

## 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	<b>May to June</b> This third stage of consultation (Expo 2) will focus on the design of the expressway.
	<b>July to December</b> 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](http://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](mailto:info@m2pp.co.nz)



### 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](mailto:info@m2pp.co.nz)  
Telephone: 0508 M2PP INFO (0508 6277 4636)



## 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

