	B & M R Mansell	Pt Lot 8 Deposited Plan 53192	Partial

		Otaihanga			
Waikanae River to Te Moana Road - Western Waikanae Option					
43	7099555	Waikanae Christian Holiday Park	Waikanae Christian Holiday Park Inc	Pt Lot 1 Deposited Plan 24354	Partial
44	4050696	38 and 40 Puriri Rd, Waikanae Park	N B Heard, A A M H Kamp	Lot 56 Deposited Plan 16850	Whole
45	3823723	144 Weggery Drive, Waikanae	R R Garrod & A S Fairburn & R C Hicks & Ors	LOT 4 DP 88064	Partial
46	3904181	69 Puriri Rd, Waikanae Park	J D & J S Hietbrink	Lot 27 Deposited Plan 16850	Whole
47	3904182	67 Puriri Rd, Waikanae Park	R J & S F Read	Lot 26 DP16850	Whole
48	3904183	65 Puriri Rd, Waikanae Park	C M Iazard	Lot 25 Deposited Plan 16850	Whole
49	3788142	45 Puriri Rd, Waikanae Park	J H & A M Tocker, BKL Corporate Trustee Limited	Lot 6 Deposited Plan 78308	Whole
50	4065907	204 Te Moana Road, Waikanae	P Grace	Ngarara West A25B2A	Partial
51	3976941	206 Te Moana Rd, Waikanae Beach	R Pitama	Ngarara West A25B2B	Whole inc Surplus
52	4064945	190 Te Moana Rd, Waikanae Beach	S A Wyatt	Ngarara West A25B1B1	Whole inc Surplus
53	3984594	187 Te Moana Rd, Waikanae Beach	P D & D R Martin & B Cunningham	PT NGARARA WEST A25A2B-SUBJ TO GAS PIPELINE EASEMENT	Whole inc Surplus
54	7058744	168 Te Moana Rd, Waikanae Beach	D M & F W Morris, J Kerswill	FLAT 1 DP 66936 ON LOT 1 DP 55469 INT IN 17861 M2 CT 37C/243	Whole inc Surplus
55	3792055	124-154 Te Moana Rd, Waikanae Beach	D K Yee	Lot 2 Deposited Plan 57892	Whole
56	4065050	160 Te Moana Rd, Waikanae Beach	B T Knight	PT NGARARA WEST A25A1A BLK V KAITAWA SD SUBJ TO GAS PIPELINE	Whole inc Surplus

				EASEMENT- CT 724/47	
57	3776344	162 Te Moana Rd, Waikanae Beach	J Busby & D Morris	Lot 1 Deposited Plan 19210	Whole
58	3750674	156 Te Moana Road, Waikanae	D Beirne & R P Crimp	Lot 1 Deposited Plan 57892	Whole
North of Te Moana Road					
59	4025347	137 Te Moana Rd, Waikanae Beach	I K & K Douglas	Lot 3 Deposited Plan 85279	Whole
60	4059222	139 Te Moana Rd, Waikanae Beach	J F Dixon & C I Dixon	Lot 2 Deposited Plan 85279	Whole
61	3754894	141 Te Moana Rd, Waikanae Beach	R A & F J Devlin	Lot 1 Deposited Plan 85279	Whole
62	4047093	143 Te Moana Rd, Waikanae Beach	C & I A Baxter	Lot 2 Deposited Plan 79765	Whole
63	3901103	248 Ngarara Road, Waikanae	Maypole Environmental Limited	LOT 2 DP 376753 PT LOTS 20-21 DP 20118 PT CLOSED ROAD PT LOT 2 DP 47188 LOTS 11-13 DP 60844 PT LOTS 7-8 LOT 9 DP 60845 PT LOT 1 DP 79034 SEC 2 SO 34172 SEC 2 SO 337468 BALANCE AT 14931 75200 - PART	Partial
64	3920511	269-275 Ngarara Road, Waikanae	Stephen & Susan Jones	Lot 3 Deposited Plan 57411	Whole
65	3844370	Private road	Nga Manu Trust	Pt Lot 5 Deposited Plan 59129	Partial
66	3862596	37 End Farm Road, Waikanae	N L De Martin	LOTS 7 10 DP 87995 BLK V KAITAWA SD	Partial
67	3970788	267 State Highway 1, Waikanae	Paetawa Trust	PT KUKUTAUAKI 1B1 NGARARA WEST A46A A46B LOT 2 DP 25435	Partial
68	3956670	343 Sh 1, Otaki	Kensington Farm Park Limited	LOT 3 4 21 DP 84983 LOTS 8 14 DP 89418	Whole inc Surplus
69	6705217	345 State Highway 1, Waikanae	P & T C W E Pieterse	PT LOT 1 DP 65509	Whole
70	3789782	21 Peka Peka Rd, Peka	K A Stiven	LOT 37 DP 25326 BLK VI KAITAWA	Whole

		Peka		SD	
71	3866828	401 Sh 1, Otaki	P J & S M Fitzgerald	LOT 1 DP 58697 CT 35A/1000	Partial
72	6705215	425 Sh 1, Otaki	W H & M E Read	PT LOT 1 DP 63703	Whole inc Surplus
73	4007643	9 Te Kowhai Rd, Peka Peka	H B & J V Janssen	LOT 1 DP 81579	Whole inc Surplus

Appendix 3.K – Proposed Expressway flyover (Visual Simulation)

The Expressway flyover visual simulation can be viewed on the following website:

<http://www.nzta.govt.nz/projects/mackays-to-peka-peka/resources.html#video>