



Puhoi to Wellsford



Update

Newsletter 05 - April 2011

Community responds strongly to the indicative route

Intense community interest in the NZTA's indicative route for the Puhoi to Warkworth section of the Puhoi to Wellsford road of national significance is reflected in the high level of feedback the NZTA has received about the suggested route. The NZTA is grateful for the interest everyone is showing in the new highway and thanks you for the time you have taken to respond.



The first public information day was held at Warkworth Primary School hall on 20 November. It was very successful with over 250 people attending to ask the project team questions.

This newsletter will update the community on the feedback and other developments regarding the project.

The consultation process was focussed on four planned public information days - three in Warkworth and one in Puhoi - to give people the chance to meet the project team and talk face to face about the indicative route and any concerns people had about it. Because interest was so high, the NZTA decided to hold a fifth information day, at Warkworth, in late January.

All five were successful, attracting between 100 and 250 people. The project team that attended the open days included those involved in the design of the indicative route and technical specialists able to discuss property issues, noise, and ground conditions. The team received valuable feedback through these discussions. As well, the NZTA has

received hundreds of other feedback forms through the project's website, in the post, and over the phone.

Every response received is important. They are being reviewed by the project team for consideration as part of the ongoing refinement of the route.

The new highway will be built through some of New Zealand's most challenging country and it will take time before a decision is made on its final design. The NZTA's objective is to design and construct a secure highway that minimises social, cultural and environmental effects, delivers economic benefits between Auckland and Northland and is value for money.

For more details on your feedback and the next steps towards a new highway, please see inside this newsletter.

Categories of feedback

The feedback received by the NZTA fell into three broad categories, the summary of which can be found on the next page.

The need for the road

People's overall view on whether they thought that the highway was needed or not.

The features of the route

What people thought about the various features of the highway.

The local conditions or challenges

Feedback that was specific to local conditions or impacts, as well as where people believed there are challenges to constructing the highway.

Hokai Nuku: Beginning the wide range of iwi inputs to the project

Hokai Nuku is the name chosen by the progressive alliance formed between the mana whenua of the project area traversed by the proposed highway.

"Hokai Nuku" represents the concept of advancing forward in the quest for knowledge to share with the people. This is also represented in the chant that depicts the deity, Tane, ascending to the heavenly realms in a quest to acquire the notional three baskets of higher knowledge.

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Puhoi to Warkworth: Summary of feedback

The feedback below is from a wide range of people and broadly reflects the categories of information received. It is not intended to represent the quantity or quality of feedback. Feedback with a circled number, e.g. (A) has a geographic location and is shown on the map opposite.

THE NEED FOR THE ROAD

There were various and often conflicting views relating to the need for the highway. We found that people:

- Support the need for the highway and want it built as quickly as possible.
- Want the highway to continue to Wellsford.
- Are opposed to the idea of a new highway because they;
 - do not believe that the country can afford the highway
 - do not believe that the benefits of the new highway outweigh the costs
 - believe major traffic problems only occur rarely.
- Oppose the highway or advocate different alternatives like;
 - doing nothing – keep the existing road
 - upgrade the existing road
 - upgrade the Hill St intersection
 - bypass Warkworth and Wellsford only
 - improve public transport
 - improve rail and sea links with Northland.
- Support the indicative alignment as it is and want it built as quickly as possible.

THE LOCAL ISSUES

We also received feedback that related to specific local impacts or conditions – sometimes this was conflicting. We found that people:

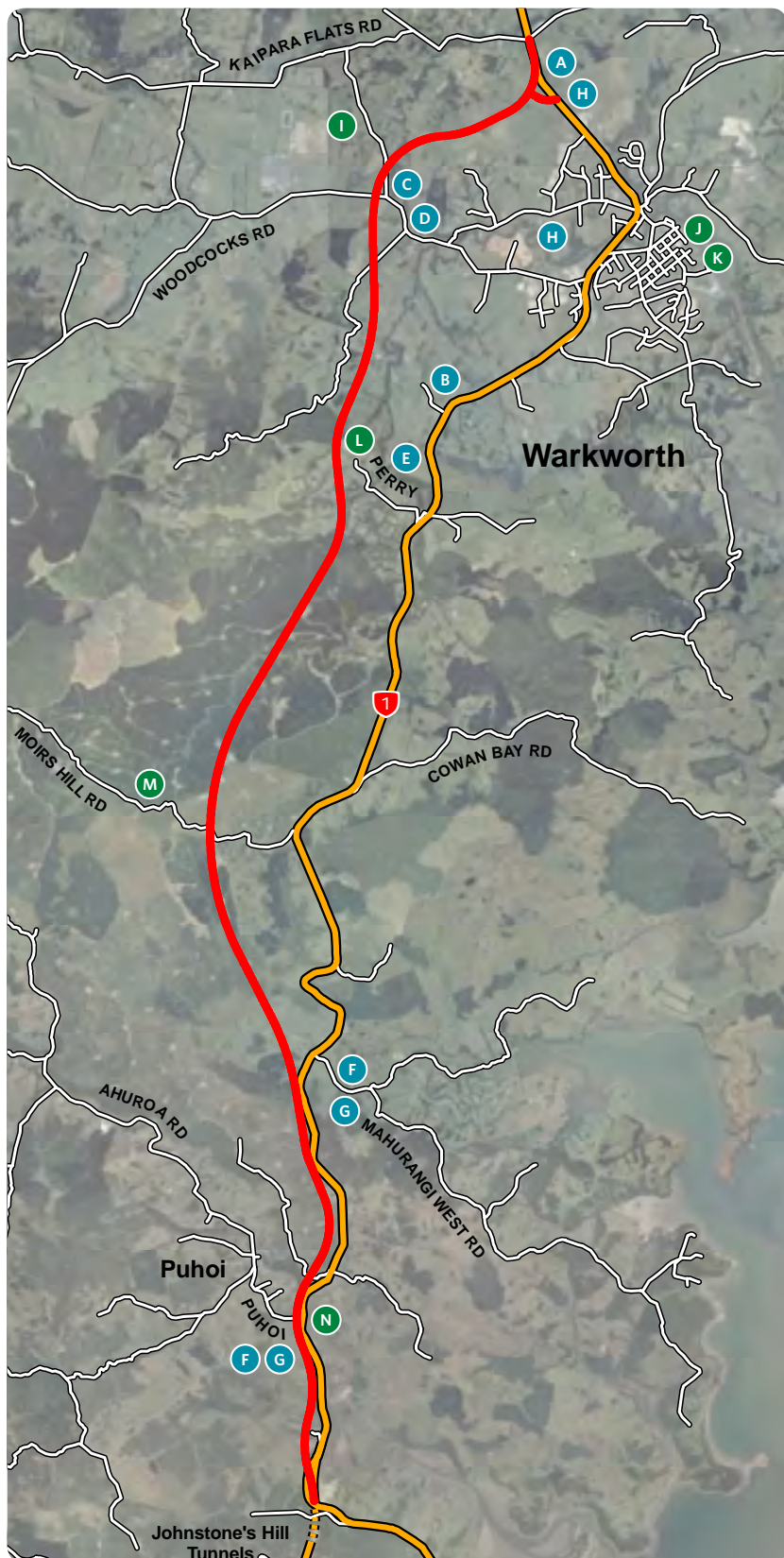
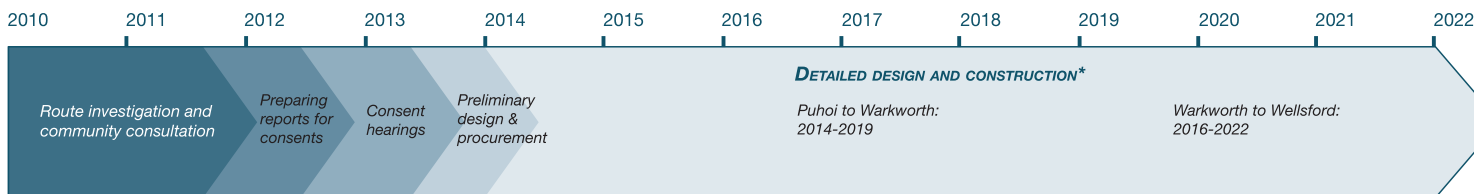
- (I) Have identified areas where they believe local conditions will make building a road difficult. For example the low lying land between Carran Road and SH1 (where the indicative route reconnects to SH1).
- (J) Are concerned that a bypass of Warkworth will have a negative impact on the town.
- (K) Believe that a bypass of Warkworth will have a positive impact on the town.
- (L) Are concerned about the impact the road will have in the vicinity of Perry Road and suggested that the road is moved further west.
- (M) Are concerned about the impact the road will have on the area of Moirs Hill Road.
 - Are concerned about the effects the road will have on the air and noise quality for their property/lifestyles.
 - Are concerned about the visual impact the new road will have in their area or on their property/lifestyles.
 - Are concerned about how construction traffic will access the construction area.
- (N) Had concerns about the impact of the bridge crossing over Puhoi Road.

THE FEATURES OF THE ROUTE

There was varied feedback relating to the design of the route which was sometimes conflicting. Feedback included:

- (A) Support for the northern access at Warkworth.
- (B) Desire for an access south of Warkworth as well as in the north.
- (C) Support for an access to Warkworth at Woodcocks Road.
- (D) Opposition to an access to Warkworth at Woodcocks Road.
- (E) Perry Road being proposed as a southern access point for a Warkworth bypass.
- (F) Requesting access to the motorway at Puhoi/Mahurangi West because;
 - it is necessary for the communities and local businesses to survive
 - it is necessary for the access of emergency services or the diversion of traffic in an incident
 - otherwise the existing access to the Northern Gateway Toll Road will be denied
 - no access will reduce toll revenue on the Northern Gateway Toll Road.
- (G) Not wanting access to the motorway at Puhoi/Mahurangi West because;
 - It would negatively impact the village of Puhoi
 - It would add a lot of cost to the project.
- (H) Requesting other improvements to the local road network be incorporated into the project, including;
 - a Matakana link road
 - the Western Collector road in Warkworth.
- Suggesting prioritising a bypass for Warkworth (and Wellsford) in any staged construction. Some also suggested that the rest of the route can be reassessed after these have been built.





What's next?

The indicative route is now being reviewed and where changes are made, the team will be in direct contact with the affected property owners to discuss.

The next phase of the project is to prepare reports to support lodging a Notice of Requirement (NOR) and applying for resource consents. The NZTA will be looking to engage a consultant to do this next phase of the project.

The NOR is the process by which the NZTA applies to protect the route for future use as a highway under the planning legislation. Resource consents refer to the consents (or planning approvals) that set out what will be built and how.

We are doing the following things to support the lodgement for an NOR and application for resource consents:

Further technical investigation

This includes further geotechnical testing and environmental surveys and monitoring (which can take some time) for the design to be further developed. Examples of technical investigation include ecological monitoring, air and water quality monitoring, noise assessments, landscape assessments and assessing the cultural impacts.

Developing an Assessment of Effects on the Environment (AEE)

This is a document that outlines the assessment of the actual or potential effect on the environment of the proposed project and is part of the requirements under the Resource Management Act 1991 (RMA). This key document supports the NZTA's applications for the NOR and resource consents.

The NOR and resource consents need to be approved before the highway can be constructed.

More details about this will follow in the upcoming months, however, it is likely that this process will take 12-18 months.





Representatives of the five iwi and hapu in Hokai Nuku who are engaging with the NZTA on the Puhoi to Wellsford RoNS. From left to right: Kaho Andrews, Mook Hohneck (Chair), Ben de Thierry, Thomas de Thierry, Fred Andrews, Ringi Brown, Gena Moses-Te Kani, Tracey Davis, George Kahi (absent: Tame Te Rangī)

cont. Hokai Nuku begins engagement

The alliance has representatives from mana whenua Ngati Manuhiri, Te Uri o Hau, Ngati Rangō o Kaipara and Ngati Whatua iwi, with the support of Ngati Paoa. Principally, Hokai Nuku is the collaboration on the Puhoi to Wellsford road of national significance (RoNS) project.

Iwi and hapu representatives began meeting with the NZTA in February 2010 and formalised Hokai Nuku in November 2010. Aside from providing cultural advice to the NZTA on the Puhoi to Wellsford project, Hokai Nuku will collaborate on cultural, social, environmental and economic issues of mutual benefit and engage in partnerships with local and central government agencies.

Hokai Nuku is currently identifying sites and areas of cultural significance along the proposed route with the intent of providing mechanisms to protect such taonga for future generations.

For further information, please contact the NZTA Communications and Stakeholder Liaison Manager, Amanda Cosgrove, who will pass onto Gena Moses-Te Kani, Kaiwhakahaere for Hokai Nuku.



For more information

For further information online visit: www.nzta.govt.nz/puhoi-wellsford

Ground investigations

You may have noticed a drilling rig, like the one below, in the project area last month. Since the release of the indicative route in November 2010, our geotechnical specialists have started a variety of more detailed investigations into ground conditions.

A number of sample holes have been drilled across the project area. A small hole (about 15cm across) is drilled (some reaching up to 50m deep) in order to obtain samples of the rock beneath. A number of pits of up to 5m deep have also been dug in various locations and samples taken from these.

These samples are used to help us improve our understanding of the strength of the ground, and the way in which it is layered. This gives us a better idea of the stability of the ground for construction and earthworks. These findings continue to increase our knowledge of the project area. More intensive testing is still required.



Our contact details

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