

Before a Board of Inquiry  
MacKays to Peka Peka Expressway Proposal

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*under:* the Resource Management Act 1991

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

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

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

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Dated: 26 October 2012

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

- 1 My full name is Julie Meade Rose.
- 2 I have the qualifications and experience set out at paragraphs 2 to 6 of my statement of evidence in chief, dated 6 September 2012 (*EIC*).
- 3 I repeat the confirmation given in my *EIC* that I have read, and agree to comply with, the Code of Conduct for Expert Witnesses (Consolidated Practice Note 2011).
- 4 In this statement of rebuttal evidence, I respond to the evidence of:
  - 4.1 Mary-Jane Rivers, on behalf of Kāpiti Coast District Council (*KCDC*) (submitter 0682);
  - 4.2 Emily Thomson, on behalf of Kāpiti Coast District Council (submitter 0682);
  - 4.3 Dianne Buchan, on behalf of Save Kāpiti Incorporated (submitter 0505);
  - 4.4 Grant Birkinshaw, on behalf of Brent McKay and Tordis Flath (submitter 0654);
  - 4.5 Beth Lindsay, for the Highway Occupant's Group (submitter 0452);
  - 4.6 Sharon Lee, on behalf of Greater Wellington Regional Council (*GWRC*) (submitter 0684);
  - 4.7 Jayne Staple, on behalf of Raumati South Residents Association Incorporated (*RSRA*) (submitter 0707);
  - 4.8 Mary Campbell-Cree, on behalf of *RSRA* (submitter 0707);
  - 4.9 Sarah Lindsay, on behalf of Highway Occupant's Group (submitter 0542);
  - 4.10 Bianca Begovich (submitter 0669);
  - 4.11 Marie O'Sullivan, on behalf of Action to Protect & Sustain our Communities (*APSOC*) (submitter 0677);
  - 4.12 Christopher and Monica Dearden (submitter 0261); and
  - 4.13 Loretta Pomare (submitter 0309).
- 5 I have read all of the submitter evidence that raises social issues. The fact that this rebuttal statement does not respond to every

matter raised in the evidence of submitter witnesses within my area of expertise should not be taken as acceptance of the matters raised. In responding to submitters' evidence, I rely on my earlier technical report, my EIC and this rebuttal statement for my conclusions.

- 6 Consistent with my EIC I have referred to the MacKays to Peka Peka Expressway Project as "the Project" in this rebuttal evidence.

### **EXECUTIVE SUMMARY**

- 7 In summary, I re-confirm the conclusions reached in my EIC, that is, with the communication, public liaison and management plans in place to mitigate adverse effects, I consider the overall net social effects of the proposal will be positive. In response to concerns raised by Ms Rivers I have recommended an amendment to the proposed designation condition DC.14 to ensure that the Community Liaison Groups are staffed with at least one person appropriately qualified in community development and social assessment.
- 8 In my view I have carried out my assessment in accordance with accepted methodology and disagree with Ms Buchan's views on including the benefits of the Western Link Road in the baseline.

### **PROPOSED DESIGNATION CONDITIONS**

- 9 Before I address the evidence of the submitters, I wish to reiterate the mitigation that forms part of the proposed designation conditions. A number of submitters were suggesting mitigation that, in my view, is already provided for in the proposed conditions, as follows.

#### **NZTA liaison person**

- 10 The NZTA will appoint a liaison person for the length of construction and for 12 months following completion of the Project. The liaison person will be the "main and readily accessible point of contact at all times for persons affected by the construction work and operation of the Project." (DC.12)

#### **Stakeholder and Communications Management Plan**

- 11 Proposed designation condition DC.13 requires the NZTA prepare and implement a Stakeholder and Communications Management Plan (SCMP). The SCMP will set out how the public and stakeholders will be communicated with throughout the construction period.

#### **Community Liaison Groups**

- 12 Proposed designation condition DC.14 requiring the establishment of community liaison groups is one of the most important conditions, in my view. There is proposed to be two community liaison groups: one in the northern end of the Project and one in the southern end. The purpose of the liaison groups "shall be to provide a regular forum through which information about the Project can be provided

to the community, and an opportunity for concerns and issues to be raised with the Requiring Authority”.

- 13 The liaison groups will be open to all interested organisations, including:
- 13.1 KCDC;
  - 13.2 Educational facilities (including schools, kindergartens, childcare facilities);
  - 13.3 Community/environmental groups;
  - 13.4 Business groups; and
  - 13.5 Community Boards.
- 14 I will refer to these mechanisms when I respond to the submitter’s evidence.

#### **EVIDENCE OF SUBMITTERS**

##### **Mary Jane Rivers and Emily Thomson on behalf of Kāpiti Coast District Council (KCDC)**

- 15 Ms Rivers’ evidence is focused on the social effects of the Project. She makes a number of suggestions for further work and refers to the establishment of a social monitoring and adaptive management package. Ms Thomson proposes a new designation condition to give effect to these concerns. I will respond to both statements of evidence below.
- 16 Ms Rivers acknowledges that I have undertaken a social impact assessment with reference to the International Association for Impact Assessment (*IAIA*) and the Resource Management Act 1991 (*RMA*). However, she considers greater analysis is required of:
- 16.1 Makarini Street and environs;
  - 16.2 Social impacts of construction;
  - 16.3 Kāpiti Road and Te Moana Interchanges;
  - 16.4 Health and safety impacts; and
  - 16.5 Effects on the medical centre on Kāpiti Road.
- 17 Ms Rivers states that this greater analysis could be components of her “package”.

***Makarini Street and environs***

- 18 The KCDC submission raised a concern about Makarini Street and environs. Paragraphs 226 to 232 of my EIC respond directly to this concern.
- 19 Ms Rivers states five areas of focus for concerns in Makarini Street and environs.<sup>1</sup> The *first* is to assess in more detail impacts of construction and operation of the Expressway such as revisiting the use of the current informal walkway from Makarini Street to Te Roto Drive. I consider that sufficient assessment has been undertaken of all impacts during construction and operation of the Expressway, this holistic assessment is undertaken by **Mr Robert Schofield** in the AEE and his EIC.
- 20 In relation to the walkways, investigative work has already been done on this matter and, as I discussed at paragraph 227 and 228 of my EIC, the Project will result in two new connections for residents in the Makarini Street area. The first is the pedestrian and cycle overbridge connection from Makarini Street to the new pedestrian/cycle way and Te Roto Drive. The second is a walking path from the park on Makarini Street to Kāpiti Road. These connections are shown on page 83 of the Urban and Landscape Design Framework (Technical Report 5 to the AEE). I have attached a copy to this plan as **Annexure A** for reference. As I noted in my EIC, this matter is discussed further in the evidence of **Mr Marc Baily** and **Mr Andrew Murray**. I am unsure whether Ms Rivers is aware of the Urban and Landscape Design Framework and the multiple disciplinary approach taken to pedestrian and cyclist connectivity.
- 21 I need to point out that the Crime Prevention Through Environmental Design (*CPTED*) audit for the walking path from the park on Makarini Street to Kāpiti Road will be important, as it will determine if the walking path will be safe within the confined area between the off ramp and property fences. This matter will be resolved through the designation condition proposed in the rebuttal evidence of **Mr Baily**. While it is important to have connectivity, we have to make sure it will be safe. In summary, apart from the CPTED audit, I do not consider any further analysis is required.
- 22 The *second* focus of concern for Ms Rivers regarding Makarini Street and environs is that she considers there should be a requirement to develop agreed monitoring, mitigation and compensation. Overall, I do not consider further work is required in this area because:
- 22.1 The SCMP, to be prepared before construction, would include the development of methods to communicate with the residents in Makarini Street and environs.

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<sup>1</sup> Evidence of Mary Jane Rivers, paragraph 6.6.

- 22.2 For issues that arise during construction, the liaison person, the Community Liaison Groups and the complaints process are available, and in my view, are sufficient to address any issues, with the assurance that the Community Liaison Groups are staffed with a person appropriately qualified in community development and social assessment, (I discuss this recommended change to conditions below). For example, monitoring (and managing) the social impacts of construction and operation of the Expressway will be undertaken by the community liaison groups. The monitoring to be undertaken will be agreed by the liaison groups which include NZTA and KCDC representatives. The liaison person will be working closely with KCDC and the other organisations in the community liaison groups.
- 22.3 Mitigation of effects has been provided for in the proposed conditions. Ms Rivers refers to noise, vibration, dust, visual amenity and disruption. My assessment in my EIC is based on the evidence and technical reports of **Ms Siiri Wilkening, Mr James Whitlock, Ms Camilla Borger, Dr David Black, Mr Boyden Evans and Mr Stephen Hewett.**
- 22.4 In my view, there is no need for compensation.
- 23 As discussed above, in order to facilitate social monitoring to be undertaken by the Community Liaison Groups, I recommend an amendment should be made to proposed designation condition DC.14. I recommend that the NZTA should ensure that the Community Liaison Groups are staffed with at least one person with experience in community development and social assessment. This amendment to Condition DC.14 is shown in **Annexure B** to my evidence.
- 24 The *third* area of focus for Ms Rivers concerning Makarini Street and environs is building on and supporting local leadership and positive developments in the communities to optimise social wellbeing. I consider the Community Liaison Groups, as proposed under the NZTA's conditions, would meet the needs raised by Ms Rivers. The Community Liaison Group will be made up of local services and the Council and in my view, will build on and support current local leadership.
- 25 The *fourth* area of focus in Ms Rivers' evidence in regard to Makarini Street and environs is *'to work closely with local services and the Council around support mechanisms'*. Again, I consider that this is already provided for through the Community Liaison Group. This Group will be made up from, and work closely with, local services and the Council.

26 The *fifth* area of focus in Ms Rivers' evidence on Makarini Street and environs concerns identifying and financing enhancements required as mitigation for the adverse effects of the Project. I note that the NZTA has, based on the technical reports and evidence from a number of different disciplines, identified the mitigation required for the Project and will finance the implementation of that mitigation. In my view, the mitigation is well informed by an assessment of effects and is sufficient.

***The Kāpiti Road and Te Moana Road Interchanges***

27 Ms Rivers is concerned about safe access at the Kāpiti Road and Te Moana Road interchanges (paragraphs 6.8 and 6.9). In my opinion, traffic lights generally provide a safer way for pedestrians to cross roads rather than people having to make judgements about when best to cross roads. As outlined in the rebuttal evidence of **Mr Baily**, KCDC is proposed to have a role in determining the final form of such crossings through a designation condition that requires the certification of urban design plans at all key bridging points along the proposed Expressway.

***Te Moana Road***

28 I am aware that this issue is also addressed in the rebuttal evidence of **Mr Noel Nancekivell**, **Mr Murray** and **Mr Baily**. I understand that the NZTA is prepared to look at alternative designs for this intersection. I support the use of traffic lights at this location and further design work being undertaken.

***Kāpiti Road/Arawhata Road intersection***

29 Traffic lights at this location would provide a safer pedestrian crossing and a more direct route for pedestrians from Arawhata Road to go to Paraparaumu town centre. The rebuttal evidence of **Mr Murray** includes a Network Integrated Plan (*NIP*) that will address this intersection and the traffic effects of the Project.

***Construction of the Expressway***

30 In general, I agree with Ms Rivers' concerns about the potential social impacts of construction (in paragraph 6.12). I undertook a thorough assessment of construction impacts at pages 76-95 of my Technical Report. Construction effects are also addressed by **Mr Hewitt** and **Mr Goldie**.

31 These assessments include information about the transport routes to be used, the location of activity nodes, restriction times around activity nodes, the timing of construction activities at neighbourhoods along the Expressway route, and the likely numbers of workers during these periods.

32 The Community Liaison Group is the vehicle that would monitor and respond to construction concerns and impacts. As further construction details become available, such as accommodation concerns, the Liaison person would disseminate this information to



the liaison groups and together they would respond to any concerns and impacts that arise.

- 33 At paragraph 6.13 of Ms Rivers' evidence, she expresses concern about the need for a formal process to facilitate early and ongoing interaction about construction between health services, social services, accommodation planning, education institutions and the Council. This is the exact role the Community Liaison Group would have and I am unsure whether Ms Rivers is aware of this. In my view, this Group (which would be established in accordance with DC. 14 along with the SMCP) would be an effective means to address adverse effects of construction on the local communities.
- 34 I understand that **Mr Hewitt** responds to Ms Rivers' concerns about construction traffic.

***Health and safety impacts***

- 35 At paragraphs 6.15-6.20, Ms Rivers discusses her desire for a health impact assessment to be undertaken. Ms Rivers does not refer to the evidence in chief of **Dr David Black**, and I am unsure of whether she is aware of this public health assessment of the Project. In addition, I have read the supplementary evidence of **Ms Borger** and her attached "Community Exposure Assessment – Assessment of Air Quality Health Effects".
- 36 In addition to the evidence of **Dr Black's** (who responds to various public health and individual health concerns raised by submitters) I note that monitoring during construction and operation will include elements relevant to an HIA. For example, the Community Liaison Group can include any relevant organisations, including community groups and boards. The Community Liaison Group will have the ability to monitor the use of the Kāpiti Road and Te Moana interchange pedestrian facilities by children, older people and those with disabilities, and to assess their ability to move safely and confidently at these new features. The Community Liaison Group can also monitor concerns about the health of elderly people living in close proximity to the Expressway.

***Effects on the Paraparaumu Medical Centre on Kāpiti Road***

- 37 Ms Rivers is concerned about the effects of the Project on the Paraparaumu Medical Centre on Kāpiti Road. I understand that these concerns primarily relate to access and property acquisition and are explained in the evidence of **Mr Andrew Quinn**.

***Condition suggested by Ms Thomson***

- 38 As I consider that all of Ms Rivers' concerns can be met through the conditions already put forward, I do not consider it necessary to adopt the conditions recommended by Ms Thomson in her evidence.

**Dianne Buchan on behalf of Save Kāpiti Incorporated**  
**Methodology**

39 Ms Buchan has several concerns about the methodology I used for the SIA.<sup>2</sup> She also refers to a peer review undertaken by Mr Robert Quigley. Peer review is a normal part of development of technical reports. Along with feedback from Mr Quigley,<sup>3</sup> I also worked with Ms Amelia Linzey<sup>4</sup> and Ms Noreen Barton<sup>5</sup> in the development of my report.

**Assessment of alternatives**

40 Ms Buchan raises concerns (at paragraph 22-34) about the social input into the route selection and states that I was commissioned to undertake the SIA on the NZTA's preferred route.<sup>6</sup> Ms Buchan does not refer to the AEE, Part E, Chapter 9: Consideration of Alternatives. Part E details how the consideration of alternatives included social and other technical specialist data in the "...detailed analysis of 4 principal route options ... 12 connectivity options ... and 24 alignment sub-options...".<sup>7</sup>

41 I can confirm that I provided the social input and assessment in the consideration of alternatives in the MCA process at all phases as described in the AEE (Consideration of Alternatives, Part E, Chapter 9).

**Baseline of effects**

42 Ms Buchan (at paragraphs 35–38) disputes the baseline used to assess the effects in the SIA report. Specifically, Ms Buchan considers that this baseline should have included KCDC's Western Link Road project. At paragraph 38, Ms Buchan expresses the view that none of the benefits that I have identified, whether regional or local, should have any bearing on the current application. In her view, these benefits would have arisen under the Western Link Road project anyway.

43 It is my understanding that the correct legal approach to my assessment was not to include the Western Link Road in the baseline. In addition, when undertaking a social impact assessment I do not consider it would be good practice to turn a blind eye to benefits or negatives based on an alternate option being available. This would result in a distorted or slanted outcome.

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<sup>2</sup> Evidence of Dianne Buchan, paragraph 39.

<sup>3</sup> Evidence of Dianne Buchan, paragraph 44.

<sup>4</sup> Amelia Linzey is a Technical Director of Planning at Beca. Ms Linzey gave social impact and planning evidence to the Board of Inquiry in the Waterview Connection Project.

<sup>5</sup> Noreen Barton was a consultant with EMS Limited and has undertaken numerous social impact assessments, including for the NZTA. Ms Barton has previously provided evidence before the Environment Court.

<sup>6</sup> Evidence of Dianne Buchan, paragraph 33.

<sup>7</sup> AEE: Pages 217-218

44 I also note that while Ms Buchan considers I should not take account of the benefits of the Project, she has not suggested the same approach to the adverse effects.

45 My SIA uses the existing situation as the baseline but recognises the current designated land and the expectation in the community that the land would be used for roading purposes.

46 I strongly disagree with the approach advocated by Ms Buchan.

***Mapping of boundaries***

47 Ms Buchan (at paragraph 45) states that there is no map in the SIA report showing the boundaries of the Area Units so the reader can relate the demographic data to the proximity of the Expressway. There are eight maps in my SIA showing the proposed Expressway alignment and the Area Units in the local communities (Figures 1-8).

***Monitoring and management***

48 I agree with Ms Buchan's statement at paragraph 55 that if potential adverse effects, in relation to the construction workforce, are monitored and managed there could be significant local benefits. I note that such monitoring and management is proposed through the Community Liaison Group, as discussed above. In my opinion, monitoring and management of adverse effects will result in considerable benefits for the local communities.

***Additional engineering mitigation***

49 In response to Ms Buchan's paragraph 58, it is my understanding that most of these initiatives (including additional engineering and design work) have been included in the cost estimates, as mitigation required by the Project. **Mr Baily's** evidence in chief, and rebuttal evidence, discusses the further design work to be undertaken, and the further work required for the pedestrian and cycles overbridges and connections.

50 In **Mr Murray's** evidence in chief, he proposes new conditions to address the social effects referred to by Ms Buchan in her paragraph 59, including additional pedestrian crossings and traffic calming measures. In his rebuttal evidence **Mr Murray** also acknowledges the need to work with the Greater Wellington Regional Council to address the effects of the Project in public transport, in particular the location of bus stops.

51 I also agree with Ms Buchan's statement about the importance of monitoring effects on people and communities of the construction and operation of the Project (at her paragraph 60). Social monitoring is already proposed to monitor and manage the adverse social effects of the Project (and maximise the benefits) through the proposed conditions and the CEMP and related management plans as discussed above. The social monitoring incorporated within the overall monitoring, mitigation and management framework for the

Project incorporates many of the elements of a Social Impact Management Plan (*SIMP*) discussed by Ms Buchan. For example, indicator identification for a monitoring programme, a community engagement plan, and a grievance and dispute resolution programme. I agree that the *SIMP* is relatively new in New Zealand and over time, I anticipate the *SIMPs* will be developed further and adopted for use in New Zealand Projects, possibly as separate management plans. In my opinion, the monitoring programme, community engagement plan and grievance and dispute resolution programme put forward is appropriate to meet the needs of this Project.

**Relocation of Directly Affected Families and Property Owners**  
***Mr Birkinshaw for McKay and Flath***

- 52 Mr Birkinshaw, on behalf of Brent McKay and Tordis Flath, refers to the long term social impacts of the families and property owners who are required to relocate because of the Project. As I discussed in my EIC and SIA, the property acquisition programme undertaken by the NZTA in accordance with the Public Works Act (including fair compensation with relocation provisions where appropriate) provides for directly affected people and their future and enables them to move on with their lives. On-going communication with NZTA is available to these families and property owners.

***Ms Beth Lindsay for HOG***

- 53 Ms Beth Lindsay on behalf of Highway Occupant's Group (*HOG*) correctly acknowledges that the focus of the SIA is on communities rather than individuals (refer to my EIC paragraph 215). For households directly affected (which includes individuals), counselling has been, and is, available to assist these people during this time (TR20.6.7.2). Ms Lindsay notes that the HOG contends it unfair of the NZTA to pressure residents to enter negotiation to acquire their properties immediately. The property acquisition process has been discussed by **Mr Quinn**. I need to point out that households that need to be acquired have been given the opportunity to relocate at this early stage so they can move on with their lives if the time is appropriate for them.

**Southern Connection of the Expressway**

***Ms Lee for GWRC***

- 54 I note that Ms Lee for GWRC (at paragraphs 16-18) supports the walkway/cycleway through Queen Elizabeth Park as proposed in a Project Agreement with KCDC and GWRC.

***Ms Staple for RSRA***

- 55 Ms Staple for Raumati South Residents Association (*RSRA*) states that the houses along Main Road South (existing SH1) would have the visual and physical barrier of a four lane expressway between them and the rest of Raumati South and that their enjoyment and relaxed Raumati South lifestyle and sense of community would be lost. Mitigation measures, including particular care taken to the provision of landscaping, will assist these people to continue to

enjoy the lifestyle that they currently have. The pedestrian and cycle access across the Expressway to be provided as part of the Project will assist them to retain their sense of community. Ms Staples also states that these homes will be close to the newly positioned SH1 and that noise levels would put at serious risk the relaxed lifestyle that members value. **Dr Black** has addressed this issue in his EIC.<sup>8</sup>

***Ms Campbell-Cree for RSRA***

56 In response to my EIC Ms Campbell-Cree says she is concerned about the Kāpiti Coast as the Nature Coast and a community area of great natural beauty being blighted by an expressway segmenting Raumati, Paraparaumu and Waikanae (paragraphs 8 – 12). This is a matter that is more appropriately addressed by **Mr Evans**.

57 In response to Ms Campbell-Cree's paragraph 14, concerning the Te Ra Waldorf School, I am familiar with the specialist nature of Steiner Schools having undertaken research on them prior to and in June – August 2011. I am also familiar with the school's wide catchment area having spoken to the Mana Coach Services CEO and Supervisor on 31 August 2011 about the school bus catchment area and bus routes taken, and the effects of the Expressway on bus services<sup>9</sup>. I was informed that should the Expressway Project proceed, the provision of school (and public) bus services will remain. My comment about the minimal impact on school rolls related to the loss of households required for the Expressway. As my EIC explains these households are less than 1% of all households in the area. Therefore the impact on school rolls will be minimal and offset against growth occurring in the Kāpiti Coast district.

**Severance and Connectivity**

***Ms Sarah Lindsay for HOG***

58 Ms Sarah Lindsay is concerned about loss of connectivity and severance at the southern end.<sup>10</sup> The Expressway provides another means of access for people from Raumati to travel north (from the Kāpiti Road interchange) and south (from the Poplar Road interchange) which is currently not available. Enhanced access to facilities, services and networks is likely to lessen the feeling of severance from the physical and visual presence of the Expressway as indicated in my EIC paragraph 187.

***Ms Begovich***

59 Ms Begovich (paragraphs 13-17) also has concerns about severance issues with the Expressway, and the designation restricting the three Kāpiti towns east-west flow and presenting a barrier by reducing internal connectivity. As indicated in response to Ms Sarah Lindsay, the Expressway provides another means of access for

<sup>8</sup> At paragraphs 20 – 23, 26, 68 – 91.

<sup>9</sup> Refer to TR20.2.2, page 10 *In-depth discussions*.

<sup>10</sup> Evidence of Sarah Lindsay, paragraph 2.32.

people within and beyond the area both northward and southward, which is currently not available. In addition, the Project continues to provide for all east-west connections in the district. Therefore in my view, access to facilities, services and networks is enhanced, not reduced, and this is likely to lessen the feeling of severance.

***Dr O’Sullivan for APSOC***

60 Dr O’Sullivan states (at paragraph 255) that *‘The expressway would divide coastal residents from their eastern neighbours and create physical and psychological barriers to movement within the district.’*

61 I have discussed these matters in my EIC and note that all physical connections are being maintained and the addition of a new roading choice north/south will, in my view, increase cohesiveness in the communities. I also acknowledged in my evidence that psychological severance will affect people in the communities. In my experience, over time communities adapt to these changes even though some people may continue to oppose them.<sup>11</sup>

**Construction**

***Dr and Mrs Dearden***

62 Dr and Mrs Dearden express concern about people living within 200 metres of the Expressway route and the effects of construction on them. As discussed in my EIC (paragraph 114), although overall construction is for a lengthy period (4-5 years), construction at particular neighbourhoods will be for shorter times and not continuous. The construction methodology and time frames are discussed in the evidence in chief of **Mr Goldie**.

**Loretta Pomare**

63 Ms Pomare raises several social issues.

64 Firstly, Ms Pomare comments that *‘NZTA’s own sensible policies avoid severing communities, but are ignored in this proposal’* (paragraph 29). I have addressed this matter in my EIC (paragraphs 188 – 189) and I reiterate NZTA’s recognition that State highways can cause severance and that severance should be minimised and community cohesion enhanced.

65 With 41 households relocating from neighbourhoods (not 84 houses as noted by Ms Pomare at paragraph 31), there will be a loss of family and neighbours. The negative effects on those that are required to relocate, and the neighbourhoods from which they leave behind, are recognised in TR20 page 78 – 79. I note the negative effects on cohesion and networks in these neighbourhoods as people move out.

66 I have also acknowledged the planning phase of a project puts some people’s lives on hold. Concerning the approximate 865 dwellings within 200m of the Expressway route (not 1360 homes as Ms

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<sup>11</sup> Paragraphs 120, 121 and 164 in my EIC.

Pomare states at paragraph 32), I have noted in my evidence that being next to the Expressway does not necessarily make the neighbourhood unattractive, provided effects are appropriately managed and the neighbourhood can still be used for residential use and activity. Some people will consider it an advantage to have improved accessibility. Mitigation measures to reduce any discomfort and unattractiveness are included in the CEMP and attached management plans (paragraph 194 of my EIC). In his rebuttal evidence, **Mr Evans** provides the process for addressing the specific visual effects along the proposed Expressway as part of the development of the Landscape Management Plan.

- 67 The '*barrier effect*' that Ms Pomare describes at paragraph 43 is of considerable concern to her. I acknowledge in the SIA and my EIC that feelings of severance are likely to lessen for most over time.<sup>12</sup>



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**Julie Meade Rose**

26 October 2012

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<sup>12</sup> TR20 page 97 and EIC paragraph 134.

**ANNEXURE A: PAGE 83 OF THE URBAN AND LANDSCAPE  
DESIGN PLAN – SHOWING MAKARINI STREET PEDESTRIAN  
CONNECTIONS**



### 6.3 Sector 2 Raumati/Paraparaumu

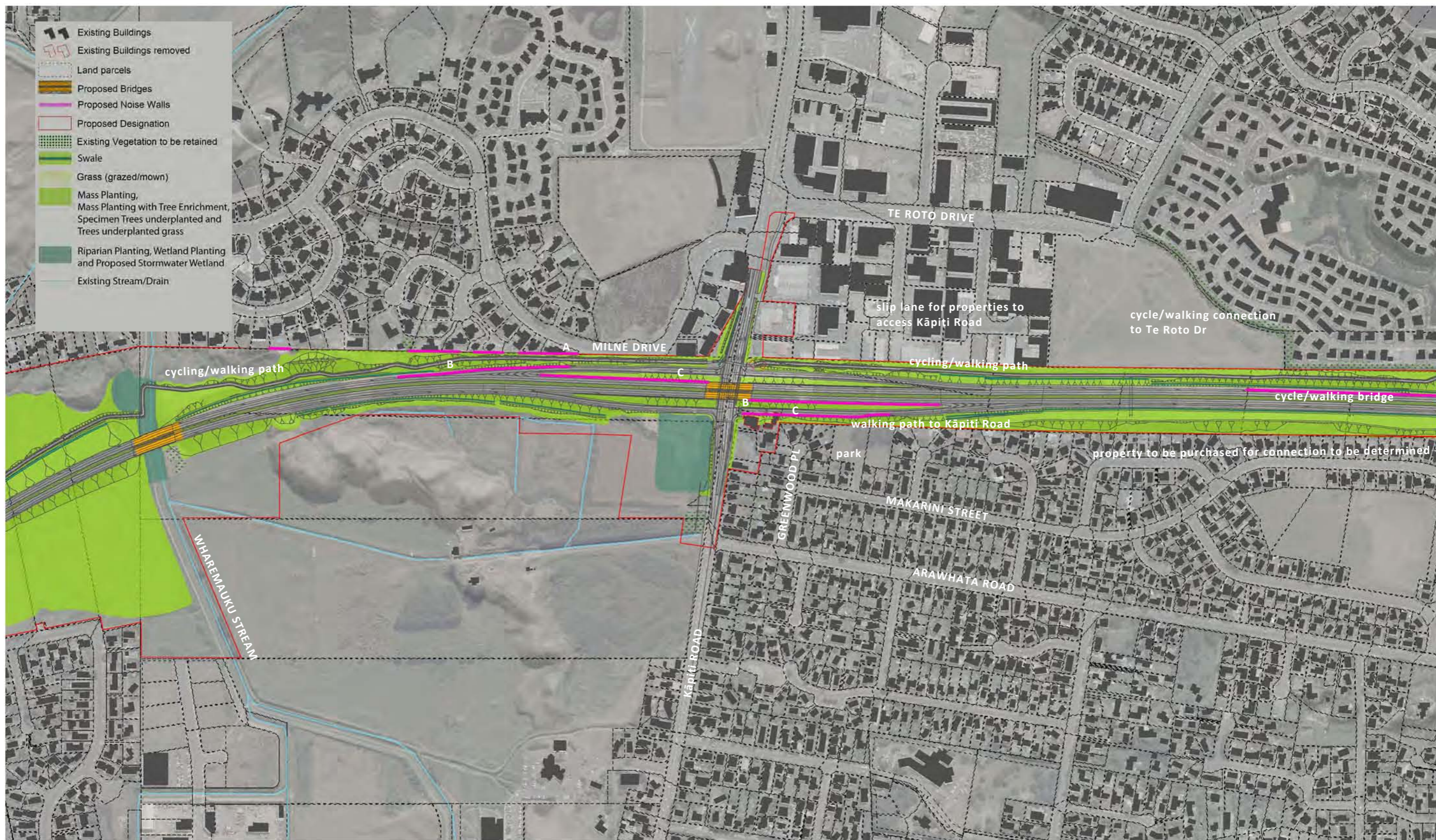


Figure 131

0 100 200 400m



**ANNEXURE B: PROPOSED AMENDMENTS TO DESIGNATION  
CONDITIONS REFERRED TO IN THIS REBUTTAL STATEMENT**

DC.14	<p>a) The NZTA shall establish a Community Liaison Group(s) at least 30 working days prior to construction commencing in each of the following key construction areas:</p> <ul style="list-style-type: none"> <li>– Northern Project area</li> <li>– Southern Project Area</li> </ul> <p>b) <u>The NZTA will ensure that the Community Liaison Group(s) are resourced with at least one person appropriately qualified in community development and social assessment.</u></p> <p>c) The purpose of the Community Liaison Group(s) shall be to provide a regular forum through which information about the Project can be provided to the community, and an opportunity for concerns and issues to be raised with the Requiring Authority.</p> <p>d) The Community Liaison Group shall be open to all interested organisations within the Project area including, but not limited to the following groups:</p> <ul style="list-style-type: none"> <li>– Kāpiti Coast District Council</li> <li>– Educational facilities within the project area (including schools, kindergartens, childcare facilities)</li> <li>– Community / environmental groups</li> <li>– Business groups</li> <li>– Community Boards</li> </ul> <p>e) The Community Liaison Group(s) hold meetings at least once every three months throughout the construction period so that ongoing information can continue to be disseminated.</p>
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Note: I recommend the addition of the text underlined.