

Technical Report 20

# Assessment of Social Effects

## Revision History

Revision N°	Prepared By	Description	Date
A	Julie Meade Rose		
B	Julie Meade Rose		
C	Julie Meade Rose		20 Jan 2012

## Document Acceptance

Action	Name	Signed	Date
Prepared by	Julie Meade Rose		
Reviewed by	Noreen Barton Amelia Linzey		
Approved by			
on behalf of			

## Table of Contents

Executive Summary .....	1
Summary of Regional Social Effects .....	1
Summary of Local Social Effects .....	2
Conclusions of the SIA.....	4
20.1 Introduction .....	5
20.1.1 Purpose and Objectives .....	5
20.1.2 Scope .....	5
20.2 Methodology .....	6
20.2.1 Social Impact Assessment Process .....	6
20.2.2 Information Sources and Methods .....	8
20.2.3 Developing a Framework for the Social Impact Assessment .....	11
20.2.4 The NZTA Scope of Matters for Consideration of Social Effects .....	12
20.2.5 Regional Social Effects Assessment Framework .....	12
20.2.6 Local Social Effects Assessment Framework .....	14
20.2.7 Phases for Assessment.....	16
20.2.8 Scale for Assessment .....	17
20.2.9 Vulnerable Groups.....	17
20.3 Existing Environment.....	17
20.3.1 Overview .....	17
20.3.2 The Region.....	18
20.3.3 Local Area .....	22
20.4 Project Description .....	50
20.4.1 Context of Project.....	50
20.4.2 Project Description from Regional Perspective .....	51
20.4.3 Project Description from Local Perspective .....	52
20.5 Regional Social Effects Assessment .....	56
20.5.1 Introduction.....	56
20.5.2 Transport, Accessibility and Connectivity .....	57
20.5.3 Economic Growth and Development .....	59
20.5.4 Healthy Communities .....	60
20.6 Local Social Effects Assessment .....	63
20.6.1 Introduction.....	63
20.6.2 Planning Effects .....	64
20.6.7 Construction Effects.....	76
20.6.8 Operation Effects.....	96
20.7 Mitigation, Management and Monitoring .....	112
20.7.1 Mitigation during Planning.....	112
20.7.2 Mitigation and Monitoring Plans.....	113

20.8	Summary and Conclusions.....	116
20.8.1	Summary of Regional Social Effects .....	116
20.8.2	Summary of Local Social Effects .....	117
20.8.3	Conclusion.....	118
	Bibliography .....	120
	Appendices .....	122
	Appendix 20.A: Demographic Profile .....	122
	Appendix 20.B: Statutory and Strategic Data .....	146

## Executive Summary

This report provides an assessment of social effects (SIA) of the proposed Expressway from MacKays Crossing to Peka Peka (the Project) to inform the Notice of Requirement (NoR) and *Assessment of Environmental Effects* (AEE). The report specifically addresses the social effects in the planning and development of this Project, and identifies negative and positive social effects of the Project, and appropriate measures to avoid, remedy or mitigate the negative effects identified. The report has been prepared in accordance with requirements of the Resource Management Act 1991 (RMA).

The Project is assessed within the contexts of the wider Wellington Region and the local communities between MacKays Crossing and Peka Peka (the Local communities). To carry out the assessment within these contexts, the following were prepared: a SIA framework, a profile of the existing social environment, an assessment of social effects of the Project regionally and locally; and appropriate measures to avoid, remedy or mitigate the social effects identified in the planning, construction and operation phases of the Project.

The SIA is based on and informed by a number of other technical assessments prepared for the Project.<sup>1</sup>

While the Project is of national and regional significance, the social effects of the Project apply predominantly to the Local communities. Thus the report provides a brief overview of Wellington Region's social environment in which the Project is located and focuses on the social environment in the MacKays to Peka Peka section which includes the local communities of Raumati, Paraparaumu, Waikanae and Peka Peka.

The description of the existing social environment provides the basis on which the social effects are assessed. The following are described:

- characteristics of the local communities and their people;
- the communities' wellbeing and way of life through the locations/accessibility of education facilities, social services, reserves and recreational areas, and transport routes and connections;
- people's culture through the recognition of the local communities' values, archaeological / heritage / cultural sites and places of religious assembly; and
- people's attitudes, expectations and aspirations identified in existing documents and from the consultation documentation.

## Summary of Regional Social Effects

### Transport, Accessibility and Connectivity

Operation of the proposed Expressway is anticipated to result in significant positive social benefits for transport, accessibility and connectivity to the Wellington Region in terms of more reliable travel, improved accessibility (through reduced travel time) and enhanced connectivity (e.g. safety) through the Region and in and out of the Local area. Construction of the Project is anticipated to cause moderately to minor adverse effects in terms of

---

<sup>1</sup> Refer to Section 5 RMA for 'social effect'.

temporary delays and inconvenience, mainly at the two locations where the proposed Expressway will join the existing SH1.

### **Economic Growth and Development**

Operation of the Project is considered to have significant positive social benefits for growth and economic development through reduced travel time and economic opportunity. Construction of the proposed Expressway will provide employment and opportunities to improve people's economic and social wellbeing throughout the Wellington Region (e.g. for those providing services for the Project and people employed in the Project).

### **Healthy Communities**

A reduction in traffic congestion, improved access to recreation / leisure opportunities and health services, improved traffic safety, and increased access to active modes of transport are anticipated from the Project. Vehicle emissions are anticipated to be within health requirements. However, health concerns relating to vehicle emissions are likely to be ongoing.

### **Mitigation**

The planning phase has been the time when mitigation measures have been prepared. Feedback from consultation has been incorporated into the proposed Expressway design. Plans to manage engagement and communication, with people in the Region and Local communities, and the Project environment during construction have been prepared to avoid, remedy or mitigate effects of the Project.

With mitigation measures in place, the overall effects of the Project on the Region are anticipated to range from moderately negative on occasions during construction to significantly positive when the proposed Expressway is in operation. Mitigation measures will reduce the potential for negative effects.

## **Summary of Local Social Effects**

### **Planning**

Attitudes, expectations and aspiration have been focussed on Project options during Expo 1 and Project design during Expo 2. Feedback from consultation was considered for the preferred option, and once confirmed, for the design of the preferred option. Local communities' attitudes, expectations and aspirations have ranged from not wanting the Project to wanting it built tomorrow.

The process of consultation has resulted in people planning for community features that might be affected by the Project. This process has caused stress for some people and particularly those people directly affected. Changes in daily patterns of living and the future character of Local communities are of concern.

The planning phase has been a time of reflection and review about the effects of the proposed Expressway on local community services for those with responsibilities for education, health and social facilities and services, reserves and recreation and transport services. The planning phase has caused uncertainty about the future for some and an adverse effect on the quality of their lives. The proposed Expressway has been a concern and discussion point among cultural settings.

Overall, social effects in the planning phase range from significantly negative to moderately positive. The effects are felt by all Local area communities identified and particularly those who will be in proximity to the Project. Mitigation of these effects includes ongoing communication with the communities over the planning phase.

## **Construction**

Construction activity, although temporary, will affect the Local communities and particularly those near construction activities.

Commencement of construction will end uncertainty about the Project proceeding or not, and will help people move on with their lives, and their expectations and aspirations for the future. People's attitudes, expectations and aspirations will depend on their perspective and the level of nuisance experienced. There are 75 private properties directly affected, and 42 of these properties require the relocation of households. Most of the households to be relocated are in the vicinity of interchanges at Poplar Avenue (Raumati) and Te Moana Road (Waikanae). Seven privately owned commercial buildings are also affected. Relocation of households and businesses, although unquantifiable at this stage, will be a potential loss to the Local communities.

All people in the Local communities will be affected in some way by construction but not all negatively. Effects on people include disturbance, nuisance and stress. The Project has the potential to affect daily patterns of living especially for those near construction works. Emerging over construction, the character of the Local communities will change with the appearance of the proposed Expressway structure, loss of people in some neighbourhoods and an increased sense of busy-ness with the presence of the construction workforce.

Noise, dust and vibration from construction activities will have an effect on people in and near social sites where people gather, particularly the social sites, such as houses, that are near construction activities. Several people's wellbeing and way of life will be affected and especially those who live or work near construction sites or where their property access is affected. There is likely to be disruption and inconvenience for those travelling by road or bus, and for cyclists, pedestrians and horse riders.

Over the construction phase, the social effects on the Local communities range from significantly negative to minor positive. Management and mitigation of construction effects are particularly important for maintaining, and enhancing where possible, the Local communities' wellbeing and quality of life during construction. Mitigation includes community liaison, communication management, construction management and ongoing responsiveness to community concerns. Support of people from those in churches and at cultural centres will be particularly important during construction. It is important that vulnerable groups are included in the communication and liaison processes over construction.

## **Operation**

By the time the Project is constructed, most residents can be expected to have factored the Project into their own expectations and aspirations about the future of their lives and communities. This is particularly the case given the relatively long construction period associated with the Project. The proposed Expressway coming into operation is an experience some people have not been looking forward to, particularly those living in close proximity to the Project and those that will not use it as it will represent a barrier. Conversely, for some it will be welcomed.

There will be a new transport feature in the Local communities and it is likely to have a severance effect to some extent, especially in Paraparaumu and Waikanae. Severance effects include: physical severance created by the linear feature through the communities and a psychological severance for residents due to the presence of the proposed Expressway. While connections across the proposed Expressway are maintained, the changing nature of traffic in some neighbourhoods will reduce connectivity across these routes (for example Park Avenue). Offsetting this reduced traffic for communities along the existing SH1 will be beneficial. Economic benefits are anticipated including increased attractiveness to businesses to the Local area, employment opportunities, and reductions in unemployment and underemployment. There will be greater access and shorter travel times to educational and social services, and reserves and recreation. There will be improved travel experiences for vehicle users, public transport users, and cyclists and pedestrians.

Noise effects of the operational proposed Expressway have perhaps the greatest potential effect on the wellbeing and quality of life of residents in the Local communities. Given the existing low-noise environment where the Expressway is proposed, the Project will increase the noise levels especially for residents close to the proposed Expressway. The noise mitigation measures are the 'best practicable option', given other effects (including social effects) associated with noise mitigation (for example, the visual and amenity effects of noise barriers). Overall, given the existing low noise environment, the proposed noise mitigation is considered to enable residents to at least retain the quality of their living environment. For some others, the quality of life is anticipated to be improved by greater access to and improved travel times on the proposed Expressway.

Overall, the range of social effects of operation of the Project for the Local communities is anticipated to range from significantly negative (attitudes and expectations of some people) through to significantly positive (economic benefits for some). Mitigation, particularly communication and community liaison, will be important to ameliorate the negative effects.

## **Conclusions of the SIA**

From a regional perspective, it is anticipated that there will be significant social benefits resulting from the Project, particularly economic and transport benefits. The Project also has operational benefits for the District and Local communities within it. However, there are negative social effects of the Project, which are borne disproportionately by those in close proximity to the Project, particularly those neighbourhoods immediately adjoining the proposed Expressway. It is also recognised that the presence of the proposed Expressway in the Local communities will result in a change to the character of the communities.

Many of the negative social effects occur during construction. It is important that these effects are monitored and mitigated through construction management, communication and community liaison.

The Project design has mitigated a number of potentially negative social effects (e.g. maintaining local accessibility throughout the communities). Measures are proposed to mitigate other social effects during operation. Monitoring is proposed through a proposed community liaison group, to identify any residual social effects for these issues to be addressed.

## 20.1 Introduction

### 20.1.1 Purpose and Objectives

The overall purpose of this report is to provide an assessment of social effects (SIA) of the proposed Expressway from MacKays Crossing to Peka Peka. This report, referred to as 'the SIA'<sup>2</sup>, seeks to inform the Notice of Requirement (NoR) and *Assessment of Environmental Effects* (AEE) for the MacKays to Peka Peka Expressway Project (the Project).

The specific objectives of the SIA are to:

- Provide an understanding of the community and existing social environment in sufficient context to assess the social effects of the Project;
- Ensure that social effects are addressed in the planning and development of this Project;
- Identify any positive or negative social effects of the proposal whether they be:
  - temporary (e.g. during construction) or permanent (when the road is operational),
  - cumulative over time or in combination with other effects,
  - as well as the level of social effect.
- Identify appropriate measures to avoid, remedy or mitigate the social effects identified.

This SIA has been prepared in accordance with the Resource Management Act (RMA) and particularly Part 2 (see section 3).

### 20.1.2 Scope

The Project is part of the Northern Wellington Corridor Expressway, one of seven roads of national significance (RoNS). For the SIA, the Project is profiled and assessed within two contexts. Firstly, the Project is within the Wellington Region, located at the gateway to the capital city, just over 50km away. Secondly, the SIA focuses on the MacKays to Peka Peka section of the proposed Expressway and the social effects on the Local communities within that area.

To carry out the assessment within these contexts, the following have been prepared:

- A profile of the existing social environment as an assessment framework to identify the social consequences and effects (including benefits and disbenefits) of the Project regionally and locally;

---

<sup>2</sup> In New Zealand the terms 'social impact assessment' and 'social effects assessment' are used interchangeably. The acronym 'SIA' is commonly used to refer to both. In this report 'effect' is used rather than 'impact' unless referring to the International Association for Impact Assessment.

- A SIA framework to assess the social effects of the Project regionally and locally. Effects are assessed for the planning, construction and operation phases of the Project; and
- Appropriate measures to avoid, remedy or mitigate the social effects identified in the planning, construction and operation phases of the Project.

The SIA is based on and informed by a number of other technical assessments which include:

- Relevant SIA work in New Zealand and internationally;
- Previous Expressway and State highway investigations in New Zealand;
- Multi criteria analysis (MCA) of alternative routes and of sub-options of the preferred route for the MacKays to Peka Peka section - the MCA considered alternatives from a social perspective as well as from various environmental and technical perspectives;<sup>3</sup> and
- Kāpiti Coast District Council (KCDC) reports and assessments.

Project Technical assessments which have informed this SIA include:

- Specialist technical assessments such as noise, air quality, vibration, visual and landscape design, traffic and transport – augmented by the SIA provided a social perspective on those assessments; and
- Tangata whenua values which are reported separately in Technical Reports 11 and 12, Volume 3 of the AEE.

Reference is provided to these documents where relevant.

## 20.2 Methodology

### 20.2.1 Social Impact Assessment Process

The purpose of the Resource Management Act 1991 is to promote sustainable management of natural and physical resources (section 5). Sustainable management is further defined in the Act, to mean... *“management of the use, development and protection of natural and physical resources in a way or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*

- sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- avoiding, remedying, or mitigating any adverse effects of activities on the environment”.*

---

<sup>3</sup> Refer to MacKays to Peka Peka Alternative Options Report.

Emphasis has been added to those matters considered particularly relevant to social impact assessment.

The International Association for Impact Assessment (IAIA) states that SIA is '*Analysing, monitoring and managing the social consequences of development. Social impact assessment includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions.*'<sup>4</sup>

The IAIA notes the following principle as being important across all SIA, '*The improvement of social wellbeing of the wider community should be explicitly recognised as an objective of planned interventions, and as such should be an indicator considered by any form of assessment. However, awareness of the differential distribution of impacts among different groups in society, and particularly the impact burden experienced by vulnerable groups in the community should always be of prime concern.*' Consideration of 'vulnerable groups' is provided in section 3.10 of this report.

The following figure sets out the process used to identify and assess social effects associated with the Project.<sup>5</sup> The process is considered consistent with the RMA (assessment of environmental effects process).

<p>Step 1: Description / Proposal          What is proposed by the Project?  <i>Addressed in section 5</i></p>
<p>Step 2: Scope          Definition of the scope of effects assessment including the geographical area and framework for assessment.  <i>Addressed in sections 2 and 3</i></p>
<p>Step 3: Profile          Develop profile of existing social environment. Gather relevant background information and planning matters to be considered.  <i>Addressed in section 4 and Appendices 20.A and 20.B</i></p>
<p>Step 4: Effects Identification          Identification of the nature of likely social effects associated with the Project (including direct and indirect outcomes, benefits and disbenefits).  <i>Addressed in Sections 3, 6 and 7</i></p>
<p>Step 5: Assessment of Effects          Assessment of social effects, including likely scale, extent, distribution and duration of effect.  <i>Addressed in sections 6 and 7</i></p>

---

<sup>4</sup> Vanclay F (2003) *International Principles for Social Impact Assessment*, International Association for Impact Assessment, Special Publication Series No.2. May 2003.

<sup>5</sup> The process is based on guidelines as set out in Interorganizational Committee on Guidelines and Principles for Social Impact Assessment (1993) *Guidelines and Principles for Social Impact Assessment*, US Department of Commerce NOAA Tech Memo NMFS-F/SPO-6, reprinted in *Impact Assessment* 12(2), 1994 pages 107-152 and Interorganizational Committee on Guidelines and Principles for Social Impact Assessment (2003) *Principles and guidelines for social impact assessment in the USA*, reprinted in *Impact Assessment and Project Appraisal* 21(3) September 2003 pages 231-250.

<p>Step 6: Mitigation</p> <p>Identification and recommendation of measures to avoid, remedy or mitigate potential adverse social effects, including design and construction modification opportunities.</p> <p><i>Addressed in sections 6, 7 and 8</i></p>
<p>Step 7: Management Plan / Communication Strategy</p> <p>Develop a management plan and communication strategy to mitigate social effects identified through processing and managing on-going effects.</p> <p><i>Addressed in Sections 6, 7 and 8</i></p>
<p>Step 8: Monitoring</p> <p>Develop a process to monitor the potential effects identified to confirm effects and if necessary adapt mitigation over time. As required, information feeds back into Step 5.</p> <p><i>Addressed in sections 6, 7 and 8</i></p>

## 20.2.2 Information Sources and Methods

Several information sources and methods were used to prepare this SIA. In summary, they are as follows.

**Site visits:** SIA site visits were undertaken between August 2010 and February 2012. The purpose of the site visits was to gain an understanding of the community, people's patterns of living, and their use and enjoyment of community services and facilities. Knowledge gained was to help compile a profile of the existing social environment and anticipate how people would be affected by the Project.

**Review of relevant literature and internet research:** A literature review and internet research have been used to gain further understanding of the community and people's use and enjoyment of community services and facilities, the statutory and strategic social planning context, and scoping the social effects associated with the Project. The review included the following information:

- Social data on the region and local communities affected by the Project;
- Social and environmental effects assessments of similar expressway / motorway projects in New Zealand and overseas;
- Social and environmental effects assessment that have been subject to a Board of Inquiry;
- KCDC policies, strategies and plans (identified in Appendix 20.A and section 4);
- School catchment and movement data; and
- Participation in specialist design workshops as part of the MCA.

**Review of relevant Project technical reports:** The SIA has drawn on other Project technical reports that contain assessments relevant to social effects, to provide a social perspective of effects of technical matters. These reports are referred in the text below and include:

- Assessment of Construction Noise Effects (Technical Report 16, Volume 3);
- Assessment of Traffic Noise Effects (Technical Report 15, Volume 3);
- Assessment of Temporary Traffic Effects (Technical Report 33, Volume 3);

- Assessment of Lighting Effects (Technical Report 8, Volume 3);
- Assessment of Vibration Effects (Technical Report 18, Volume 3);
- Assessment of Operational Air Quality Effects (Technical Report 13, Volume 3);
- Assessment of Transport Effects (Technical Report 32, Volume 3);
- Assessment of Urban Planning and Design Effects (Technical Report 6, Volume 3);
- Assessment of Landscape and Visual Effects (Technical Report 7, Volume 3);
- The Takamore Trust Cultural Impact Assessment (Technical Report 11, Volume 3);
- Archaeological Scoping Report (Technical Report 9, Volume 3);
- Construction Methodology Report (Technical Report 4, Volume 3);
- Construction Environmental Management Plan (CEMP, Volume 4); and
- Stakeholder and Communication Management Plan (CEMP Appendix S, Volume 4).

### **Community and Stakeholder Consultation**

A separate *Consultation and Engagement* chapter of the AEE is contained in Part F, Chapter 10, Volume 2 and this chapter is an important input into this SIA. The chapter identifies the groups and communities involved in consultation and summarises the consultation undertaken for the Project.

The consultation methods used were:

- Meetings with landowners living within the District who were identified as being directly affected by the preferred Expressway Alignment options. Directly affected landowners living outside the District were communicated by letter. Phone calls and visits were made as follow-up;
- Letters were sent to all key stakeholders and follow-up meetings were held as requested. Stakeholders included political, Territorial authorities / organisations, statutory agencies, the transport industry, business groups community interest groups, emergency services, community and Māori;
- Consultation brochures, containing background information on the Project, and postcards, to inform residents of upcoming Expos, were mailed to all directly affected landowners, identified stakeholders, parties on the Project mailing list, and every household in the Kāpiti Coast District (from Paekakariki to Otaki);
- Expos provided the opportunity for people to find out about the preferred alignment options at Expo 1 in November/December 2010 and the design options at Expo 2 in May 2011. The Expos gave the Project team<sup>6</sup> the opportunity to hear and better

---

<sup>6</sup> This Technical 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.

understand the viewpoints in the communities, and to build an understanding of the existing social environment. Expo 1 and Expo 2 were held at venues in Otaihanga, Paraparaumu, Waikanae and Raumati South;

- Individual meetings were held with interested parties;
- Media releases to announce forthcoming consultation, and remind people about, and thank them for, submissions;
- Advertising consultation;
- An Expressway Information Centre located in Coastlands Mall Paraparaumu to provide information about the Project;
- A Project website to inform people about the Project and consultation, and as an avenue to provide feedback;
- A dedicated Project toll free phone line 0508 M2PP INFO to answer questions and take queries;
- An M2PP info email to reply to queries, supply information and set up further meetings; and
- A Feedback form which was sent to every Kāpiti household and available at locations in the local area seeking feedback.

**Participation at Expos and review of submissions:** Participation in all the Expos provided insight into people's response and concerns about the proposed Expressway. Submissions received were then reviewed. In total, 1617 submissions from Expo 1 and 216 submissions from Expo 2 were received and reviewed.

- a) **Observational surveys** of active and passive open space areas were undertaken between November and December 2010. Observations were taken of the use of walk, cycle and bridle ways in the local communities to gain an understanding of usage and accessibility of these areas. The observations indicated considerable use of the Wharemauku Stream walkway / cycleway and Waikanae River (South Bank) walkway / cycleway by cyclist and pedestrians and complement the movement surveys discussed in the *Assessment of Urban Planning and Design Effects* (Technical Report 6, Volume 3) and the pedestrian and cycle survey discussed in the *Assessment of Transport Effects* (Technical Report 32, Volume 3).
- b) **In-Depth discussions** were undertaken with representatives of community organisations including health, disability and social services in May – August 2011 after Expo 2. The discussions were to gain an understanding of their functional needs, use of and accessibility to facilities and services, and their social concerns about the preferred Expressway Alignment. Current access, including getting out of communities, and travel time to services and networks, including between Paraparaumu and Waikanae, were of concern to some. These discussions complemented feedback from the public, directly affected landowners, and discussions with stakeholders.

## 20.2.3 Developing a Framework for the Social Impact Assessment

### 20.2.3.1 International Themes for SIA

The IAIA puts forward key potential themes to consider when undertaking a SIA.<sup>7</sup> Relevant themes for this Project include:

- **People's Way of Life:** how people live, work, play and interact;
- **Community:** It's cohesion, character, services and facilities, stability;
- **Culture:** People's shared beliefs, customs, values and language;
- **The Environment:** the quality of the environment in which people live, work and socialise (e.g. dust and noise they are exposed to, their physical safety, the level of hazardous risk);
- **People's Health and Wellbeing:** the state of physical, mental, social and spiritual wellbeing;
- **People's Personal and Property Rights:** In particular, whether people are economically affected or experience disadvantage; and
- **People's Fears and Aspirations:** This refers to perceptions about people's safety, their fears about the future of their community, and their aspirations for their future and the future of their children.

For the purpose of this SIA, the above themes relate to communities rather than individuals (though it is recognised that consultation inputs from individuals are an input to the effects assessment) (as discussed above).

### 20.2.3.2 International Activities for SIA

The IAIA also identifies activities that comprise SIA which contextualise the structure and the broad methodology of the Framework for the Social Impact Assessment.<sup>8</sup> These activities, where relevant, have been undertaken for this Project (for example, affected parties have been identified (sections 6 and 7), the outcomes of this assessment have informed the environmental design of the planned intervention (section 5), the scope of social impacts has been undertaken on the basis of the Project activities (sections 3 and 5) and mitigation and monitoring have been recommended (Section 8).

---

<sup>7</sup> Refer to Interorganizational Committee on Guidelines and Principles for Social Impact Assessment (2003) *Principles and guidelines for social impact assessment in the USA*, reprinted in *Impact Assessment and Project Appraisal* 21(3) September 2003 pages 231-250, and Vanclay F (2003) *International Principles for Social Impact Assessment*, International Association for Impact Assessment, Special Publication Series No.2. May 2003.

<sup>8</sup> Vanclay F (2003) *International Principles for Social Impact Assessment*, International Association for Impact Assessment, Special Publication Series No.2. May 2003.

## **20.2.4 The NZTA Scope of Matters for Consideration of Social Effects**

The NZTA identifies several potential social effects associated with the planning, construction and operation of State highway projects.<sup>9</sup> These include effects associated with:

- Access and mobility – the ability of State highway projects to connect users to community educational, health and recreational facilities;
- Community cohesion, particularly effects from accessibility and severance;
- Environmental externalities, including air quality, noise and vibration;
- Effects on culture and heritage e.g. archaeological sites and people’s customs;
- Visual quality and urban design – the aesthetics of the built environment; and
- Public health.

## **20.2.5 Regional Social Effects Assessment Framework**

### **20.2.5.1 Scoping Relevant Regional Issues**

In addition to considering the purpose and the themes for the SIA and the scope of issues identified by the NZTA (as discussed and defined above), an early step in the SIA has been to scope the issues and framework for the assessment of social effects. Again, in recognition of differences between the regional and local transport outcomes and effects of the Project, this framework has been developed at both a regional and local scale.

The Scoping of regional issues relevant to the Project has been through reviews of the following:

1. KCDC Long Term Council Community Plan community outcomes and other relevant themes in statutory and strategic documents (in Appendix 20.B); and
2. Regional community and stakeholder feedback.

The outcomes of this review are discussed below:

### **20.2.5.2 Review of Regional Community Outcomes**

The Local Government Act 1992 requires territorial authorities to identify the ‘Community Outcomes’ and the plans and strategies to deliver on these outcomes. The community outcomes describe (at regional and district scales), how a region/district will be like in the future and what the community values as important. This is considered a valuable framework by which to assess the potential social effects of a Project (considering the degree to which a Project contributes or affects the delivery of such outcomes).

From a review of these strategic documents<sup>10</sup>, the following community themes or outcomes are considered particularly relevant for the regional framework of this SIA<sup>11</sup>:

---

<sup>9</sup> NZTA Minimum Standard Z/19: Social and Environmental Management

<sup>10</sup> Refer to the NZ Transport Strategy (NZTA), Regional Policy Statement for the Wellington Region (RPS), Wellington Regional Land Transport Strategy (RLTS), Wellington Regional Land Transport Programme

- **Accessibility and Connectivity**

Statutory documents recognise the importance of connections between and through the community (including transport connections). This includes mode sharing for passengers, pedestrians and cyclists. Improving accessibility and connectivity has the potential for significant social benefits for improvement in social and economic wellbeing.

- **Sustainable Economic Growth and Development**

Sustainable economic growth is a priority in several strategic documents for Wellington Region, recognising the importance of growth and prosperity to social benefits particularly for people’s wellbeing and quality of life.

- **Healthy Communities**

The protection, provision and access to services to provide for the communities physical and mental health is identified as an important community outcome.

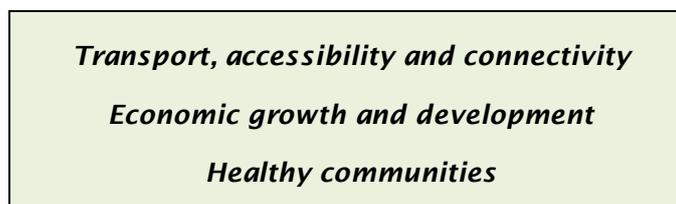
### **20.2.5.3 Regionally Focused Community and Stakeholder Feedback**

Feedback from stakeholders during the consultation period indicated strong recognition of the need to improve accessibility within, and in and out of, the Region via SH1. Key regional issues raised by stakeholders, particularly business/economic holders, were:

- Transport benefits: Urgency in the need to reduce congestion and provide more reliable travel times through the Project area and entire Northern Wellington Corridor; and
- Economic benefits: Completion of the Project and the Northern Wellington Corridor would provide economic and productivity benefits for the Region.

### **20.2.5.4 Regional SIA Framework**

From the scope of issues, potential effects identified and the review of community outcomes (what the regional community is seeking to achieve), a Regional SIA Framework has been established. This framework is referred to in the regional assessment of social effects, in section 6 of this report.



---

(RLTP), Wellington Regional Long Term Council Community Plan (LTCCP), Wellington 10-Year Plan 2009-2019 and the Wellington Regional Strategy (RS).

<sup>11</sup> It is acknowledged that other community outcomes may also be relevant in considering the effects of the Project. However, a number of these will be more appropriately addressed through other specific assessments. For example, the community outcomes include Healthy Environment (with clean water, fresh air and healthy soils).

## **20.2.6 Local Social Effects Assessment Framework**

### **20.2.6.1 Scoping Relevant Local Issues**

In addition to considering the purpose and the themes for the SIA, the scope of issues identified by the NZTA and local themes in statutory documents considered for the Regional social Effects Assessment Framework (as discussed and defined above), the relevant local issues and concerns associated with the Project has been undertaken through the following:

1. A review of local social effects identified for other expressway / motorway projects; and
2. A review of community and stakeholder consultation feedback on local issues.

### **20.2.6.2 Review of Social Effects of Expressway / Motorway Projects**

A brief review of social effects identified on other recent expressway / motorway projects elsewhere in New Zealand (affecting both urban and rural areas) was undertaken<sup>12</sup>. Local social effects and concerns identified in this review included:

- Construction effects including noise, traffic and amenity effects, pedestrian and cycle access disruptions, and reduced liveability. In particularly groups in the community identified as sensitive to these effects included those with limited mobility such as the elderly, the disabled, and those attending schools in close proximity to the Project;
- Wellbeing and quality of life effects including stress and anxiety, and feeling of loss of control associated with property acquisition and displacement of businesses and services;
- Health effects and concerns related to potential health effects associated with construction activity and disruption;
- Community severance and disruption to community connectivity;
- Visual and amenity effects bringing about changes to community character;
- Changes to the demographic and community composition of local neighbourhoods, where the Project requires significant land areas or will result in changes to the resident population;
- Longer term changes in traffic volumes and flows, particularly changes in the volumes or routes for heavy vehicles (e.g. where they shift off local streets); and
- Opportunities to improve pedestrian and cycle linkages after construction.

### **Review of Community and Stakeholder Consultation Feedback**

Responses on local issues have varied throughout the planning stage but mostly fall into two stages:

- Pre-confirmation of the preferred option<sup>13</sup> where many responses were about the route Alignment; and

---

<sup>12</sup> Projects reviewed included the Waikato Expressway Mercer to Longswamp completed 2006, the Te Rapa Bypass, Tauranga Eastern Link SH2 and Waterview Connection.

- Post-confirmation<sup>14</sup> where most responses were about design features.

Overall feedback has highlighted the following local social issues associated with the Project:

- Concern about disruption to residents, businesses and services during construction;
- Access and safety issues with construction especially for the elderly and those with disabilities;
- Property acquisition of the effect the Project will have on property values and the affect this will have on households, businesses and future land uses;
- Loss and displacement of households particularly at the southern end of the Project, the effects of displacement on these households (stress and disruption / relocation requirements) and the effects of displacement on surrounding communities;
- Concern about health related issues during construction;
- Divergent values about the relative importance of retaining either households or Te Ra School facilities being a cohesion issue;
- The importance of walkway, cycleway and bridleway access both formal and informal;
- The importance of timely and safe connectivity on local roads to and within communities for road users, pedestrians and cyclists;
- A second bridge over the Waikanae River as access and connectivity between communities for vehicles, pedestrians and cyclists;
- The importance of QE Park as a recreational and wetland area;
- Consideration of cultural and historical changes for communities;
- Providing for the continuation and economic sustainability of affected businesses;
- Community severance issues and the effects on community cohesion and people's way of life;
- Amenity issues (and therefore the effect on quality of life):
  - on local roads particularly Kāpiti Road and Te Moana Road;
  - for households, businesses and services near the proposed Expressway;
- Changes in community character with the proposed Expressway in Raumati, Paraparaumu, Waikanae and the rural area (relating to the effects of quality of life, community etc);

---

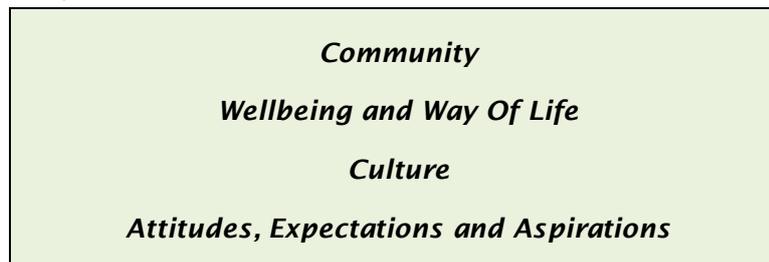
<sup>13</sup> Consultation undertaken from the time the Project was made known to the public in July 2010 until the confirmed preferred route Alignment was publically announced in May 2011.

<sup>14</sup> Consultation undertaken from May 2011 (Expo 2) when design features of the Project were under consideration until the time of writing this report in late 2011.

- The need to preserve the rural character in Otaihanga and Peka Peka areas;
- Changing the quiet nature of communities and particularly Waikanae;
- The potential for increased freight traffic on Te Moana Road and amenity, health / safety accessibility effects on neighbourhoods;
- Importance of retaining connectivity to town centres and services;
- Concern about aesthetics of proposed Expressway and landscape designs (relating to people's views / outlook);
- Conflict between urgency of and justification for the proposed Expressway
- Benefits of the proposed Expressway reducing congestion and improving accessibility for residents; and
- Stress on people's wellbeing (uncertainty of the Project and changes to the environment causing stress and therefore affecting the wellbeing of people in the community).

### 20.2.6.3 Local SIA Framework

From the scope of issues, potential effects identified and the review of community outcomes (what the regional community is seeking to achieve), a Local SIA Framework has been established. This framework is referred to in the local assessment of social effects, in section 7 of this report.



### 20.2.7 Phases for Assessment

Social effects can occur during the four stages of a project. The stages are:

- Planning Phase<sup>15</sup>;
- Construction / implementation;
- Operation; and
- Closure / decommission.

For assessing this Project, the planning, construction and operation stages will be considered. Closure is not considered relevant for this Project.

---

<sup>15</sup> This phase includes development of the Project that has been undertaken to date and will continue through the consenting / approvals process.

## 20.2.8 Scale for Assessment

A seven point scale is used to assess social effects as follows:

- Positive effects – defined as significantly positive, moderately positive or minor positive;
- Neutral effects – neither positive or negative; and
- Negative effects – defined as significantly negative, moderately negative or minor negative.

The significance of effect is a qualitative assessment by the author, based on consideration of the severity of the effect, geographic distribution of effects and sectors of the community affected (taking particular regard of 'vulnerable groups'<sup>16</sup>) and the duration of the effect.

## 20.2.9 Vulnerable Groups

The IAIA emphasises the importance of considering vulnerable groups. Who is vulnerable will depend on the scope of the Project and its effects (described in sections 3 and 5) and the community (described above). In particular, for this Project the following particular matters have been considered in defining who is vulnerable:

- As a network infrastructure project, recognition of the linear nature of construction and operation;
- The transport function of the Project.

## 20.3 Existing Environment

### 20.3.1 Overview

This section provides a description of the existing social environment which is potentially affected by the Project. In accordance with the assessment framework (discussed in Section 3), the environment is described in terms of the Regional and Local environment.

While the Project is of national and regional significance, it is of note that the social effects of the Project apply predominantly to the Local communities. Thus, this report provides a brief overview of Wellington Region's environment in which the Project is located, but focuses on the Local communities' environment from MacKays Crossing in the south, to Peka Peka in the north (referred to collectively as the Local area).

The following description of the existing social environment provides a base of information on which to assess social effects and, where relevant, includes:

- Insight into the Local **communities** through its **features** and **people**. Detailed information about people in the Local communities is included in Appendix 20.A: Demographic Profile;

---

<sup>16</sup> The burden of effects on vulnerable groups in the community is of prime concern in SIA. Refer to Vanclay F (2003) *International Principles for Social Impact Assessment*, International Association for Impact Assessment, Special Publication Series No.2.May 2003.

- Insight into the **wellbeing and way of life** through the locations / accessibility of **education facilities, social services, reserves and recreational areas**, and communities' **transport, accessibility and connectivity**;
- Insight into people's **culture** through the recognition of the Local communities' values, archaeological / heritage / cultural sites and places of religious assembly. Details about local communities' values are detailed in KCDC's strategic plans in Appendix 20.B: Statutory and Strategic Data, and in the consultation documentation; and
- Insight into people's **attitudes, expectations and aspirations** as derived from the **consultation** documentation. It is noted that outputs from the consultation are further discussed in the assessment of the Project (Sections 6 and 7 of this Report).

## 20.3.2 The Region

### 20.3.2.1 Features

Wellington Region occupies the southern part of the North Island. Greater Wellington Regional Council (GWRC) is the regional authority. There are eight territorial local authorities within the Region, being Wellington City, Porirua City, Kāpiti Coast District, Hutt City, Upper Hutt City, Carterton District, South Wairarapa District and Masterton District. This Project is within the Kāpiti Coast District.

Within the Region, Wellington City is the capital city of the nation. Wellington City is the seat of central government and a major business and cultural centre, providing the regional hospital, port and international airport. Wellington City is also a central hub for access to social and cultural resources including quality shopping services, major tertiary education providers, the national museum and art gallery, and a significant centre for the performing arts.

Within the Kāpiti Coast District, special cultural and social features include the world renowned bird sanctuary on Kāpiti Island, beaches and the Queen Elizabeth Reserves, which are a destination for the wider Region.

### 20.3.2.2 People

The population of Wellington Region in the last Census in 2006 was 448,959. The population had increased from 414,048 in 1996, an increase of 8.4%. This compared with an increase of 11.3% for the New Zealand population over the same 10 year period<sup>17</sup>.

Of the eight territorial local authorities in the Region, Kāpiti Coast District is the fourth largest (approximately 10% of the Regional population reside in the District). The population of the Kāpiti Coast has increased since the late 1980's with the popularity of the District for retirement residences (for example, around 23% of the resident population of the District is over 65, compared to the national average of only 12% and the median age of the District was 44.3 years, compared to New Zealand overall at 35 years).

Refer to Appendix 20.A: Table 1.

---

<sup>17</sup> New Zealand had a population of 3,618,300 in 1996 and 4,027,947 in 2006.

### **20.3.2.3 Transport, Accessibility and Connectivity**

The main access for communities through and north of the Region is by the existing SH1 along the west coast and State Highway 2 (SH2), an inland route to the east, through the Hutt Valley and the Wairarapa. The main train links are in the west including the North Island Main Trunk Railway (NIMTR), and in the east to the Wairarapa and beyond. Wellington City contains other major transport nodes, the regional and international airport, the port for international freight and shipping services, and inter-island ferries. A regional airport service opened in Kāpiti in 2010.

SH1 is the major north/south link within the Region and through the Project area. Over 30% of working age people travel to work from the Project area to other parts of the Region, particularly to Wellington City using SH1.<sup>18</sup> For residents in the Kāpiti Coast District, private vehicle and company vehicle were the most popular means of travelling to work (on the day of the 2006 census).

People within the Project area also travel to the city to access the airport, and other parts of the Region for hospitals and many specialist services, as well as for business, family, shows, sports, entertainment, shopping and a range of other activities. SH1 is the major link in the west for transport north of the Region.

Currently, on the existing SH1 at peak times there is congestion and delays for people travelling within and through the Project area. There is anecdotal evidence of people changing schedules to avoid congestion and stress, and organising their lives around travelling at suitable times to meet their needs and make travel a better experience.<sup>19</sup>

The train runs daily between Palmerston North and Wellington (locally known as the 'workers train') and the electrified rail service between Waikanae and Wellington.

### **20.3.2.4 Economy and Development<sup>20</sup>**

The Wellington Region is the second largest in New Zealand. In February 2010 there were 51,585 businesses in the Wellington region. This is 10.2% of all New Zealand businesses. Major economic activities in the Region include: primary activity, manufacturing, food and beverage industry, screen and digital technologies, education, health, information and communication technology, and business services. In the last three years, there has been positive economic growth in the Wellington Region in a number of businesses, with business growth of 1.5%, nearly twice the growth than across New Zealand.

Similar but slightly higher than the proportion of the population resident in the Region (at 11.1%), the Region employs 12.5% of total employees in New Zealand (derived from a count of all salary and wage earners). The unemployment rate in the Region (as at 2010) was 5.5%, lower than for New Zealand overall (slightly over 6% for the same period).

The Region provides a major economic hub for the Country. 2.7% of the total value of exports leaving New Zealand ports goes through Wellington sea or airports.

---

<sup>18</sup> Refer to 4.3.1 and Appendix 20. A Table 11.

<sup>19</sup> 2010 IBM Commuter Pain Study – New Zealand Index.

<sup>20</sup> Unless otherwise specified, the following information is sourced from *The Wellington Regional Economy*, Grow Wellington, 2011.

Other key economic features of the Wellington Region include:

- The Wellington region labour force participation rate was 70.6% in 2010 (approximately two percent higher than for New Zealand overall); and
- The value of unpaid household and community work in Wellington region was estimated to be \$5.97 billion in 2010.<sup>21</sup>

---

<sup>21</sup> Wellington Regional Strategy Office, 2011.



### 20.3.3 Local Area

The Local Area is wholly within the Kāpiti Coast District, and this District is a local community and identity. This local community is further described in this SIA by the suburbs and communities within it. Four local community areas are used for this assessment, comprising a total of 11 Census Area Units (CAUs), within the Local Area. These are:

- Raumati which includes the Census Area Units (CAUs) of Raumati South and Raumati Beach;
- Paraparaumu which includes the CAUs of Paraparaumu Central, Paraparaumu Beach South, Paraparaumu Beach North and Otaihanga;
- Waikanae which includes the CAUs of Waikanae West, Waikanae Park, Waikanae East and Waikanae Beach; and
- Peka Peka which includes the CAU of Peka Peka.

Refer to Figure 1 for the four Local communities and CAUs in the Local area.

While the four Local communities are described separately below for the purposes of this report, it is recognised that these communities have close links and inter-relationships with each other and the wider Kāpiti Coast District and this is considered in the following description of the existing environment. It is also acknowledged that the areas have close links and inter-relationships with other communities in the Region (particularly for example centres for employment). In addition, it is acknowledged that there are communities of interest whose dynamics do not coincide with the CAU boundaries. This is indicated below particularly under reserves and recreational areas in the description of the existing environment, where users of the reserves and recreational areas come from a wide range of locations.

The demographic relationship of the Project area with the Kāpiti Coast District, and Wellington Region, is provided in Appendix 20.A.

In other technical reports and information about the Project, the proposed Expressway Alignment has been divided into four sectors for engineering assessment purposes. These four Alignment sectors do not have the same boundaries as the Local communities. Rather, the sectors go through the Local communities as follows:

- Sector 1, the Southern End, extends from Poplar Avenue to north of Raumati Road. In sector 1, the proposed Expressway goes through the Raumati South and part of the Raumati Beach communities;
- Sector 2, Town Centre, is from north of Raumati Road to north of Mazengarb Road. In sector 2, the proposed Expressway goes through the northern part of the Raumati Beach community, and the Paraparaumu Central community. Paraparaumu Beach North and Paraparaumu Beach South are adjacent communities;
- Sector 3, Waikanae, extends from north of Mazengarb Road to north of Waikanae Park. In sector 3 the proposed Expressway goes through the northern part of the Paraparaumu Central community, as well as the Otaihanga, Waikanae Beach and Waikanae Park communities. Waikanae West and Waikanae East are adjacent communities; and
- Sector 4, Northern End, extends from north of Waikanae Park to the junction of Peka Peka Road with the existing SH1. In sector 4 the proposed Expressway goes through the Waikanae Park community, and through a corner of the Waikanae West and Peka

Peka communities. Waikanae West and Waikanae East are adjacent communities. Refer to Figure 1.

## People<sup>22</sup>

The Kāpiti Coast District had a population of 46,197 at the time of the 2006 Census<sup>23</sup>. The communities of the Local area had a combined population of 35,742. At that time, the total population for Raumati was 8,013, Paraparaumu 17,247 and Waikanae 10,230. The population for Peka Peka was 252.

The population of Kāpiti Coast District is 12% of the Regional population. The residents of the Local communities represent 8.0% of Wellington Region's population.

The key demographic characteristics of the Local area are:

- The population of the Kāpiti Coast District has been growing since the 1980's and in the five year period between 2001 and 2006, this trend continued at nearly 8.8% growth over that period. This growth is higher than growth experienced for the Region overall (nearly 5.9%);
- For the communities within the Local Area, resident population growth over this same period was 7.1%. This percentage was lower than for Kāpiti Coast District but was also higher than the growth in the overall Wellington Region;
- The median age for residents in the Kāpiti Coast District was around 44 years. This is significantly older than the Wellington Region overall (which was around 35 years) and for New Zealand (also around 35 years). This higher median age reflects the popularity of the Kāpiti Coast District for retirement residences;
- For the communities in the Local area, Waikanae had the oldest median age (53) and Paraparaumu the youngest median age (42);
- As would be expected in an older population, the proportion of the population who are females was higher in the Kāpiti Coast District, when compared to the proportions in the Wellington Region and New Zealand (53.6% compared with 51.5% and 51.2% respectively).
- The percentages of females to males for communities within the Local area was similar to Kāpiti Coast District overall, with the exception of Peka Peka, which had a lower percentage (only 48.8%);
- The Kāpiti District has a high proportion of residents who identify themselves as being of European ethnicity (79.6%). This percentage compares with Wellington Region overall (69.8% and New Zealand (67.6%);
- The percentage of Europeans for those communities within the Local area was higher than for Kāpiti Coast District (82.1%). This high percentage was reflected in all four of the communities / suburbs identified in the Local Area (e.g. Raumati, Paraparaumu, Waikanae and Peka Peka);
- The percentage of Maori was lower than for Kāpiti Coast District, Wellington Region and New Zealand (9.1% compared with 12.3%, 12.8% and 14.6% respectively);
- The percentage of unoccupied dwellings in the Kāpiti Coast District, at 2006, was 13.6%. This percentage is higher than for the Wellington Region (7.2%) and for New Zealand overall (9.7%) and reflects the holiday homes in Kāpiti Coast District;

---

<sup>22</sup> Throughout this report, reference is made to the population as at the time of the 2006 Census as the most recent Census undertaken. Where evidence is available for population change between 2006 and 2011 (for example school roll data), this is provided.

<sup>23</sup> The whole District extends from Paekakariki in the south to Otaki in the north.

- Similarly, the percentage of unoccupied dwellings (from all dwellings) in the Local area as slightly lower than for the District, but still higher than both the Region and New Zealand overall (at 12.4%);
- The percentage of one family households in the Kāpiti Coast District (66.2%) and collectively for communities in the Local area (66.4%) was comparable to that for Wellington Region (65.9%) and New Zealand (67.8%);
- Potentially reflecting the higher than average population growth, both the Kāpiti District (at 21.5%) and the communities of the Local area (at 20.1%) had lower percentages of people residing in their current residence for 10 years or more, when compared with the Wellington Region (at 24.6%) and New Zealand overall (at 23.3%);
- The Kāpiti Coast District and the combined communities of the Local area had lower percentages of people in full time employment (40.7% and 39.5% respectively) when compared to the Wellington Region and New Zealand overall (51.3% and 48.4% respectively). Correspondingly, the Kāpiti Coast District and the combined communities of the Local area had higher percentages not in the labour force compared with Wellington Region and New Zealand (39.7% and 41.3% compared with 28.3% and 30.4% respectively). These statistics are considered reflective of the older age of people in the Kāpiti Coast District and Local area;
- Five percent of the total Regional employees are employed in the Kāpiti Coast District<sup>24</sup>.
- There is a relatively high proportion of the population with access to a car. At the time of the 2006 Census, only 8.5% of households did not have a car (in the District and approximately the same for the communities in the local area). This compares to 11.7% of households in the Wellington Region (though is comparable with elsewhere in New Zealand, at 8.1%);
- The means of travel to work for both workers in the Kāpiti Coast District and for the communities in the Local area was dominantly by vehicles (either private vehicles at around 42% or company vehicles which ranged between 12 and 13%<sup>25</sup>). This is higher than for other workers in the Wellington Region (where only around 39% travel by private vehicles). Other modes of travel to work in the District and Local area communities were train (at around 8%) and public bus (at around 1.5%);
- Most trips to work destinations from Paraparaumu were made to within Paraparaumu (5,118 trips) followed by trips to Wellington's CBD (1,848) and Porirua (447);
- Most trips to work destinations from Waikanae were made within Waikanae (1,413) followed by trips to Paraparaumu (822) and Wellington CBD (615);
- Full time employment and part time employment in the Kāpiti Coast District was 40.7% and 14.2% respectively. Employment rates for the communities in the Local area were similar (39.5% and 13.9%). Both rates are lower compared to the Wellington Region and New Zealand overall (e.g. full time employment rates of 51.3% and 48.4% respectively);
- Percentages of dwellings owned or partly owned were similar between the Kāpiti Coast District, communities in the Local area and Wellington Region and New Zealand overall.

---

<sup>24</sup> *The Wellington Regional Economy*, Grow Wellington, 2011.

<sup>25</sup> This conclusion is drawn from the means of travel to work for residents on the day of the 2006 Census.

Zealand (59.5%, 60.1%, 52.2% and 51.2% respectively). In the Local area, Waikanae had the highest percentage of dwellings owned or partly owned (64.1%);<sup>26</sup> and

- Nine percent of the Wellington region's businesses are in the Kāpiti Coast District.<sup>27</sup>

Figure 2 indicates the industrial areas and main community features of the Local area, while Figures 3 – 4 show the major transport links and major pedestrian and cycle links respectively. Figures 5 – 8 provide an indication of community services and facilities in the communities of Raumati, Paraparaumu, Waikanae and Peka Peka. Figure 9 (1-2) is the Legend.<sup>28</sup>

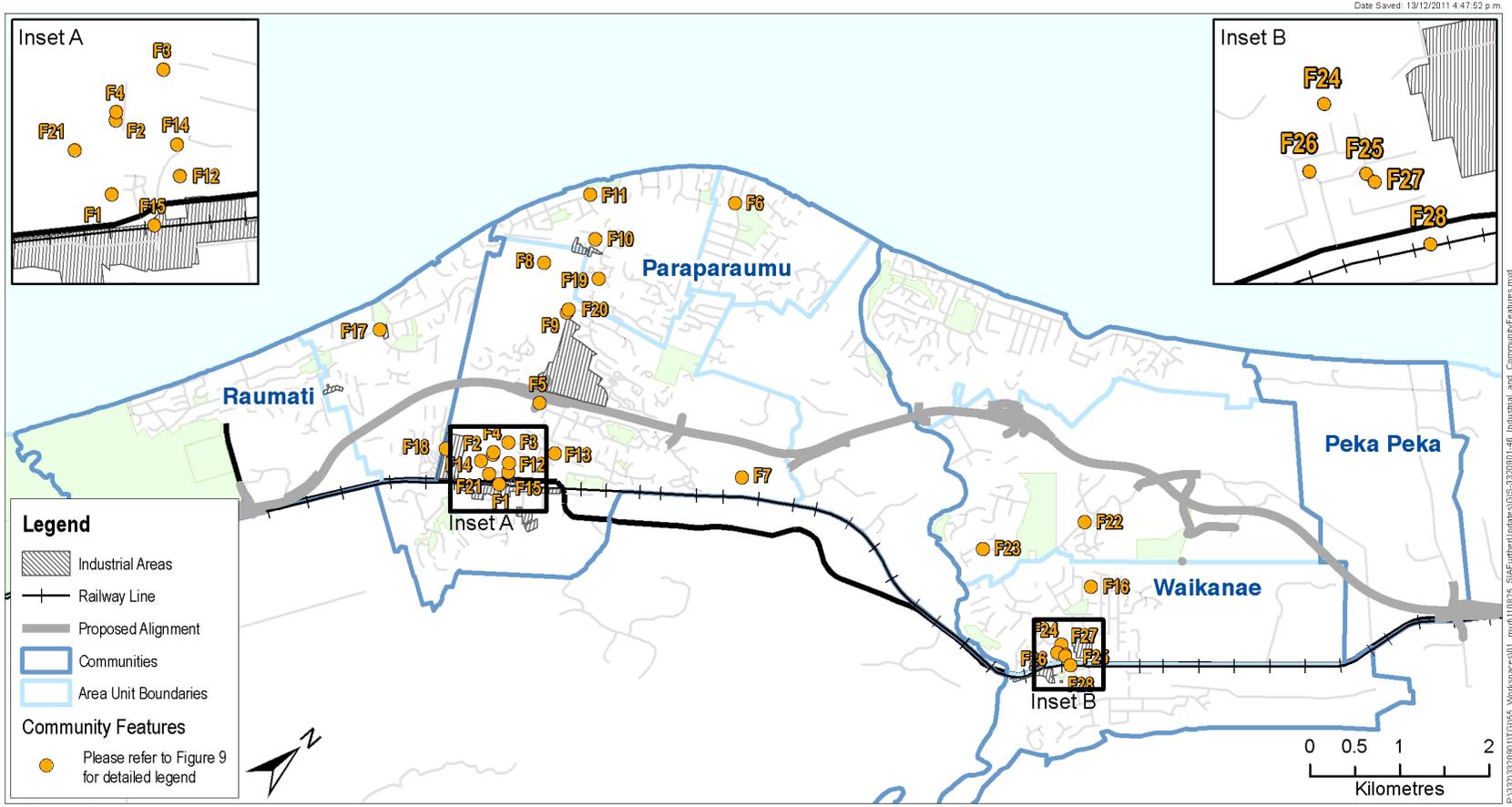
---

<sup>26</sup> Refer to Appendix 20.A for further Demographic Profile details.

<sup>27</sup> *Ibid.*

<sup>28</sup> Information from KCDC.

Figure 2: Industrial Areas and Community Features



Date Saved: 13/12/2011 4:47:52 p.m.

Notes:

REV	DESCRIPTION	DATE
B	Industrial Areas and Community Features	12/12/11
A	Industrial Areas and Community Features	20/06/11
1	Approved	20/06/11

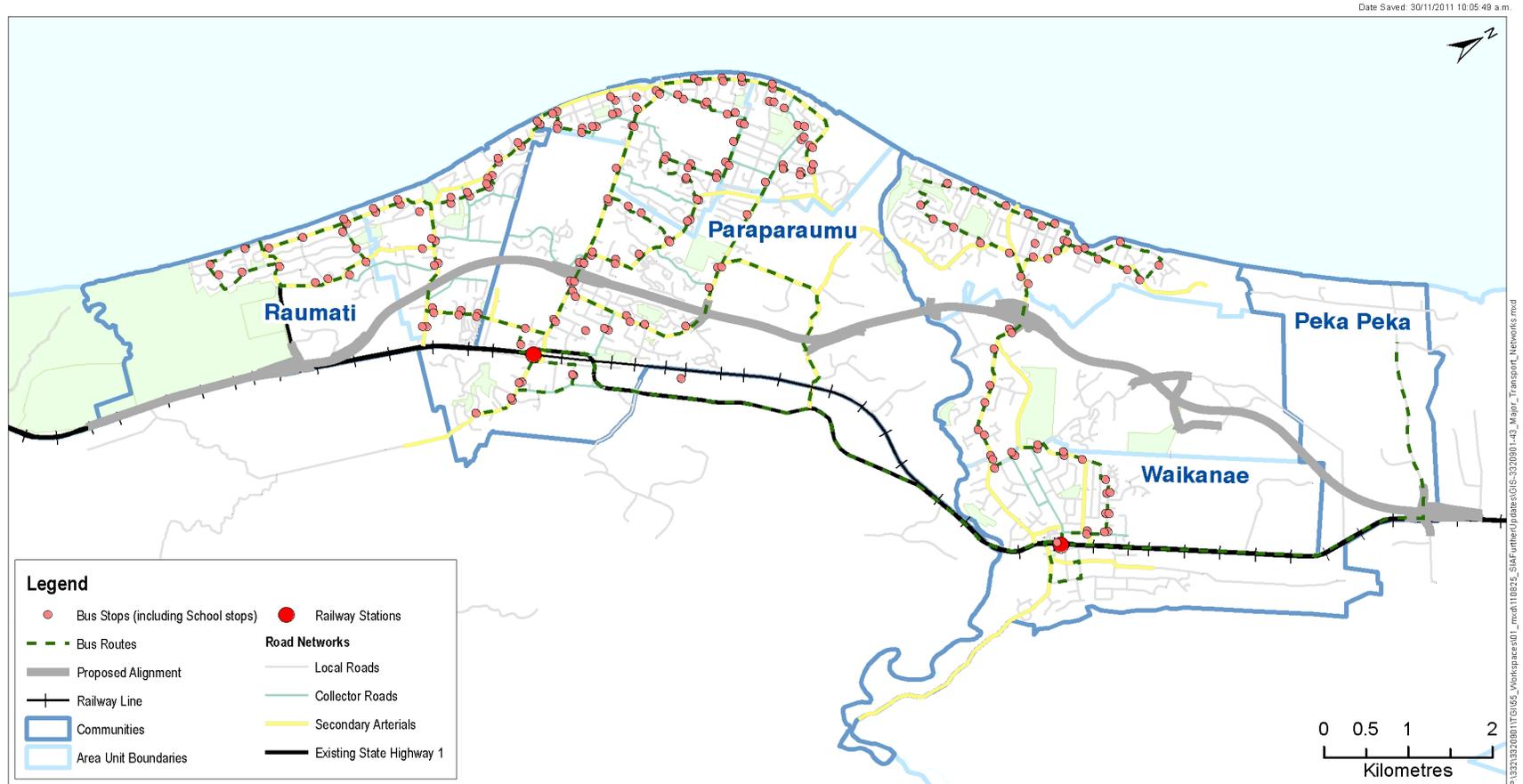


Project: <b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>	
Title: <b>Community Features and Industrial Areas</b>	Status: <b>APPROVED</b>
Document ID: GIS-3320901-46	Rev: <b>B</b>
Drawing No: GIS-3320901-46	

Document created for NZTA by M2PPP Alliance, Level 2, 17-21 Whitmore St, WELLINGTON

P:\3320901\GIS\Workspaces01\_m0110825\_Site\urban\peka\GIS-3320901-46\_Industrial\_and\_CommunityFeatures.mxd

Figure 3: Major Transport Networks



Date Saved: 30/11/2011 10:05:49 a.m.

Notes:

Revision	Amendment	Approved	Date
B	Major Transport Networks	AH	20.11.11
A	Major Transport Networks	AH	20.08.11



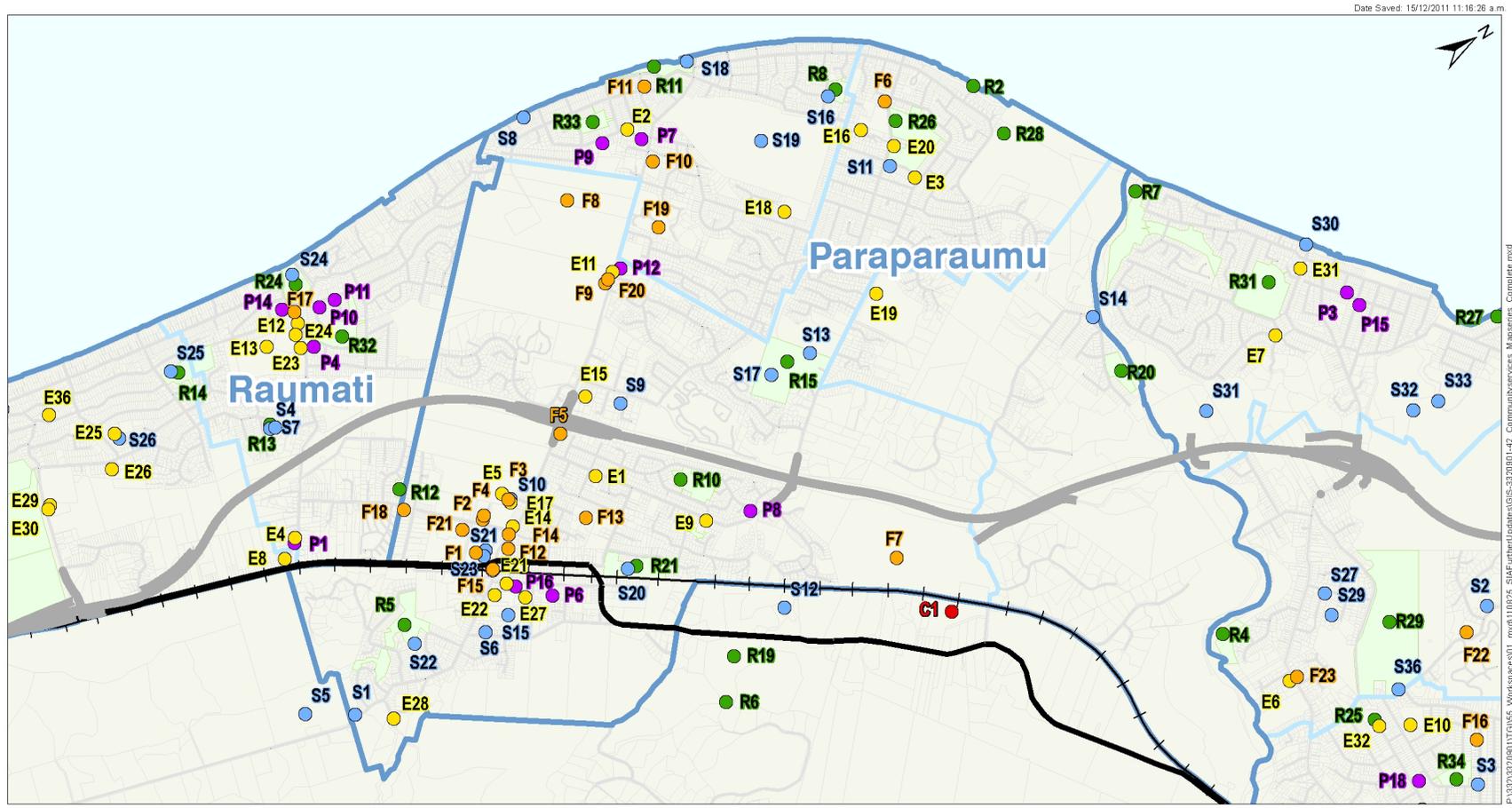
Project:	<b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>		
Title:	Major Transport Networks		
Status:	Document ID: GIS-3320901-43	Rev:	B
	Drawing No:		GIS-3320901-43

Document created for NZTA by M2PP Alliance, Level 2, 17-21 Whitmore St, WELLINGTON





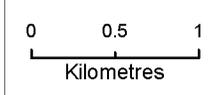
Figure 6: Community Services and Facilities - Paraparaumu



Date Saved: 15/12/2011 11:16:26 a.m

P:\3320901\GIS5\_Workspace\01\_map\110026\_S14\FurtherUpdates\GIS-3320901-42\_Communityservices\_Mapseries\_Complete.mxd

Notes:



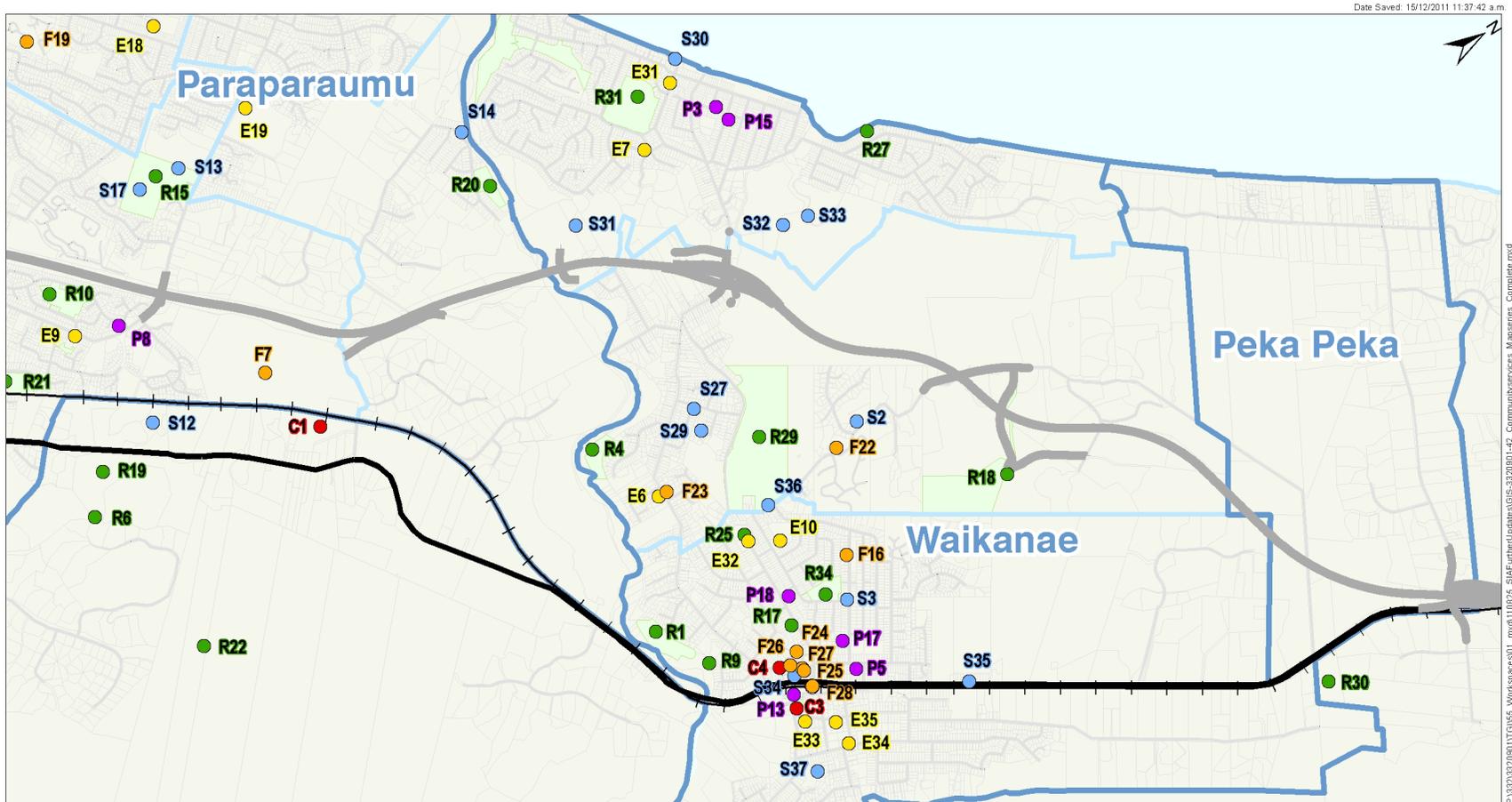
Revision	Amendment	Approved	Date
B	Community Services	AR	10.12.11
A	Community Services	AR	10.02.11



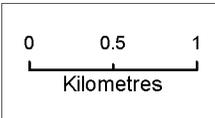
Project: <b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>	
Title: <b>Community Services and Facilities</b>	Status: <b>B</b>
Document ID: GIS-3320901-42	Rev: <b>B</b>
Drawing No: GIS-3320901-42.2	

Document created for NZTA by M2PP Alliance, Level 2, 17-21 Whitmore St, WELLINGTON

Figure 7: Community Services and Facilities - Waikanae



Notes:



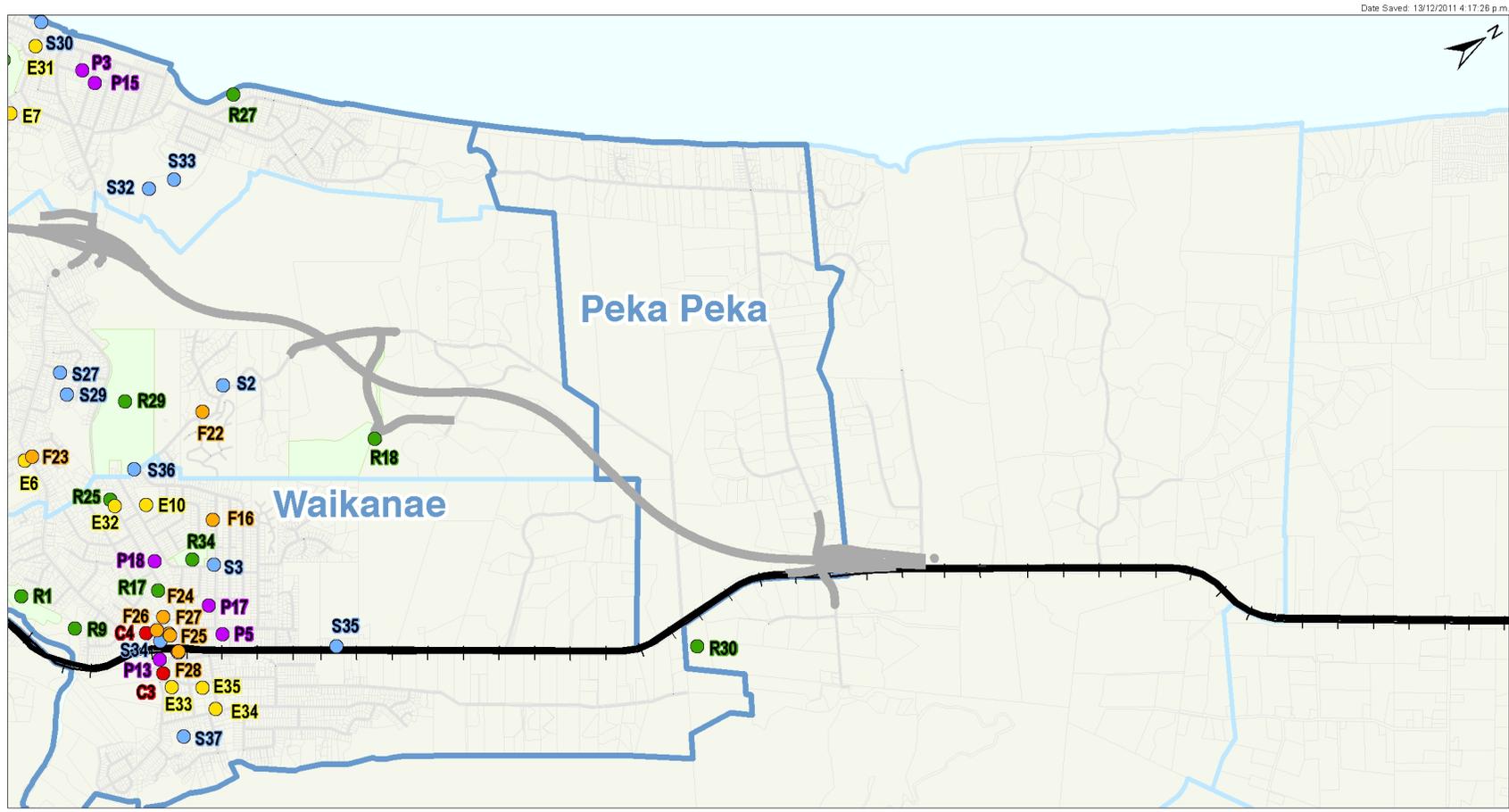
Revision	Amendment	Approved	Date
B	Community Services	AK	10.12.11
A	Community Services	AK	10.02.11



Project: <b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>	
Title: <b>Community Services and Facilities</b>	Status:
	Document ID: GIS-3320901-42
	Drawing No: GIS-3320901-42.3
	Rev: <b>B</b>

Document created for NZTA by M2PP Alliance, Level 2, 17-21 Whitmore St, WELLINGTON

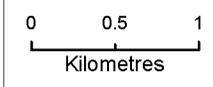
Figure 8: Community Services and Facilities – Peka Peka



Date Saved: 13/12/2011 4:17:26 p.m

P:\3320901\GIS5\_Workspace\901\_mop\10025\_SIA\FurtherUpdates\GIS-3320901-42\_Communityservices\_Mapseries\_Complete.mxd

Notes:



Revision	Amendment	Approved	Date
B	Community Services	AK	13.12.11
A	Community Services	AK	13.02.11



Project: <b>MACKAYS TO PEKA PEKA EXPRESSWAY</b>	
Title: <b>Community Services and Facilities</b>	Status:
	Document ID: GIS-3320901-42
	Drawing No: GIS-3320901-42.4
	Rev: B

Document created for NZTA by M2PP Alliance, Level 2, 17-21 Whitmore St, WELLINGTON





### 20.3.3.1 Raumati

#### Communities

The Raumati communities comprise Raumati South CAU and Raumati Beach CAU.

**Features**<sup>29</sup>: Features attractive to people in Raumati include the beach, dunes, seascapes, sunsets and ever changing views of Kāpiti Island.<sup>30</sup>

To the south is Queen Elizabeth Regional Park (QE Park), 650 hectares of undulating dune terrain parallel to the beach, most of which is in the Project area. The Park is used for swimming, fishing, walking, cycling, horse riding, picnics, group events and camping. Greater Wellington Regional Council (GWRC) is working with the community to protect and enhance this environment, including the natural dunes, while providing a place to enjoy the outdoors.

The park is steeped in history and has a pa site at Whareroa beach (and a pa site at Wainui beach which is outside the Project area).<sup>31</sup> There is evidence of the 20,000 strong US marine camps from World War II. Near MacKays Crossing entrance is the Tramway Museum and historic trams that run on the 2km line to Whareroa beach. The park was used during the filming of *The Lord of the Rings*.

Raumati South is 'arty' and known for its alternative lifestyle. It has a rural aspect as well as urban. The sand dunes / hills and Regional Park give it a sense of space and 'ruralness', as well as providing opportunities for walking, cycling and horse riding.

Raumati Beach has a somewhat relaxing beach and village character or feel. As well as containing both permanent homes and holiday baches, the Raumati Beach residential area also has a shopping village, walking, cycling, surfing, fishing, native bush tracks and educational facilities. The shopping village is at the corner of Raumati and Rosetta Roads opposite the Marine Gardens and includes part of Margaret Street. Originally the area was a farming block which was transformed into holiday homes and baches. In the last few years there has been significant growth in permanent residential development through bach conversions and infill development. Plans for redeveloping the shopping and business complex are underway. There is a small industrial area on Matai Road.

Wharemauku Stream meets the sea at Raumati Beach on the northern side of Raumati Marine Gardens. The Gardens are a popular recreation location with a rideable miniature railway and public indoor, heated swimming pools. Raumati Beach is well used and several large events are held there including the Raumati Beach Surf Casting competition which attracts fisherman from around New Zealand. The Kāpiti Woman's Triathlon is also an annual event held within the Marine Gardens which attracts large crowds.<sup>32</sup>

---

<sup>29</sup> Features mentioned provide an overview and are not a complete list.

<sup>30</sup> William Scollay '*Raumati South - Heart and Soul*' in <http://www.raumatisouth.co.nz/>.

<sup>31</sup> "The terms "pa" is being used here in the historical/cultural sense, to mean a permanent/semi permanent living place. This is in contrast to the strictly archaeological use of the term "pa" which means a defended site (which may be used for living or storage). In my opinion neither of the sites qualifies as an archaeological pa, as they have no artificial defences." (Quotation from Mary O'Keefe 15.11.2011).

<sup>32</sup> [www.raumatibeach.co.nz](http://www.raumatibeach.co.nz).

In Raumati South, the corridor of land for the 'Sandhills Motorway' and later the Western Link Road (WLR) has been set aside since the 1950s, This has created a separation of the residential area at Leinster Avenue from the remainder of the community west of Matai Road. The land has been leased, used for open space, and provided an informal accessway.

**People:** In 2006 Raumati had a population of 8,013. Key characteristics of the Raumati population (when compared with the remainder of the District) were:

- A lower percentage of people 65 years (17.8% compared to 23.3%);
- Higher percentages of Europeans and Pacific Peoples, and a lower percentage of Māori (respectively 82.4%, 2.6% and 9.3% compared with 79.6, 2.2% and 12.3% respectively);
- A smaller percentage of unoccupied dwellings at 12.4%;
- A higher percentage of one person households particularly in Raumati Beach (68.0% and 72.0%); and
- A higher proportion of the workforce in employment full-time at 44.9% (particularly the younger population in Raumati South). Refer to Appendix 20.A.

### Wellbeing and way of Life

**Education:** In Raumati South, Raumati South Primary is a main education provider. Located in Matai Road, the school opened in 1970. The current roll is 410<sup>33</sup> with children in seventeen classrooms. The school's mission is '*to equip students to embrace life's opportunities and challenges with resilience and determination*'.<sup>34</sup>

Te Ra Waldorf School (Primary) and Te Rawhiti Waldorf Kindergarten at Poplar Ave provide Rudolf Steiner education. The school has a role of 182 pupils and a decile rating of 9, that is, the majority of its students have above average socio-economic status.<sup>35</sup> Te Ra School was founded in January 1996 in Paekakariki. In 1998 the site in Raumati South was purchased and the School has been developed over the years. The School is a state integrated primary school and also contains three licensed chartered kindergartens.

In Jeep Road there is Youth2xcel, an educational facility with courses to assist young people to have the opportunity of employment and work towards a chosen career. The service began as an initiative of the Kāpiti Christian Centre in 1984.<sup>36</sup>

There are several other educational facilities in Raumati Beach. The main secondary school for the area is Kāpiti College, located on Margaret Road with a roll of 1086 students. Kāpiti College was first built in 1954 as Raumati District High School, and now has international students from Germany, Brazil, China, Japan, South Korea, Hong Kong, Taiwan and Vietnam. Kāpiti College is a decile 8 school, and thus the majority of its students are from households of above average socio-economic status. Approximately 18% of students are Māori.

---

<sup>33</sup> School roles are July 2011 unless stated otherwise.

<sup>34</sup> <http://www.raumatisouth.school.nz>.

<sup>35</sup> [www.educationcounts.govt.nz/find-a-school](http://www.educationcounts.govt.nz/find-a-school).

<sup>36</sup> [www.youth2xcel.net.nz](http://www.youth2xcel.net.nz).

The school offers a wide range of subjects, and places particular emphasis on performing arts. A high proportion of students study drama, dance, music or filmmaking. The Technology Centre is used by primary schools in the Local area and schools further north also.

On Raumati Road is Raumati Beach Primary School with a roll of 631 students and a decile 9 rating. Its students come from a wide range of backgrounds with 16.3% (103 students) being Māori. With the support of the community, Raumati Beach School's mission is '*...to provide all children with challenging and successful learning experiences, in an environment that emphasises caring, courtesy, tolerance, and mutual respect.*'<sup>37</sup>

Throughout Raumati there are several preschool educational facilities including Raumati South Kindergarten at Tiromoana Road, Te Kohanga Reo at Tennis Court Road, Wise Owl Early Childhood Centre at Glen Road, Chelsea House Early Childhood Centre at Lorien Court, Kāpiti Children's Centre at 24 Raumati Road, Fun for KIDS at 27 Raumati Road and ABC Learning Centre at 174 Raumati Road.

There are also adult educational opportunities in Raumati including the Kāpiti Senior Net at Matai Road which provides computer courses, and the Arts and Craft Rooms and Gallery at Matai Road which provide learning opportunities for a range of arts and crafts.

**Social Services:** There are primary health care services in Raumati Beach, while people requiring more specialist services go either to those provided elsewhere in the Local area including Paraparaumu and Waikanae or to Wellington. There are a number of support services in Raumati including the Agoraphobia Support Group, Kāpiti Psychiatric Survivors and Averil Mahler Stressless. Crossroads provides activities and a drop in centre for mental health consumers on Weka Road. The Rose Cottage Rest Home is on Poplar Avenue Raumati South.

Raumati has a range of service organisations such as Kāpiti Family Counselling on Raumati Road, Raumati Scout Group on Tiromoana Road, Raumati South Residents Association and the Kāpiti Chamber Choir. People in the community also go to neighbouring Paraparaumu and further afield to participate in other service organisations.

The Raumati South Memorial Hall on Tennis Court Road and Scots Hall in Weka Road are venues used by several organisations.

**Reserves and Recreation:** In around 1930 tennis courts were built in Raumati South (at the area then known as Kawatiri) and the first tennis club was established in the mid-1940s. A bowling club was established in Raumati South in 1945 and a surf club in 1955.

The Kāpiti Coast Rugby League Club, on the border of Raumati South and Raumati Beach, was founded in the 1970s and is home to the Kāpiti Bears. The Club operates out of Matthews Park, Menin Road, and is affiliated to the Wellington Rugby League Zone. The local football club, Kāpiti Coast United, plays at Weka Park in Raumati Beach.

Other sports and recreational opportunities are provided on other reserves and parks including Jeep Road Reserve, Alexander Road Reserve, Tennis Court Road Reserve, Hydes Road Reserve and Mata Road Reserve. Weka Park, on Weka Road, has soccer and cricket facilities and is home for the Kāpiti Coast United Football Club. The Kāpiti Pony Club on

---

<sup>37</sup> <http://www.raumatibeach.school.nz>.

Raumati Road takes its access off Gabriel Road for safety purposes. The Club has use of land near the airport and QE Park also.

The Tennis Court Road Reserve has tennis courts, a memorial hall, playground, basketball and netball courts and room to play a small game of cricket or soccer. The Marine Gardens include the Raumati swimming pool.

**Transport, Accessibility and Connectivity:** Connectivity to the District and wider Wellington Region is by the existing SH1 (for vehicles and cyclists) mainly via Poplar or Raumati Road, or by train from Paraparaumu. Vehicular connectivity to Paraparaumu is mainly by Rimu and Matatua / Wharemauku Roads and Marine Parade. A seven day a week bus service provides connectivity with trains from Raumati South and Raumati Beach. Bus stops are at Raumati Beach Shops, Jeep Road and Poplar Avenue, and hail and ride in Princeton and Matai Roads.

School transport is provided by Mana Transport. A bus is provided to Te Ra School from Paremata / Porirua and includes Mana Esplanade, Plimmerton, Pukerua Bay and Paekakariki. A bus is provided from Raumati South to Kāpiti College.

The formal and informal walk and cycle ways in Raumati are widely used. These include through Queen Elizabeth Park, through Weka Park alongside the Wharemauku Stream and the Kāpiti Coastal Cycle Route along Rosetta Road.<sup>38</sup> Informal tracks include access across the existing WLR designation from Leinster Avenue to South Raumati Primary school. The Kāpiti Pony Club and others have tracks they use including dune areas off Raumati Road and circuits to the beach<sup>39</sup>.

## **Culture**

There is a marae at Kāpiti College.

St Mark's Anglican Church is an important place of worship in Raumati as is the Kāpiti Uniting Parish, the Presbyterian Church on Raumati Road and the Real Life Church at Raumati Beach.

## **Attitudes, Expectations and Aspirations**

For many years there has been the expectation that an arterial / motorway / expressway would be built on the designated land.<sup>40</sup>

There is also considerable expectation for a railway station for Raumati.

Aspirations for Raumati are evident in Local Outcomes, that is, statements of the community's vision for the future of that community, have been developed for Raumati

---

<sup>38</sup> Refer to Section 2 Existing Transport Environment in *Assessment of Transport Effects* (Technical Report 32, Volume 3).

<sup>39</sup> Personal communication with Kāpiti Pony Club committee members.

<sup>40</sup> This is discussed in more detail in the assessment of local effects, in section 7 of this report.

South and Raumati Beach. The Local Outcomes support the Community Outcomes that KCDC developed for and with the people of the District for Kāpiti Coast District wide.<sup>41</sup>

Local outcomes, arising from the Community Outcomes for the District and relevant to the Project, are listed below.

#### **For Raumati South<sup>42</sup> -**

Outcome 2: 'local character is retained within a cohesive district', in particular:

- *'That community character and cohesion is not destroyed by the development of regional transport infrastructure and there is a clear entrance to Raumati*
- *'That children and families have safe routes for walking and cycling, especially to schools'*

#### **For Raumati Beach<sup>43</sup> -**

Outcome 1: 'there are healthy natural systems which people can enjoy', in particular:

- *'That there is good access to the beach for the whole community, along the coastal foreshore and Wharemauku Stream as part of the cycleways, walkways, bridleways network';*

Outcome 4: 'the District's resources are used wisely'; in particular:

- *'That well used, safe pedestrian and cycle routes connect Raumati Beach with Paraparaumu and Raumati South';*

Outcome 5: 'there is increased choice to work locally'; in particular:

- *'That economic benefits of good design are recognised and design controls are placed on developments to promote a quality environment in which to live, work and play.'*

### **20.3.3.2 Paraparaumu**

#### **Communities**

Four CAUs comprise Paraparaumu – Paraparaumu Central, Paraparaumu Beach South, Paraparaumu Beach North and Otaihanga.

**Features:** The town centre is located west of and adjacent to the existing SH1 extending from Ihakara Street to Kāpiti Road and along both sides of Kāpiti Road to the airport and along both sides of Rimu Road in the vicinity of its intersection with Kāpiti Road.

---

<sup>41</sup> Local Outcomes contain 'area specific' detail that reflects the individual local focus of the different geographic areas in Kāpiti Coast District Council. For Community Outcomes for the District, refer to Kāpiti Coast: Choosing Future Community Outcomes (2009).

<sup>42</sup> Kāpiti Coast: Choosing Future Community Outcomes Raumati South Local Outcomes.

<sup>43</sup> Kāpiti Coast: Choosing Future Community Outcomes Raumati Beach Local Outcomes.

The town centre includes the older established small-scale retail activities, the Coastlands Shopping Centre, some big box retailing, light commercial and industrial activities, cultural and information services and specialist medical services. KCDC offices are located in the town centre. The Council offices along with other Council services, including the library and Kāpiti Community Centre, form a cluster of Council supported services in Ngahina Street.

The walkway and cycleway along the Wharemauku Stream, which provides access to the coast via Weka Park and Raumati Marine Gardens, is a major recreational asset for the community.

The iconic Kāpiti Island is directly opposite Paraparaumu beach, a little over 5km offshore. It is one of few island reserves accessible to people on a daily basis to observe native and rare bird species.

The beach at Paraparaumu Beach South and Paraparaumu Beach North is the major feature of the area, and is generally safe for swimming being sheltered by Kāpiti Island. A popular beach area is MacLean Park with a children's play area, skate and blade park and picnic tables. Opposite MacLean Park is the beach shopping and retail area in and around MacLean Street, Marine Parade, Seaview Road and Kāpiti Road. Paraparaumu Golf Course is a popular recreational feature near the beach.

There are several retirement homes and villages in Paraparaumu including Coastland Villas along Rimu Road, Metlifecare Coastal Villas in Spencer Russell Drive and Kāpiti Village Retirement Home in Cheltenham Drive. Kāpiti Health Centre is centrally located in Warrimoo Street.

Part of Paraparaumu Central is located to the east of the existing SH1 and the railway line, and contains a range of services and businesses, as well as a residential neighbourhood.

To the north is Otaihanga which has one of the Kāpiti Coast's most significant tourist attractions, the Southward Car Museum. The museum, located on Otaihanga Road, between the NIMTR to the west and the existing SH1 to the east, has one of the largest collections of cars in the Southern Hemisphere. Agriculture in Otaihanga has now largely ceased as lifestyle residential areas have been developed. Some small-scale commercial businesses operate there. The Kāpiti Coast's main landfill is closed and there is a substantial transfer station located in Otaihanga.

The Waikanae River and its walkway, cycle way and bridleway along both sides of the river are major features of outdoor leisure and enjoyment.

There is one vehicle bridge between Paraparaumu and Waikanae and two pedestrian / cyclist bridges over the river for connectedness.

**People:** The total population for Paraparaumu in 2006 was 17,247. The demographic characteristics of the residents of Paraparaumu are considered comparable with the District and communities of the local area, described in section 4.3 above. Further detail is provided in Appendix 20.A.

## Wellbeing and way of Life

**Education:** Paraparaumu College, the largest secondary school in the Project area, is in Paraparaumu Central on Mazengarb Road. The college, which opened in 1977, had at the start of 2011 a role of 1395 students in years 9 – 15, and is a decile 8 school. The College offers a wide range of subjects. Most of the students come from Waikanae and Paraparaumu Beach (the college is zoned to include Paraparaumu and Waikanae) with 12% of the student population being Māori.

Kāpiti Primary School on Kāpiti Road was established in 1969 (as Paraparaumu Side School) to cater for the growing family population with continued housing development west of the railway line. Kāpiti Primary School is a full primary school with a roll of 268 students. The multi-cultural profile of the students is 52% NZ European, 37.5% NZ Māori, 3% Pasifika, 7% Asian and 0.7% other students. Kāpiti Primary School is a decile 5 school, the majority of its students coming from households with an average socio-economic status.

East of the existing SH1 and the railway line are Paraparaumu Primary school and St Patrick's Catholic Primary school. Paraparaumu Primary school is located on Ruapehu Street, Paraparaumu Central. The school consists of well-maintained character buildings and has the oldest schoolroom (now part of the renovated school hall) on the coast, dating back to 1889. Paraparaumu Primary School is a full primary school with a roll of 171 students. The multi-cultural profile of the students is 54% NZ European, 28% NZ Māori, 5% other European, 4% Samoan, 2% Indian, 2% Tokelauan, 10% including other, Cook Island Māori, Fijian and other Asian. Paraparaumu Primary School is a decile 6 school.

St Patrick's Catholic Primary school Paraparaumu in Tongariro Street is a full primary state integrated school. The school has a role 129 students and is a decile 8 school.

Kenakena Primary School, located in Donovan's Road, is close to Paraparaumu Beach and adjacent to Paraparaumu Beach Golf Club and other sports facilities. Kenakena School is a full primary school with a roll of 509 students and a decile 8 rating.<sup>44</sup>

Paraparaumu Beach Primary School on Gray Avenue has a role of 607 students from years 1 to 8. The school has 23 classrooms, a music room, drama room, hall and several other facilities. The school is a decile 9 school.

The Kāpiti Campus of the Wellington Institute of Technology ('WelTec') is located in Manchester Street.

The Kāpiti Campus of the Whitireia Community Polytechnic is currently offering learning facilities in adjacent Lindale. The Polytechnic is in the process of shifting to a new campus at Milne Drive, just off Kāpiti Road (the old Mitre 10 and Yates Furniture store). The Lindale campus will continue to operate and deliver courses in 2011 until the transition to the new campus. The new location will be more accessible for students and enable the Polytechnic to have a more visible presence in the central town.

Kāpiti Skills Centre, located on Kāpiti Road, provides training, education and employment services. Trade and Commerce, on Sheffield Street, provides training for industry.

The kindergarten at Ngahina Street serves a wide area from Paraparaumu to Otaihangā and mainly Kāpiti, Paraparaumu and St Patrick's primary schools.

---

<sup>44</sup> <http://www.kenakena.school.nz>.

Paraparaumu Beach Kindergarten on Donovan Road offers morning and afternoon sessions and serves two primary schools. There is a Kohanga Reo operating in the area and several private kindergartens/Child Day Care facilities and a Playcentre.

Other childcare facilities include an After School Care facility at the corner of Realm Drive and Mazengarb Road, Porse In-Home Childcare and Education Training at Kāpiti Road, a Barnardos KidStart at Ngahina Street (which provides home based care and education for pre-school children in the homes of their trained KidStart educators), the Paraparaumu Playcentre at Hinemoa Street, ABC Learning Centres at Bluegum Road and Arawhata Road, and the Little Earth Montessori Preschool at Te Tupe Road.

There are no educational institutions in Otaihanga; the nearest preschools, primary schools and college are located in Paraparaumu. Kenakena Primary School has been working to help improve Otaihanga's environment at Greendale Reserve.<sup>45</sup>

**Social Services:** There is a large and varied range of social services provided in Paraparaumu. Many are centred on the Kāpiti Community Centre in Ngahina Street where several social services have their meetings and provide services and support. Attached to the Centre is the Disability Information and Equipment Centre which provides services used by the community.

In the Ngahina Street, Kāpiti Road, and Rimu Road area are a range of social welfare service providers including Citizens Advice Bureau (CAB), Kāpiti Family Budgeting service, Barnardos, Kāpiti Community Centre, Women's Centre, Paraparaumu Visitors Centre and i-site.

The Kāpiti Health Centre and ambulance service (Wellington Free Ambulance operated by St John) are located in Warrimoo Street. Kāpiti Health Centre opened in October 2003 and provides outpatient clinics, maternity services, community health and community mental health services for the people of the Kāpiti Coast. Mary Potter Hospice and Hora Te Pai Health Services are located in Warrimoo Street also. Kāpiti Youth Support is a health service for youth located nearby in Tutanekei Street.

Other emergency services include Kāpiti Police on Rimu Road and the Fire Service located on Te Roto Drive.

Red Cross, working with the Kāpiti Community Transport Steering Group, provides a Monday to Friday Door-to-Door Kāpiti Community and Health Transport Service for Kāpiti people to take them to hospital appointments at Kenepuru Community Hospital and Wellington Regional Hospital. This service works in collaboration with Kāpiti Carers and other services.

The Wellington Free Ambulance operates the Urgent Community Care programme, where patients are managed within their community setting as appropriate, thus reducing ambulance trips required to hospital.

There are several aged care facilities, including Metlifecare Kāpiti, located at Henley Way off Guildford Drive, which provides a variety of independent lifestyle villas and a village with a range of community facilities. The Sevenoaks-Midlands Gardens retirement village is located on Lodge Drive Paraparaumu Beach South.

**Reserves and Recreational Areas:** Paraparaumu has several reserves and recreational areas, use of which is integral to people's health and wellbeing and way of life.

---

<sup>45</sup> <http://www.facebook.com/pages/Otaihanga>.

Paraparaumu Domain, located on Aorangi Road, caters for a mixture of sports including rugby, cricket, soccer and athletics. Athletic days are held there for schools and colleges. There is a playground, petanque and picnic area also.

Mazengarb Reserve, on Mazengarb Road, has a playground and several sports fields used for football, hockey, touch rugby and croquet, and there is a complex for gymnastics. The Reserve is home for a range of sports including hockey.

Te Atiawa Park on Percival Road Paraparaumu Beach is also a mixed-use park with a playground, and caters for several sports codes including junior rugby, cricket, softball, tennis, BMX and netball.

Kena Kena Park, a small park on Whyte Street, is used for cricket.<sup>46</sup>

There are several other reserves and parks for family and recreational use including Manawa Avenue Reserve and Atarau Grove Reserve which have a playground. Kaitawa Reserve, located on the corner of Kaitawa Crescent and Hookway Grove, has a scenic walkway and playgrounds. Wesley Knight Park, located on Seaview Road, Paraparaumu Beach is a scenic reserve.

The main parkland in Otaihanga is the Otaihanga Domain in Makora Road which provides facilities for families and sports people. In summer, the Waikanae River at the Domain is regularly used and very popular for families.<sup>47</sup> The footbridge and tracks along the river provide great opportunities for walkers, runners and cyclists. The bridle path is very well used and a valued asset. The Equestrian Centre and Vaulting Club riders are among the frequent users.

Golfing is popular in Paraparaumu at the two golf courses, the Kāpiti Golf Club in Valley Road and the Paraparaumu Beach Golf Club on Kāpiti Road.

**Transport, Accessibility and Connectivity:** As for Raumati, connectivity to other areas outside Paraparaumu is by the existing SH1 (mainly via Ihakara Street or Kāpiti Road) or by train.

Paraparaumu (and Waikanae) is well serviced by passenger rail services with electrified trains between Wellington and Waikanae. There is the once daily commuter rail service between Palmerston North and Wellington stopping at Paraparaumu as well as the Overlander daily service between Wellington and Auckland and stopping at Paraparaumu (not at Waikanae). Paraparaumu Rail Station has free parking, Park and Ride facilities and connecting local bus services (as does Waikanae Rail Station).<sup>48</sup>

The existing SH1 provides the only vehicle connection to Waikanae, as the highway has the only vehicle crossing over the Waikanae River.

Within Paraparaumu, the main connectors are Kāpiti Road, Rimu Road, Arawhata and Mazengarb Roads, Te Roto Drive and Guildford Drive, and Manly Street, Ngapotiki Street and Te Kupe Road.

---

<sup>46</sup> [www.kapiticoast.govt.nz/Your-Council](http://www.kapiticoast.govt.nz/Your-Council).

<sup>47</sup> From the Observational Survey undertaken.

<sup>48</sup> Refer to *Assessment of Transport Effects* (Technical Report 32, Volume 3).

The bus services within Paraparaumu provide a seven day service. The Paraparaumu South seven day a week bus service provides connectivity with trains via Paraparaumu station and with Coastlands (the same service that links with Raumati shops). The Paraparaumu North bus connects people to the train service from Coastlands, Guildford Drive / Kāpiti Village, Gray Avenue / Callender Terrace and Paraparaumu Beach shops, and also Coastlands, Kāpiti Health Centre, Paraparaumu College and Paraparaumu Beach shops. A Monday to Friday service is provided for passengers to Paraparaumu East and a Monday to Friday shuttle service is provided for people going to and from Lindale.

Mana Coaches provide a school bus service that goes to Paraparaumu College, St Patrick's and other schools including Kāpiti College and Kāpiti Primary.

The formal and informal walk and cycle ways in Paraparaumu are widely used. There is the Wharemauku Stream walk, cycle and bridleway, and the 22 kilometre Te Araroa walkway from Paekakariki to Waikanae River Bridge and other green belt walkways including Kāpiti Road to Otaihangā Domain.

## **Culture**

There is a marae at Paraparaumu College.

There is an International Women's Group that meets regularly at the Kāpiti Women's Centre in Ngahina Street. English language partners teach English as a second language to residents in the area.

There are many churches that provide religious services and occasions. They include St Paul's Anglican church in Langdale Avenue, an Apostolic church, Baptist church in Ruapehu Street, the Kāpiti Baptist church in Ocean Road, Meadows church in Mazengarb Road, The Centre church in Hurley Road, the Coast Community church in Hinemoa Street, the Lighthouse church in McGrath Avenue and St Patrick's Catholic church.

Access on and off Kāpiti Road is currently difficult from Arawhata Road especially when turning right into Kāpiti Road<sup>49</sup>.

## **Attitudes, Aspirations and Expectations**

Local outcomes, arising from the Community Outcomes for the District and relevant to the Project, are as follows:

### **For Paraparaumu Town Centre<sup>50</sup> -**

Outcome 2: the Community Outcome 'local character is retained within a cohesive district'; in particular:

- *'That well used, safe pedestrian and cycle routes connect Paraparaumu Town Centre with Paraparaumu Beach and Waikanae*
- *'That public transport and other infrastructure is enhanced to support increased use of the commercial centre by visitors and enable residents to travel more sustainably to other locations in the region.'*

---

<sup>49</sup> Meeting with social service representatives June 2011.

<sup>50</sup> Kāpiti Coast: Choosing Future Community Outcomes Paraparaumu Town Centre Local Outcomes.

## For Paraparaumu Beach<sup>51</sup> -

Outcome 4: 'the District's resources are used wisely'; in particular:

- *'That well used, safe pedestrian and cycle routes connect Paraparaumu Beach with Waikanae and Paraparaumu'*

Outcome 5: 'there is increased choice to work locally', in particular:

- *'That public transport and other infrastructure is enhanced to support increased use of the commercial centre by visitors and enables residents to travel more sustainably to other locations in the region.'*

### 203.3.3 Waikanae

#### Communities

There are 4 parts to Waikanae – Waikanae West CAU, Waikanae East CAU, Waikanae Park CAU and Waikanae Beach CAU.

**Features:** Waikanae is a quieter place for families and the elderly. Residential development is a mix of holiday homes, permanent residential and retirement homes.

Waikanae West features Mahara Place, the heart of Waikanae Village, containing a range of shops, businesses and services, as well as gardens and a small children's playground. The police, information centre and library services are located there. Specialist medical services are provided nearby at the Waikanae Health Centre in Marae Lane.

Waikanae East is separated from Waikanae West by the existing SH1 and the main trunk railway line. Waikanae East features the War Memorial Hall, a facility which is used for many occasions and events, and several businesses and services, and residential areas including at Reikorangi.

Waikanae Park (CAU) features several parks and reserves, including the Waikanae Park, in a largely residential setting. The area has a park-like and spacious feel which is heightened by some roads with wide verges and established trees such as in Te Moana Road.

Waikanae Beach, as with Paraparaumu beaches, is sheltered by Kāpiti Island and a very popular swimming and recreational area. Waikanae Beach features a number of holiday homes. Waimanu and Waimeha Lagoons are prominent wetland features in Waikanae and provide walkways and passive reserve areas. Waikanae Golf Course and Waikanae Bowling Club are popular features.

The Waikanae Christian Holiday Camp ("El Rancho"), a Christian children's holiday camp is located adjacent to the Waikanae River. The camp was established in 1961 by a small group of Christian businessmen who wanted to provide a holiday park and pass on their Christian message.

The Waikanae Estuary is a special feature known for the diversity of flora and fauna it supports. The Waikanae River Walkway / cycleway along the north and south banks (with two pedestrian / cycle bridges) provides a continuous off road pedestrian / cycle link between the existing SH1 and the Waikanae Estuary.

---

<sup>51</sup> Kāpiti Coast: Choosing Future Community Outcomes Paraparaumu Beach Local Outcomes.

The Nga Manu Nature Reserve is also a valued natural feature of the area.

Some of the land to the north is rural but much of the area has been subdivided for lifestyle properties. Waikanae North marks the outer limit for planned urban growth in Waikanae. Under Plan Change 69, Waikanae North Development Zone, 69 hectares has been rezoned residential; Plan Change 79, Waikanae North Urban Edge, 300 hectares to the north of the existing urban area has been identified for low impact urban development; and Plan Change 80, Ngarara Farm, rezones 280 hectares within the Waikanae North Area.

**People:** Waikanae had a total population of 10,230 in 2006. The main demographic features, compared to the District overall (as described in section 4.3 above) were:

- A higher percentage of people were 65 years and over (34.7%), in particular Waikanae West had the oldest population (median age 62);
- Waikanae had higher percentages of Europeans (83.2%) and lower percentages of Māori (6.1%);
- Waikanae Beach had the highest percentage of unoccupied dwellings at 37.8% reflecting the level of holiday homes and baches. The CAUs of Waikanae West, Park and East had lower percentages of unoccupied dwellings (7.4%, 9.3% and 8.0%, respectively) - which indicates the overwhelming majority of the population in these CAUs are permanent residents;
- Waikanae had a higher percentage of one person households (30.5%);
- Waikanae had a higher percentage of households who had resided in their house for 10 or more years (20.9%);
- A smaller percentage of households in Waikanae were with no vehicle (7.3%)
- Fewer people in Waikanae were in full-time employment (33.8%); and
- More people were not in the work force (48.6%).

Refer to Appendix 20.A for further detail.

### **Wellbeing and Way of Life**

**Education:** There is no college located in Waikanae. Students from Waikanae go to Paraparaumu College in Paraparaumu, Kāpiti College in Raumati or attend secondary schools in Wellington and elsewhere.

Waikanae School<sup>52</sup> located on Seddon Street opened in 1896. The school is a full primary school with a roll of 534 students and is a decile 8 school. Kapanui School, with classes for students from Years 1 – 8 and a role of 503, is located on Rimu Street and is a decile 8 school.

Pre-school education facilities in the area include Castle Kids Christian Early Learning Centres at Te Moana Road, Queens Road and Ruru Street, Castle Kids Pioneers, Waikanae Kindergarten in Ngaio Road, Waikanae Playcentre at Hira Street, Waikanae Montessori at Snedden Street, Waikanae Beach Kids at Waimea Road and ABC Learning Centre at Winara Avenue.

---

<sup>52</sup> <http://www.educationcounts.govt.nz>.

**Social Services:** There are many services for the elderly particularly medical, social and support services. The medical clinics and services on Marae Lane provide a wide range of specialist services. Many social services for young people are associated with the schools, and health and welfare services with sporting activities.

Some people travel to social and support services based in Paraparaumu.

There are several retirement villages and centres for the elderly in Waikanae including the Winara Retirement Village in Elizabeth Street and the Parkwood Retirement Village in Belvedere Avenue, the latter comprising of 209 villas, a 63 bed rest home and a 25 bed hospital. Parkwood Lodge, a second stage rest home and geriatric hospital is centrally positioned in the village.<sup>53</sup> There is also the Winara Rest Home in Winara Avenue, Robina Lodge in Rawene Street and the Waikanae Country Lodge, the latter being a 15 bed rest home with 41 hospital beds.

Mahara Gallery, a public art gallery, is located in Mahara Place and the Kāpiti Coast Museum on Elizabeth Street. The Waikanae War Memorial Hall on Pehi Kupa Street and Waikanae Community Beach Hall on Rauparaha Street feature a range of social services including senior net.

**Reserves and Recreational Areas:** Nga Manu Nature Reserve, established in 1974, is a 14 hectare reserve located north of Waikanae township. It encompasses the largest single remaining remnant of coastal lowland swamp forest on the Kāpiti Coast. The Nga Manu Trust now owns the Reserve, and has created wetlands, planted indigenous trees and shrubs, and built aviaries and animal enclosures. The Trust plays an important role in wildlife breeding programmes, research on the species which inhabit the Reserve, and education and awareness programmes.

Tutere Street Reserve provides family amenities, a playground, tennis courts and petanque.

The Jim Cooke Memorial Park provides pedestrian, cycleway and bridleway access across the Waikanae River. The Reserve is popular for soccer.

Waikanae Park has rugby, soccer, cricket grounds, croquet, an outdoor swimming pool and squash courts.

Waikanae War Memorial Park east of the existing SH1 is a garden of remembrance providing a quiet contemplative space with rose gardens among the green lawns and two playground areas for young children.

Edgewater Park, Russell Reserve, Motuiti Scenic Reserve, Karu Reserve and Wi Parata Reserve are other reserve areas of importance in Waikanae.

Waikanae swimming pool, an outdoor heated pool, is on Ngarara Road.

**Transport, Accessibility and Connectivity:** As for Raumati and Paraparaumu, connectivity from Waikanae to other areas is by the existing SH1 or by train (from Waikanae station). The metropolitan electric rail commuter service from Wellington was extended to Waikanae in 2011.

Within Waikanae the main east/west connectors are Te Moana Road to Waikanae Beach, Waikanae Park and Waikanae West, and Elizabeth Street through Waikanae East. Ngarara Road is the main access road within the northern rural area of Waikanae.

---

<sup>53</sup> <http://www.parkwoodvillage.co.nz>.

There is a continuous coastal north/south cycle route from QE Park through the study area to Peka Peka that utilises the local street network.

Within Waikanae a seven day a week Waikanae bus service provides connectivity with trains from Waikanae station with Waikanae Park Pool, Waikanae Beach South, Waikanae Beach Domain, Waikanae Beach North, and Rauparaha Street.

Mana Transport provides regular school bus services for students to Waikanae School and Kapanui School in Waikanae, Kāpiti College and St Patrick's in Paraparaumu, Te Ra in Raumati and to and from the train station. Some students from Waikanae cycle to Paraparaumu College and go over the footbridge at Otaihanga.<sup>54</sup>

The formal and informal walk and cycle ways in Waikanae are widely used.

## **Culture**

Whakarongotai marae is in Waikanae on Marae Lane. The Maketu Tree near Puriri Road and several urupa in the area are of considerable importance to Iwi.<sup>55</sup>

Greenaway House on Puriri Road is a heritage feature of local importance.<sup>56</sup>

There are many places of religious assembly in Waikanae. They include St Paul's Anglican church at the corner of Elizabeth and Pehi Kupa Street in Waikanae East, the Apostolic church, Presbyterian church in Ngaio Street, Waikanae Baptist church in Te Moana Road and the Catholic church on Parata Street.

## **Attitudes, Aspirations and Expectations**

Local outcomes, arising from the Community Outcomes for the District (as stated) and relevant to the Project, are listed below.

### **For Waikanae<sup>57</sup> -**

Outcome 3: Concerning 'the nature and rate of population growth is appropriate to community goals'; in particular:

- *That roads and access ways provide linkages (connectivity) but not a four-lane arterial.*

### **20.3.3.4 Peka Peka**

#### **Community**

Peka Peka is the Peka Peka CAU.

**Features:** The Peka Peka community is different from Waikanae. Peka Peka is a lightly populated seaside locality with a rural aspect.<sup>58</sup> There is a mix of rural, holiday home and

---

<sup>54</sup> Personal communication with staff member at Paraparaumu College.

<sup>55</sup> Refer to *Takamore Trust Cultural Impact Assessment* (Technical Report 11, Volume 3) .

<sup>56</sup> Refer to *Assessment of Built Heritage Effects* (Technical Report 10, Volume 3).

<sup>57</sup> Kāpiti Coast: Choosing Future Community Outcomes Waikanae Local Outcomes.

semi-rural (lifestyle development). The holiday houses by the beach are used during holidays and weekends. Several people enjoy their early retirement at Peka Peka before they need to relocate to be closer to services.

Like other seaside settlements in the Local area, the beach is a major feature although it is not as sheltered as at Paraparaumu and Waikanae due to the prevailing north westerlies. At Peka Peka there are no shops or retail area, just housing. The only retail activity within Peka Peka is a garden centre/café located on Peka Peka Road just west of the existing SH1.

**People:** In 2006 Peka Peka had a small population of 252 people. Compared with the District overall, the following specific comments are made of the people of Peka Peka:

- Although a small resident population this population grows considerably in holiday time especially around Christmas and New Year;
- Over half the population is of working age (20 – 64) and a small percentage was aged 65 and over (only 14.3%);
- There are fewer females (48.8%) than males (51.2%);
- A high percentage of unoccupied buildings (35.1%);
- A higher percentage of one person households (30.6%);
- A higher percentage of the population having resided in their current residence for less than 10 years, at 64.3%;
- All households had a vehicle and a high percentage with two vehicles reflecting the need for a vehicle in a rural area;
- No residents cycled or walked to work which is often characteristic of a rural area; and
- A higher percentage of residents worked full or part time (66.2%).

Refer to Appendix 20.A for further detail.

### **Community Wellbeing and Way of Life**

**Education:** There are no educational facilities in Peka Peka. Students go to schools in Waikanae, Paraparaumu and beyond.

**Social Services:** There are no social services in Peka Peka. Residents go to those based in Waikanae, Paraparaumu and elsewhere in the Region.

**Reserves and Recreational Areas:** The beach is the principal recreational area.

**Transport, Accessibility and Connectivity:** The only east/west access within Peka Peka from the existing SH1 to the beach is by Peka Peka Road. Access to Waikanae is also provided along the coast via Paetawa Road, Rutherford Drive, William Street, Field Way and Huiawa Street. Other east / west links (for vehicles, pedestrians and cyclists) between the existing SH1 and the beach are essentially non-existent.

The nearest train access is at Waikanae. There is a public bus service from Waikanae train station to Otaki stopping at the corner of the existing SH1 and Peka Peka Road. There is a

---

<sup>58</sup> [http://en.wikipedia.org/wiki/Peka\\_Peka](http://en.wikipedia.org/wiki/Peka_Peka).

school bus service stopping at Kensington Drive and Raukawa Road, both off Peka Peka Road, to and from Waikanae School and Paraparaumu College.

The meandering coastal route along Paetawa Road southwards connects with the Waikanae coastal road network, and is widely used by cyclists and as a walkway and bridleway.

### **Culture**

There are no Marae or churches in Peka Peka. People go to Waikanae or further afield to participate in religious services and other occasions.

### **Attitudes, Aspirations and Expectations**

There is considerable emphasis in KCDC documentation<sup>59</sup> on keeping the Peka Peka area rural and consultation feedback supported this.

## **20.4 Project Description**

This summary Project description is provided from a social perspective, taking into account the Regional and Local Social assessment frameworks as defined in sections 3.6 and 3.7 respectively.

This description draws from a number of other reports prepared for the Project (in particular, the Project Description in Part D, Chapters 7 and 8, Volume 2 of the AEE), but also other technical assessment reports. Cross references are made to the source of information included in this section and for further detail.

For the AEE the description of the Project has divided the Alignment and associated Project works into four geographic sectors (which are illustrated in Figure 7.5, Part D, Chapter 7, Volume 2 of the AEE). These Project sectors are referred to in the following description. However, it is noted that the Sectors as described in the AEE do not directly align with the communities identified in this SIA (e.g. the residential community of Paraparaumu traverses the identified Sectors 2 and 3).

### **20.4.1 Context of Project**

The Project is one element of the 'Wellington Northern Corridor', which in its entirety will extend from Wellington Airport in the south to Levin in the north. There are a number of phases of work identified for the Wellington Northern Corridor and the MacKays to Peka Peka section is one of the early phases.

Alternative routes for SH1 in and out of Wellington have been considered since the early 1950s and previous alignments have been planned and provided for through 'designation' (land set aside for construction of the transport corridor). The section between MacKays to Peka Peka has previously been designated in the Kāpiti District Plan, referred to historically as the 'Sandhills Motorway' and then more recently the 'Western Link Road' (WLR) (a local arterial corridor on this alignment). Given this history, there has been an expectation by residents/businesses in the community that there will be a new transport corridor from MacKays to Peka Peka. However, it is acknowledged that over time there have been a number of changes to this Project and the following key observations are made with respect to this:

---

<sup>59</sup> Refer to Appendix 20.B.

- the form and function of the route has changed for different route options (e.g. options have included motorway, two-lane and four-lane arterial);
- to date none of the options have been constructed and in this regard, there may have been some who have dismissed the concept of the route - given the uncertainty of its form and construction timeframe;
- the Project deviates from previous and designated alignments in some key areas – particularly this refers to sections at Poplar Avenue, the section at the Waikanae / Te Moana Road and at the Peka Peka connection to the existing SH1; and
- Details of the options and works associated with construction and operation including detail on interchanges and connectivity, pedestrian and cycleway features, flood storage, earthworks requirements and stormwater / wetland treatment requirements (which all have land requirements and potential environmental effects) were not detailed.

#### 20.4.2 Project Description from Regional Perspective

As identified in Part A, Chapter 2, Volume 2 of the AEE, the Project objective is to deliver transportation, accessibility and connectivity improvements to the region. Key features of the Project relevant for the Regional SIA include:

- Provision of a four-lane median divided Expressway (two lanes in each direction) extending some 16km from MacKays Crossing to Peka Peka, connecting to the existing SH1 at both the southern and northern limits of the Project (a westward realignment from the existing SH1);
- Connection to the proposed Expressway is by two full interchanges at Kāpiti Road in Paraparaumu and at Te Moana Road in Waikanae and two partial interchanges at Poplar Avenue in Raumati and Peka Peka Road in Peka Peka;
- Traffic volumes on the route are expected to be around 25,000 vehicles per day (in 2026). There is a corresponding reduction in traffic on the existing SH1 (reductions of between 35% and 55%)<sup>60</sup>;
- Travel time savings from key origin / destination points along the route are expected. For example, expected travel times from Peka Peka to MacKays Crossing in the Morning Peak are expected to reduce by seven minutes and in the evening peak they are expected to reduce by ten (10) minutes<sup>61</sup>;
- The Alignment is designed to a design speed of 110kph as stated in section 7.2.2 of Part D, Chapter 7, Volume 2 of the AEE; and
- A shared cycleway/walkway will be provided along the length of the proposed Expressway to a width of 3m. A bridleway will also be provided alongside the cycleway/walkway generally in the area north of Waikanae River to the northern extent of the Project.

---

<sup>60</sup> Described in section 7.2.1 of Part D, Chapter 7, Volume 2 of the AEE.

<sup>61</sup> *Assessment of Transport Effects* (Technical Report 32, Volume 3).

At a regional scale, the following is a summary of key construction requirements for the Project<sup>62</sup>:

- Construction is expected to take between four and five years;
- The majority of construction works will be undertaken 'off-line' (e.g. will not affect the existing SH1 alignment), however this will not be the case at the interchanges at Poplar Avenue and Peka Peka;
- Construction works at the Poplar Avenue and Peka Peka intersection yards are expected in intermittent periods over the construction programme. In the case of Poplar Avenue, the construction yard will be in operation over the full construction period which will result in construction traffic using the interchange. The construction yard will be in operation for just over three years. The construction traffic effects assessment<sup>63</sup> indicates that there will be some commuter and travel time delays as a result of this work particularly in the PM Peak. Mitigation is proposed (restricting the use of the Poplar Avenue interchange by construction traffic) to mitigate this impact for commuters;
- Construction works will not impact on the North Island Main Trunk Line which runs parallel to (but south of) the existing SH1 in these interchange locations; and
- Land is required from the northern end of Queen Elizabeth Park, Raumati for the construction and operation of the Project. The social and recreational value of this area is described further in section 4 of this report.

## **20.4.3 Project Description from Local Perspective**

### **20.4.3.1 Raumati**

In Raumati, the following is a summary of key elements of the Project (taken from Part D, Chapter 7, Volume 2 of the AEE):

- The Project commences from the existing SH1 in the vicinity of Poplar Avenue and diverts to the northwest from the existing SH1 to cross over Poplar Avenue in a bridge (Poplar Avenue will be realigned but will continue to provide local access beneath the proposed Expressway);
- At Poplar Avenue an interchange connection from the proposed Expressway to Poplar Ave will provide vehicle access for people travelling from Raumati heading north on the proposed Expressway and to come off the proposed Expressway from the south to get onto Poplar Avenue;
- At Leinster Avenue the proposed Expressway crosses the road (at the northern end of this Avenue). Leinster Avenue will be closed in a cul-de-sac, with a further property access provided from this access way to the north (parallel to the proposed Expressway and cycleway/walkway to access those properties that currently have

---

<sup>62</sup> More detailed description of the construction works for the Project is provided in the Construction Methodology Report (Technical Report 4, Volume 3).

<sup>63</sup> *Assessment of Temporary Traffic Effects* (Technical Report 33, Volume 3), see Section 6.2.2 for detail.

their access from the existing SH1 and would otherwise be 'land locked' between the proposed Expressway and the rear of other properties);

- At Raumati Road the proposed Expressway will bridge over the local road - which will remain at grade and open;
- At the boundary between Raumati and Paraparaumu at Kāpiti Road the proposed Expressway will bridge over the road, but a full interchange will also be provided to provide ramps to and from Kāpiti Road to access the proposed Expressway (going both north and south). This interchange will provide access to and from Raumati; and
- A separate cycleway/walkway (a 3m shared facility for both pedestrians and cyclists) will run parallel to the proposed Expressway commencing from the Poplar Avenue Interchange<sup>64</sup> and run alongside the proposed Expressway through this area. Local access to the cycleway/walkway will be provided from Leinster Avenue, Kiwi Road (via a further section of cycleway/walkway Raumati Road and Kāpiti Road. There is also a connection to the cycleway/walkway from the shared path along Wharemauku Stream.

A summary of the land required for the Project (as at February 2012)<sup>65</sup> in the Raumati area includes:

- Eight hectares of land is required from the north - eastern end of Queen Elizabeth Park over the construction period;
- Twenty one privately owned residential properties are required in full with another seven required in part (this is predominantly in the areas between Poplar Avenue and Leinster Avenue); and
- Two privately owned commercial properties will be affected.

For the Raumati community, the following is a summary of key construction elements of the Project in this area:

- Construction of Sector 1 and part of Sector 2 is expected to take between two and three years, including a one year preload settlement period, during which no construction activity is expected.
- Major elements of construction work include:
  - Earthworks and pavement associated with the proposed Expressway; and
  - Bridges construction at Poplar Avenue, Raumati Road, and stream crossing.
- Construction Yards (at Poplar Avenue and Raumati Road).

#### **20.4.3.2 Paraparaumu**

In Paraparaumu, the following is a summary of key elements of the Project (taken from Part D, Chapter 7, Volume 2 of the AEE):

---

<sup>64</sup> South of the interchange, cyclists will share the use of the existing cycle way facilities, as they currently do.

<sup>65</sup> All data relating to private properties directly affected by the Project is at February 2012.

- At Kāpiti Road the proposed Expressway will bridge over the road, but a full interchange will also be provided to provide ramps to and from Kāpiti Road to access the proposed Expressway (going both north and south). This interchange will provide access to and from the Town Centre (which is to the south of the proposed Expressway);
- The proposed Expressway traverses over two local roads Mazengarb Road and Otaihanga Road. In both cases the proposed Expressway crosses the local road as a bridge structure and the road remains open and at grade below;
- A new access way is provided to maintain access to properties on the eastern side of the proposed Expressway. This access way will provide property access onto Otaihanga Road;
- The proposed Expressway crosses over the Waikanae River on a bridge; and
- A separate cycleway/walkway (a 3m shared facility for both pedestrians and cyclists) will run parallel to the proposed Expressway to the north-west through to Otaihanga Road. At Otaihanga Road the cycleway/walkway uses the at-grade local road beneath the proposed Expressway and then continues on the southern side of the proposed Expressway through to the bridge crossing at Waikanae River. Local access to the cycleway/walkway will also be provided to and from Mazengarb Road.

Additional land (from that already within the existing WLR designation) is required for the Project in the Paraparaumu area. This includes 14 privately owned properties affected, two are privately owned residences and four are privately owned commercial buildings all of which are required to relocate, for works at the Kāpiti Road Interchange.

For the Paraparaumu community, the following is a summary of key construction elements of the Project in this area:

- Construction of Sector 2 is expected to take between 2 and 2.5 years.
- Major elements of construction work include:
  - a. Earthworks and pavement associated with the proposed Expressway;
  - b. Bridges construction for those bridges described above;
  - c. Retaining wall structures at the Kāpiti Road Interchange and Mazengarb Road;
  - d. Construction work wetland / stormwater retention areas south of the Waikanae River.
- Construction Yards (at Ihakara Street, Kāpiti Road, Mazengarb Road and Otaihanga Road).

#### **20.4.3.3 Waikanae**

In Waikanae, the following is a summary of key elements of the Project (taken from Part D, Chapter 7, Volume 2 of the AEE):

- From the Waikanae River the proposed Expressway continues to traverse to the north, crossing over a new access way that will extend from Kauri Road to provide access to the Waikanae Christian Holiday Camp 'El Rancho';

- The proposed Expressway crosses over Te Moana Road and a full interchange (providing access to and from Te Moana Road both north and south) is provided via two round-about intersections that will be constructed on Te Moana Road;
- A new accessway will provide access to the urupa west of the proposed Expressway, with access from Te Moana Road;
- The proposed Expressway traverses beneath Ngarara Road (with a bridge constructed for Ngarara Road to remain open above);
- A new local road will also be constructed connecting Ngarara Road and the eastern side of Smithfield Road (to maintain property access). This new local road will also be bridged over the proposed Expressway. The existing alignment of Smithfield Road will be severed by the proposed Expressway where the proposed Expressway traverses it;<sup>66</sup>
- A new accessway is provided to maintain access to properties on the eastern side of the proposed Expressway. This accessway will provide property access onto Otaihanga Road;
- The proposed Expressway crosses over the Waikanae River on a bridge; and
- From the bridge crossing of the Waikanae River the cycleway/walkway continues to run parallel to the proposed Expressway on the south - eastern side. At the realigned section of Ngarara Road the cycleway/walkway uses the local road and bridge of this road over the proposed Expressway to cross back to the north - western side of the proposed Expressway. In addition to Ngarara Road, local access to the cycleway/walkway is provided at the new local road (crossing over the proposed Expressway) and at Smithfield Road (western side).

Additional land (from that already within the existing WLR designation) is required for the Project in the Waikanae area. This includes requirement for 24 privately owned properties, including 15 residences.

For the Waikanae community, the following is a summary of key construction elements of the Project in this area:

- Construction of Sectors 3 and 4 is expected to take between 2.5 and 3 years.
- Major elements of construction work include:
  - e. Earthworks and pavement associated with the proposed Expressway; and
  - f. Bridges construction for those bridges describe above as well as stream crossings.
- Construction Yards (at Te Moana Road and Ngarara Road).

#### **20.4.3.4 Peka Peka**

In Peka Peka, the following is a summary of key elements of the Project (taken from Part D, Chapter 7, Volume 2 of the AEE):

---

<sup>66</sup> Access to both sides of Smithfield Road will be maintained, by the existing network to the west) and by the new local road connection with Ngarara Road (in the east).

- A partial interchange connection is provided at Peka Peka Road which will provide access for vehicles exiting the proposed Expressway and heading south and for vehicles to get onto the proposed Expressway heading north. Also from Peka Peka Road a local connection from the existing SH1 heading north will provide connection over the proposed Expressway to link with Peka Peka Road and connection with Te Kowhai Road;
- The existing connections of SH1 to Hadfield Road and the at-grade rail crossing at this intersection will be retained;
- The separate cycleway/walkway continues to run parallel to the proposed Expressway on the north-west side through to the Peka Peka Road intersection and onto Te Kowhai Road. From this point, cyclists can connect back to the existing cycle way facilities.

Additional land (from that already within the existing WLR designation) is required for the Project in the Peka Peka area, this includes requirement for seven privately owned properties.

For the Peka Peka community, the following is a summary of key construction elements of the Project in this area:

- Construction of Sector 4 is expected to take between 3.5 and 4 years.
- Construction Yard (at Peka Peka).

Further details of works for the Project, including lighting, noise walls, landscaping and works associated with stormwater and streamworks are summarised in Part D, Volume 2 of the AEE.

## 20.5 Regional Social Effects Assessment

### 20.5.1 Introduction

This section contains an assessment of regional social effects of the Project on Wellington Region as identified in section 3 of this report. The regional effects are in relation to:

- Transport, accessibility and connectivity;
- Economic growth and development; and
- Healthy communities as experienced at three phases of the Project.

Changes and their key social effects are discussed during the planning phase, construction phase and operation phase of the Project.

In addition, the social effects are summarised, and mitigation undertaken and planned is described in the succeeding table.

## 20.5.2 Transport, Accessibility and Connectivity

### Overview

The Project objective is to deliver improvements in respect of transportation, accessibility and connectivity. The key improvements include:

- Enhanced efficiency and journey time reliability from, to and through the Kāpiti District, Wellington's CBD, key industrial and employment centres, port, airport and hospital;
- Enhanced safety of travel on SH1; and
- Appropriately balancing the competing functional performance requirements of inter-regional and local traffic movements, recognising that modal and route choice opportunities need to be provided that enable local facilities and amenities in the Kāpiti District to be efficiently accessed.

The proposed Expressway is anticipated to reduce the morning peak travel time for through traffic by seven minutes (southbound) and the evening peak by over ten minutes (northbound).

During the **planning phase** of the Project, feedback from stakeholders, including the New Zealand Automobile Association (AA) and others with transport and business interests, has indicated their support for the Project and especially its accessibility and connectivity benefits for the Region and beyond.

During the planning phase it is anticipated there will be minimal social effects on a regional scale. Benefits to transport, accessibility and connectivity will be realised only when the proposed Expressway is in operation.

During the **construction phase**, there will be some inconveniences to road users. Causes of inconveniences could include possible delays, and using an alternate alignment or route which could result in stress, anxiety, frustration and rearrangement of schedules, late delivery or arrival at locations including work and appointments thus possibly affecting people, services and businesses. The extent of such inconveniences will depend on whether traffic is passing through the Project area or if it is going in or out of the Project area. Either way, any inconveniences from construction yards and construction of the proposed Expressway Alignment will be kept to confined periods and within confined timeframes as discussed under 7.3.

Any construction inconveniences will be at specific locations such as at the interchange sites at Kāpiti Road and Te Moana Road and where bridges will go over the existing road such as at Raumati Road, Kāpiti Road, Mazengarb Road and Otaihanga Road. Inconveniences at the interchange locations could involve travelling on a new alignment for a very short distance. Inconveniences when placing bridges over existing roads will require taking a detour for 2-3 nights only at Raumati, Kāpiti and Mazengarb Roads.<sup>67</sup>

Overall, with the construction management processes in place, this is considered to be a moderately negative ranging to minor negative social effect for the regional community over the construction period.

Prior notice of key construction activity (e.g. works on SH1 interchanges) will enable people and businesses across the Region, to plan their schedules accordingly and help reduce

---

<sup>67</sup> Refer to *Construction Traffic Management Plan* (CEMP Appendix O, Volume 4).

adverse social effects. The Stakeholder and Communication Management Plan (CEMP Appendix S, Volume 4) recommends communication and engagement to be undertaken with regional stakeholders and the public. Specific mitigation measures from the social assessment are provided in section 8 of this report.

The existing SH1 in the Project area has a significant crash history with 399 reported crashes in the five year period from 2005 to 2009. With the absence of at-grade intersections or a central median (the presence of at-grade intersections and absence of a central median were the main reason for the injuries), the Project will lead to considerable improvements in terms of traffic safety on a regional scale.

When in **operation** (and as SH1), the Project will improve the capacity of the State highway through the Region. Road users will then use the proposed Expressway or the local road to go through, or in and out of, the Project area. Overall, based on the *Assessment of Transport Effects* (Technical Report 32, Volume 3), the Project will:

- Generally improve travel time through the Region;
- Improve access to, from and within the Project area;
- Provide improved accessibility for the Regions' future population growth throughout the Region (in the west) as well as within the Project area;
- Provide transport infrastructure that will achieve the objectives of the Wellington Regional Land Transport Strategy;
- Enhance safety of travel on SH1;
- Improve the resilience of the SH1 in high traffic events such as an emergency evacuation or a crash emergency which necessitates the closure of one bridge over the Waikanae River;
- Reduce congestion problems and improve journey reliability on SH1;
- Improve regional public transport opportunities through the Project area and to and from the Project area from within and beyond the Region, and significantly improving peak period bus journey times by two-laning; and
- Improve pedestrian and cycle accessibility within the Region through the proposed cycleway/walkway extending the full length of the proposed Expressway, and linking the proposed cycleway/walkway to the current pedestrian and cycle ways by two new bridges.

In addition to the above, the Project will improve overall transport and accessibility resilience by providing another north to south connection through this part of the Region.

Overall, the Project will bring improvements to regional transport, accessibility and connectivity through and in Wellington Region. This is considered to represent a positive social outcome (ranging from neutral to significantly positive) in terms of people's way of life, through improvements to travel times and associated reduction in congestion and thereby improved accessibility between different areas in the Region. The Project will improve regional access to residential areas, community facilities and educational, employment and recreational opportunities, making a contribution to the wellbeing of communities in the Region. These effects will be experienced most by those who rely on the State highway for their way of life, access to work or to meet their livelihood needs.

At such time that all sections of the proposed Expressway, from Wellington airport to Levin are completed, there will be further accessibility and connectivity improvements for the regional community.

### 20.5.3 Economic Growth and Development

#### *Overview*

This Project objective is to enhance inter-regional and national economic growth and productivity. The construction of the proposed Expressway and on-going improvements to accessibility for people and freight across the Region are key factors in achieving this objective.<sup>68</sup>

During the **planning phase**, feedback from stakeholders with economic interests supports the completion of the Project and the entire northern Wellington corridor. Stakeholders have indicated economic benefits through time efficiencies and greater accessibility.

Social effects in relation to economic growth and development are not anticipated in the planning phase of the Project.

During the **construction phase** social effects will be realised in terms of economic benefits. The Project is a major work and will involve around 500 jobs over a four to five year estimated construction period. The Project will facilitate regional social benefits in particular in terms of providing temporary employment in construction and engineering mostly from the Region as well as expertise from beyond. In turn, the work will provide social benefits by improving the Region's residents' and businesses' income generation opportunities.

During the **operation phase**, upon completion of the Project, the proposed Expressway will improve time efficiencies of movement of freight, other goods and services and people passing through the Project area and in turn, improve business productivity in the Region, inter-regionally and nationally. Improved access to and from and through Wellington region through time efficiencies will be moderately positive.

For people from Wellington city and other parts of the Region improved accessibility will open up opportunities for growth and development in the Region and Project area. For businesses operating in or from the Project area, they will have the opportunity of the same benefits as businesses working at either end of the Project area. For people in the Project area, improved accessibility to work and services, Wellington airport and interisland ferries are key benefits.

Improved accessibility and improvements in travel times will improve employment opportunities within the Region. The Project will improve access to areas of future economic development within the Region and particularly the Project area. North Waikanae is a key residential development node which will benefit from improved accessibility. The Project will generate productivity increases as a result of travel time and connectivity improvements.

Welfare enhancing economic benefits will lead to reductions in vehicle operating costs, travel times and accident costs and improvements in trip time reliability.

Economic benefits including job creation and long term GDP / welfare gains will positively affect people's way of life in Wellington region, providing moderate social benefits in terms

---

<sup>68</sup> Section 5.3 draws on data in particular from *MacKays to Peka Peka Options Report and Assessment of Economic Effects of the MacKays Crossing to Peka Peka Expressway* Brown, Copeland & Co Ltd, November 2011.

of material wellbeing and income generation / efficiency opportunities for businesses and employees across the Region.<sup>69</sup>

## 20.5.4 Healthy Communities

### Overview

Healthy communities are expected from the Project. Taking the strategic documentation into account, the focus of healthy communities is on access and mobility to connect users to community educational, health and recreational facilities; and public health, including air quality and noise. The Project has the potential to affect people's health both positively and negatively.

In the *planning phase*, stakeholder feedback relating to healthy communities has primarily concerned noise and air emissions (discussed below under Local communities) and focuses on Local communities. However, this section is focussed on the regional level.

In the planning phase, social effects relating to people's health and wellbeing are not envisaged on a regional level but are considered to affect residents in the Local study area (discussed in section 6).

During the *construction phase*, air emissions are considered for the Local communities in section 7 of this report. Similarly, noise during construction is not anticipated to be a regional issue, but will adversely affect some local residents as discussed in section 7.

During the *operational phase*, a significant proportion of traffic from the existing SH1 will be diverted to the proposed Expressway and there will be lower vehicle emissions on the existing SH1. Improvements in the level of service at key local road intersections linking into the existing SH1 are anticipated to improve air pollutant levels in adjacent areas. Higher pollutant concentrations are expected in areas near the proposed Expressway. Maximum predicted pollutant concentrations are less than the air quality criteria limits.<sup>70</sup> However, it is recognised that health effects associated with vehicle emissions are likely to be an on-going concern.

Noise is not generally considered a regional effect during operation but will be an adverse effect for many in Local communities, discussed in section 7.

Taking a wider perspective of healthy communities, improved accessibility and safety standards provided by the Project (discussed regionally above and further in section 7) are considered to improve access to communities, educational and health facilities and also opportunities for leisure and recreation. Travel times will be reduced, thus time opportunities to enjoy leisure and recreation are enhanced.

Access and mobility to healthcare facilities is expected to increase within the region (for example, travelling from the Project area to Kenepuru and Wellington Hospitals). Traffic safety outcomes are anticipated to improve.<sup>71</sup> Access to active modes of transport will also increase as a result of the new cycleway/walkway and bridleway.

---

<sup>69</sup> *Assessment of Economic Effects of the MacKays Crossing to Peka Peka Expressway* Brown, Copeland & Co Ltd, November 2011.

<sup>70</sup> Refer to *Assessment of Operational Air Quality Effects* (Technical Report 13, Volume 3).

<sup>71</sup> Refer to *Assessment of Transport Effects* (Technical Report 32, Volume 3).

Figure 10: Regional Summary of Social Effects and Mitigation

Theme	Social Effects	Mitigation	Range of Effect (with mitigation)
<b>Transport, accessibility, connectivity</b>  <i>Planning</i>  <i>Construction</i>  <i>Operation</i>	  Interest, planning, feedback  Delays, frustrations, late deliveries  Improved access and travel time, enhance safety, improve SH1 resilience	Consultation feedback has been taken into account in design considerations prior to the 'design freeze'. Further consultation will be undertaken as part of the RMA statutory process once the notice of requirement application has been lodged with the Environmental Protection Agency. The Project team also intends to maintain open lines of communications with the general public and key stakeholders once designations and consents are obtained to construct the proposed Expressway during construction. The methods and details of how this will be done are outlined within the SCMP (CEMP Appendix S, Volume 4). The CEMP (Volume 4) has implementing, operating, monitoring and review processes to deal with construction activities and effects.	  Neutral – minor positive  Moderately negative – minor negative  Neutral – significantly positive
<b>Economic growth &amp; development</b>  <i>Planning</i>  <i>Construction</i>  <i>Operation</i>	  Expectation of economic and travel time and access benefits  Jobs throughout the Region, economic gains  Reduced travel time and economic gains	As above	  Neutral – positive  Potentially minor positive – moderately positive  Minor positive – moderately positive

Theme	Social Effects	Mitigation	Range of Effect (with mitigation)
<b>Healthy communities</b> <i>Planning</i>  <i>Construction</i>  <i>Operation</i>	Health concerns  Health concerns  Health concerns	As above	Neutral  Moderately negative – minor negative Minor negative - neutral

## 20.6 Local Social Effects Assessment

### 20.6.1 Introduction

This section contains an assessment of the social effects of the Project on the four Communities identified in section 4 of this report and draws from the Project as described in section 5. The social effects address the following specific themes identified as relevant for this Project (as discussed in section 3):

- Attitudes, expectations and aspirations;
- Community – including community features, people, daily patterns of living, economic activity, and community cohesion, character, structure and stability;
- Wellbeing and way of life – including property access, education, social services, reserves and recreation; transport, accessibility and connectivity, and quality of life (e.g. the effects on people resulting from noise effects, changes in air quality, vibration, and potential health effects); and
- Culture.

Changes resulting from the Project and their key social effects are discussed in terms of effects during the planning phase, construction phase, and operation phase of the Project.

The social effects on the affected communities are summarised with proposed mitigation either proposed or a documentation of mitigation already undertaken and planned, is described in the succeeding tables. A range of effects anticipated with and then after mitigation for each phase of the Project is provided.

The CAU boundaries are considered to broadly reflect distinct ‘communities’ or suburbs (to which their names relate). However, it is acknowledged that in some cases the community of interest may only relate to part of the suburb (e.g. for local construction issues) or the community of interest may extend over more than one of these suburbs. For example, the operation of the interchange at Poplar Avenue in Raumati will have effects on the communities of interest in Raumati, the Local communities, the Region and the wider area.

In the discussion of community and social effect it is important to recognise that social effects have an element of both perception and of consideration of individuals’ perspectives on effects. It is acknowledged that as such, there may be a range of social effects for different people in the community (e.g. what is a significant effect to one person or group may only be a minor effect for another). To acknowledge this, a range of effects is often provided in the assessment. However, an overall significance value is also provided for the social effects assessment, in accordance with the significance assessment scale established in section 3 of this report.

It is also recognised that an adverse effect perceived or anticipated by the community may not align with the technical assessment of the significance of an effect. For example, the community may have concerns (fears and expectations) that noise effects will be significantly adverse, even when modelling indicates that compliance will be reached with appropriate standards. In such cases, it is considered that there is a social effect issue, rather than necessarily a physical effect issue. In such cases, the methods to avoid, remedy or mitigate such an effect may not necessarily be addressed to the physical effect itself (for example, mitigation may be focused instead to information / communication and

management of construction works to ensure the community is informed and feels empowered to raise and receive response to noise concerns rather than works to mitigate the physical effect of noise). It is acknowledged that this is a potentially significant social effect to be taken into consideration.

## **20.6.2 Planning Effects**

The Planning phase effects of the Project relate to social effects derived from the process of defining the Project, assessing and consulting on options for the Project and the subsequent consenting/approval processes and detailed design processes. As such, the key effects in the Planning Phase relate to the attitudes, expectations and aspirations of the community (which in turn may be significant enough to result in consequential effects on other social themes such as community, culture and people's way of life). In response to this, the remainder of this section of the report addresses the effects on attitudes, expectations and aspirations first.

It is also important to note that this report is prepared part way through the Planning stage of social effects. In this respect, some mitigation measures recommended or supported by the SIA have already been implemented. In these cases, this report provides a monitoring assessment of the effectiveness of these measures (e.g. an assessment of their effectiveness in reducing or ameliorating potential adverse social effects).

It is further noted that the pending hearings associated with the consenting phase of the Project also represent part of the Planning phase and on this basis, there are some mitigation measures identified for this process. In these cases, the effects assessment 'with mitigation' (as provided in the summary table below) is an anticipated effects assessment.

### **20.6.2.1 Preamble and Context**

As noted in section 5 of this report, alternative routes to SH1 in and out of Wellington have been considered since the early 1950s. Many of these routes have been along or similar to the Alignment proposed by the Project, including the Sandhills Motorway then more recently the Western Link Road as a local arterial. While attitudes to previous projects put forward are not discussed here, it is important to mention that people and communities have been involved in consideration of alternative proposals put forward and that this is part of the 'existing social environment' of the Project (in that there has been some expectation of this Project over a long time period). However, the following key observations are made with respect to the degree to which this history affects the attitudes, expectations and aspirations of the Local communities:

- The form and function of the route has changed for different route options (e.g. motorway, 2-lane and 4-lane arterial);
- To date none of the options have been constructed and in this regard, there may have been a dismissal of route options given the uncertainty of its form and construction timeframe; and
- The Project deviates from previous and designated alignments in some key areas (as described further in section 5 of this report).

During the planning stage, attitudes, expectations and aspirations have been identified by the community in the two key consultation phases for the Project's development; pre confirmation of the preferred option where the route Alignment and sub-options were considered, and post confirmation of the preferred option where design features of the

confirmed option were considered. The consultation feedback over these phases is discussed below, followed by an assessment of the effects of the Project in respect of the key social framework themes.

### 20.6.2.2 The Consultation Process<sup>72</sup>

#### Pre confirmation of the preferred option

One of the key objectives of consultation in this phase of the Project was to obtain information and feedback from the public and stakeholders on the options being considered.

After Expo 1, 1617 submissions were received. The submissions were analysed under themes as detailed in the *Consultation and Engagement* section of the AEE (Part F, Chapter 10, Volume 2). A summary of feedback relating to social matters is provided here.

Given the objective of this consultation phase, it is not possible to establish an indication of the level of support or opposition to the Project per say. Rather, support and opposition in submissions has been assessed in terms of the common reasons for support or opposition.

Common reasons why people submitted in support for the Project included:

- The Project being long overdue;
- Traffic management and travel time benefits;
- Improvement to the Region's quality of life by improving mobility through and around the Region; and
- The need for the Waikanae river crossing.

Common reasons why people submitted in opposition to the Project or Project options included:

- No benefits identified for transport / accessibility;
- That the options were not worth the adverse effect on people and the Waikanae town centre; and
- That the Project was dividing the community.

Feedback on Design: Common feedback on the two options proposed for ***the Southern End*** in Raumati (the 'QE Park option' where the proposed Expressway goes through the QE Park or the 'Main Road option' where the proposed Expressway deviates from the existing SH1 north of Poplar Avenue)<sup>73</sup> indicated greater support for the QE Park option.

Those people who submitted in supported of the 'Main Road option' did so for the following reasons:

- It did not divide the community;

---

<sup>72</sup> From the *Consultation Summary Report* (Technical Report 3, Volume 3).

<sup>73</sup> Diagrams of the QE Park and Main Road options are included in the Appendices of the *Consultation Summary Report* (Technical Report 3, Volume 3).

- It avoided schools; and
- It retained walkways to the schools.

Submitters in opposition to the 'Main Road option' raised concerns that the option impacted on too many homes and residents, and that the option cut off the eastern end of Leinster Avenue, part of the Main South Road and access to existing walking tracks.

Those people who submitted in supported of the 'QE Park option' did so for the following reasons:

- Avoiding disruption and devastation to residents;
- That existing schools could be moved or buffered; and
- That there was no public access to the Park in this location and this option would give them access.

Reasons for submitters opposing the QE Park included schools and health and safety of children affected, it would limit areas for horse grazing, and the need for the Park for future generations.

Common feedback on the two options at **Waikanae** (Option 1 being the closest to the Urupa and Option 2 being furthest away from the Urupa) indicated greatest support for Option 1. Reasons for supporting Option 1 included affecting fewer properties and that graves could be relocated. Reasons for opposing Option 1 included that Iwi land should be protected under the Treaty of Waitangi and the greatest effect would be on El Rancho. Suggestions were put forward for alternative options to be considered. These were considered by the Project team before the decision of the preferred option was put forward.

Concerning the **interchanges**, support was expressed for the interchanges as proposed, particularly the Kāpiti Interchange in Paraparaumu. Feedback on the proposed interchanges was on the location and number of interchanges, full interchanges versus partial interchanges and comments on the individual interchanges proposed at Poplar Avenue in Raumati, Kāpiti Road, Te Moana Road in Waikanae and Peka Peka Road.

Submitters' feedback on **Local road / Expressway** crossings indicated mixed preferences for the proposed Expressway including going underneath local roads to preserve the character of the area, and crossing over Raumati Road to reduce effects on access to adjoining properties.

Common feedback on the **Waikanae river crossing** indicated the need for access to be provided across the river for walkers and cyclists and a second crossing over the Waikanae River for local access.

A general concern about **local access** was that the proposed Expressway would not provide full access between some parts of Kāpiti, thus requiring local trips on the existing SH1. As a consequence, a common request was to keep east west links and access in all directions for local people. More specific concern expressed over local access related to the Southern End of the proposed Expressway, Kāpiti Road, Ihakara Street and Elizabeth Street.

A range of other social concerns were expressed. These are important both in scoping the assessment of social effects for the construction and operation phases of the Project and for the assessment of impacts in the Planning Phase. The impacts identified included

- Provision of accessibility and connectivity to schools, local centres and services and for cyclists, walkers and horse riders;
- Noise and vibration, and emissions on community health;
- Social and community issues including division of the community, effect on lifestyles and community dynamics;
- Health and safety of the community including access and safety barriers;
- Support for the Western Link Road option as it would not destroy the character of Kāpiti and affect less property; and support for the existing SH1 as it would not divide the community and not affect homes; and
- Consultation including the community not being listened to and lack of consultation with Peka Peka residents about the proposed interchange.

### **Post confirmation of the preferred option**

In this phase of consultation, a key objective of the consultation was to ascertain the overall community perceptions to the preferred option and to assess support or otherwise for it. In addition, input on the scope of issues of concern to the community and stakeholders were sought.

Total submissions received in this phase were 216. Attitudes post confirmation of the preferred option reflected support for the Project.

Key comments made in opposition to the Project were:

- That the Project is dividing the community;
- That the Project would change the character and small town feel of Raumati;
- Concern over the homes having to be removed;
- Concern regarding nuisance factors including noise, vibration and air pollution during construction and operation, and particularly at the interchanges, were of particular concern for those near the proposed Expressway;
- Air pollution was a health concern;
- Lighting in rural areas; and
- That there should be full interchanges at the southern and northern ends to give better access for local communities and the Region.

Key comments in support of the Project included:

- For the proposed Expressway to be constructed as soon as possible;
- For the cycleway/walkway and bridleway proposed as part of the Project along the entire length of the proposed Expressway;
- For low noise tarmac on the proposed Expressway;
- Having earth bunds to provide noise and visual mitigation; and
- Support of the proposed Expressway going over local roads in Raumati and Kāpiti Road.

Overall, the consultation process is a challenging time for people potentially affected especially where large numbers of people are involved.<sup>74</sup> Knowledge about this Project and the realisation that the proposed Expressway may be in the Local communities has resulted in a range of effects on people including concern and stress, uncertainty about the future and some welcoming the Project. The level of effects on people range from significantly negative (including those who are directly affected, do not want to be living near the proposed Expressway and those that are strongly opposed to an Expressway) to minor positive (including those who will benefit from the proposed Expressway and those who welcome the alternative route).

While the effects of consultation are acknowledged, this needs to be balanced and recognised with consideration to the following:

- It is good practice to consult and an important input to the assessment of effects (e.g. provides a significant input to understanding the effects of a Project on people and communities);
- There would be adverse effects of not consulting, particularly concerning fears and aspirations (and the potential consequential effects of issues not being canvassed and considered in the Project's development; and
- The methods and timeframes of consultation and engagement (level of information, timing of information being provided, sufficiency of time to respond and process of considering feedback and reporting actions taken back to consultation parties) will influence the social outcomes of the Project.

In respect of the Project, it is considered that the consultation has been sufficient and has considered local inputs in the overall effects of the Project. Taking into account the above considerations, overall the consultation has been appropriate and balanced the potential social effects.

### **20.6.6.3 Community**

#### **Features**

Changes to community features that make up the local character may change the relationship of people with the features and the community in which they live.

Changes to community features required by the Project include the following:

- In Raumati – some of QE Park land is required for the proposed Expressway over the construction (eight hectares on the eastern boundary of QE Park). While this is a regional issue, it is mentioned here due to the location of QE Park in the Local area;
- In Paraparaumu – land on Kāpiti Road required for the Project where community services (dental, medical, physiotherapy) are located;
- In Waikanae – Te Moana Road, access to El Rancho and Nga Manu, access to the growth area of Waikanae, the Waikanae River, Waikanae walkways, cycle ways and bridleways.

---

<sup>74</sup> This is evident in other projects mentioned earlier, for example, Waterview and other projects on which the author has worked.

During the planning phase, consultation and engagement was undertaken by the Project team with the owners / guardians of features, and the public. Owners and guardians have included GWRC and Queen Elizabeth Park Trust for the QE Park, owners / operators for the social services and community features, and KCDC and interest groups for the walkways, cycleways and bridleways. This process has resulted in the community and stakeholders (owners and guardians) being able to give feedback on the proposed Project options and the feedback considered in the design of the Project.

The effect of consultation and engagement by the Project team with owners and guardians has required owners and guardians to make plans about the future of the features listed. Consultation and engagement has also given Local communities the opportunity to have an input into the future of features potentially affected by the Project. Consultation and engagement about features has resulted in a range of effects from concern about the future of these features for owners and guardians and the Local (and regional) communities for some to a neutral response by a smaller proportion including those who may consider themselves not affected.

## **People**

Due to the consultation process involving all Local communities within the Project area, the Project has been a discussion point in many people's lives – in their homes, and places of work and play.

Consultation is underway with all property owners and householders directly affected.<sup>75</sup> As well as discussions with NZTA, a small team of Alliance Project property consultants has had one-on-one on-going communication with specific landowners and householders to keep them informed about the Project and follow-up about concerns. The property consultants were commissioned in May 2011 when it was confirmed what land was required for the Project.

The planning phase is a particularly difficult time for those directly affected especially for those who are required to relocate, as it represents a period of high uncertainty, affecting people's ability to plan for their future and in some cases making people feel that their 'life is on hold'.

The consultation process has affected people and communities generally and especially those living or working close to the proposed Expressway Alignment who consider they will be affected in some way. This expectation and fear has caused stress for some while some others look forward to the benefits of the proposed Expressway, as indicated above.

Meetings / discussions were undertaken with contacts for / representatives of some minority ethnic groups including people from Thailand and Kiribati living in the Project area to facilitate their participation in the consultation process. The proposed Expressway Project has caused concern and uncertainty about their future for many of these people.

The Project may have been the reason, or quickened the decision for some people living near the proposed Expressway Alignment to sell their homes. Others have seen the Project as an opportunity (for future transport and accessibility improvements) and have therefore bought near the proposed Expressway Alignment<sup>76</sup>. Again, the uncertainty of the Project proceeding has put some people's lives and plans on hold.

---

<sup>75</sup> Refer below for those directly affected under 7.3.2.

<sup>76</sup> Personal communication during consultation July 2011.

The effects therefore range from significantly negative to minor positive. Overall, this period of uncertainty is recognised as a moderate adverse social effect in the planning phase, increasing uncertainty and affecting (on balance more adversely than positively) on people's fears, aspirations and expectations. This effect is mostly experienced by residents and business operators in proximity to the Project (in other words, less than 10% of the community within the Local area defined for the Project).<sup>77</sup>

### **Daily Patterns**

Although daily patterns for most have not been affected, many people have thought about how they might be affected going about their daily lives with the proposed Expressway in both construction and operation. For many, this has been challenging especially those currently in a quiet location who would be near the proposed Expressway and may hear the traffic noise from their home<sup>78</sup>. For some others, it is something they look forward to, because of the convenience of getting on the proposed Expressway from their home and getting to work or places of enjoyment more quickly without congestion and stress. For many, the perceived effects of the proposed Expressway on their future daily patterns of living are of concern and causing anxiety. Not knowing if the Project will proceed exacerbates the concern.<sup>79</sup> The effects on daily patterns during construction and operation are considered further later in this report. In conclusion for the planning phase, these effects are considered neutral.

### **Community Character, Structure and Stability**

During the planning phase, the future character of the Local communities as a result of the proposed Expressway was of concern to many residents especially with the proposed Expressway Alignment altering the noise and visual experience through communities. Some others however, welcome the proposed Expressway and consider it would add to the character of the Local communities.

There has been some tension in the Local communities, especially when alternative options were considered and the preferred option was confirmed.

Overall, the Project has not affected community character at the planning phase but tension arising has had a moderately adverse effect on the stability of the Local communities, particularly experienced by those who, in the earlier consultation phases of the Project, were considering alignment options impacting on Te Ra School or local residents.

---

<sup>77</sup> This proportion is calculated considering the proportion of residents within 200m of the Expressway Alignment. The 200m distance has been identified in other assessments, including particularly the *Assessment of Landscape and Visual Effects* (Technical Report 7, Volume 3).

<sup>78</sup> From discussions during consultation.

<sup>79</sup> Concern and anxiety was evidenced in consultations and submissions, and has been found in other BOI studies referenced.

#### **20.6.6.4 Well-being and Way of Life**

##### **Education**

Schools and education facilities have considered the Project and how it might affect the facility, staff and student families in discussions in staff rooms and class rooms.<sup>80</sup> Communication was undertaken with schools near the proposed route options - Raumati South School and Te Ra Waldorf School in Raumati.

##### **Social Services**

Social services have considered how they might be affected by the proposed Expressway and have expressed their concerns during consultation in submissions and / or at meetings<sup>81</sup>. Concerns related mainly to access and connectivity issues for people using and administering their services including having access for wheelchairs along Kāpiti Road during construction and speedy access for emergency services to emergency points along the proposed Expressway during construction and operation. Concern was expressed about losing some locally based health services with greater accessibility to regional hospitals and other health services outside the Project area as the result of the proposed Expressway. The Project team took these concerns into account in the Project design.

Overall, the planning phase for social services has been a time of review and planning for the proposed Expressway, should it proceed.

##### **Reserves and Recreation**

The planning phase has been a time when KCDC has considered its reserves and recreational areas and some organisations using reserves and recreational areas have considered if they would be affected.

Overall, the level of effect on people's expectations of their use of education, social services and reserves and recreational facilities range from minor negative for those who anticipate adverse effects to neutral for those who do not, such as users of reserves.

##### **Transport, Accessibility and Connectivity**

KCDC, sports organisations, and walkway, cycleway and bridleway organisations (CWB, Kāpiti Pony Club and others) have considered how they might be affected and some have taken active steps to be involved in consultation and cycleway/walkway and bridleway design for the proposed Expressway.<sup>82</sup>

A strong desire has been expressed by several organisations to at least maintain the existing formal and informal walkways, cycle ways and bridleways during construction and operation of the proposed Expressway. The cycleway/walkway and bridleway as part of the Project is welcomed by many.

---

<sup>80</sup> Personal communication with a staff member at Paraparaumu College and Kāpiti College.

<sup>81</sup> Refer to in-depth discussions under 3.2.

<sup>82</sup> During discussions at the Walking/Cycling and Bridleways Workshop 12 June 2011 and with members of the Kāpiti Pony Club June 2011.

The Project has a range of effects on the walkways, cycle way and bridleways from moderately negative from concern and stress by those who anticipate they will be affected during construction to moderately positive by those who welcome the proposed cycleway/walkway and bridleway.

### Quality of Life

People's reaction to change is real and unavoidable, and for some has led to feelings of powerlessness. The proposed Project changes have caused stress and adverse emotional states for some people particularly those directly affected where property acquisition and / or relocation is required.

Uncertainty about whether the Project will proceed is also creating stress and worry for some people, particularly those directly affected and those who would be living near the proposed Expressway Alignment.

Anticipation of and anxiety about the construction and operation effects of the proposed Expressway have resulted in a deterioration of quality of life for some people. In consultation, residents reported concerns about the anticipated loss of quality of life during the construction phase and the fear of construction noise, dust and vibration affecting their homes, work places or neighbourhoods. Disruption to familiar routes was also a concern. However, it is anticipated that for some people, adverse effects may be greater during the planning phase than the actual effects during construction or operation.

The Project has a range of effects on the quality of people's lives, from concern and stress ranging from significantly negative – especially for those who will be directly affected and those who strongly oppose the proposed Expressway in their community, to minor positive for those who welcome the Project.

#### 20.6.6.5 Culture

Cultural and archaeological sites are located in proximity of the Project Alignment. Several of these sites are located in Waikanae, including the registered wahi tapu area at the Takamore urupa, the Tuku Rakau village and the Maketu tree. These are areas of extremely high cultural and spiritual values for Iwi<sup>83</sup>. Consultation has been undertaken with Iwi about the Project and is an on-going process.<sup>84</sup> The Project has had the effect of raising concern about maintaining the high cultural and spiritual values of the wahi tapu area and archaeological sites and what this would require from both Iwi and the Project team.

Of the ten historic sites within one kilometre of the centre line of the proposed Expressway, two are identified as potentially affected by the Project. These are the Greenaway Homestead in Kauri Road and the former St Luke's Church at El Rancho, both of which are located in Waikanae. *"The church has moderate cultural values being used as a place of spiritual worship for the Anglican congregation of Apiti for nearly 100 years. It has been associated with the Christian El Rancho camp facility for 21 years and has been used as a church for that period."*<sup>85</sup>

---

<sup>83</sup> Refer to the *Archaeological Scoping Report* (Technical Report 9, Volume 3).

<sup>84</sup> Refer to *The Takamore Trust Cultural Impact Assessment* (Technical Report 11, Volume 3) and *Te Runanga o Ati Awa ki Whakarongotai Inc Cultural Impact Assessment* (Technical Report 12, Volume 3).

<sup>85</sup> From *Assessment of Built Heritage Effects* (Technical Report 10, Volume 3).

Consultation has been open ended to assist planning and reduction of anticipated adverse effects on the two historic sites during the construction and operation phases.

The marae and churches have been a focus for discussion and airing concerns about the proposed Expressway.

The level of effect on people's expectations about their relationship with the cultural aspects discussed range from significantly negative to neutral. Some cultural groups such as churches have been provided the opportunity to express and discuss such expectations, which has assisted in reducing the significance of this effect.

**Figure 11: Local Planning Phase: Summary of Social Effects and Mitigation**

Theme	Social Effects	Community/ies <sup>86</sup>	Mitigation	Level of Effect (with mitigation)
<b>The Consultation Process</b>	Concern, stress, welcome the Project	All communities	Has been taken into account in design considerations. Further consultation will be undertaken as part of the RMA statutory process once the notice of requirement application has been publically notified. The Project team also intends to maintain open lines of communications with the general public and key stakeholders once designations and consents are obtained to construct the proposed Expressway during construction. The methods and details of how this will be done are outlined within the Stakeholder Communication Management Plan (CEMP Appendix S, Volume 4).	Significantly negative – minor positive
<b>Community Features</b>	Consultation and engagement with owners / guardians of features and public, has allowed people to plan for the future of community features	All communities	As above	Moderately negative – neutral
People	Major concern, stress, put some people’s lives and plans on hold especially those potentially directly affected	All communities	As above	Significantly negative – minor positive
Daily patterns	Daily patterns not affected	All communities	As above	Neutral

<sup>86</sup> This column refers to specific suburbs or communities identified in the Local area (Raumati, Paraparaumu, Waikanae and Peka Peka as described in Section 4 of this report).

Theme	Social Effects	Community/ies <sup>86</sup>	Mitigation	Level of Effect (with mitigation)
Community character, structure and stability	Future character of concern, some tension	All communities	As above	Moderately negative - neutral
<b>Wellbeing and Way of Life</b> Education, social services, reserves and recreation	Reflection and review	All communities	As above	Minor negative - neutral
Transport, accessibility and connectivity	Concern, welcome the Project	All communities	As above	Moderately negative - moderately positive
Quality of life	Concern, stress, improvement	All communities	As above	Significantly negative - minor positive
<b>Culture</b>	concern	All communities	As above	Significantly negative - neutral

## 20.6.7 Construction Effects

Construction includes preparation and construction works from the time of the Board of Inquiry decision to completion of construction works.

The Project team has prepared the Project construction details taking into account community feedback in response to confirmation of the preferred route and design features. A summary of construction activities is provided in Section 5 and further detail is provided, where relevant in this assessment.<sup>87</sup>

The Project is anticipated to take four to five years to construct. Construction works are programmed to commence Quarter 3 2013 (dependent on all required approvals being secured) and being complete by Quarter 2 2018.<sup>88</sup>

Before construction starts, property acquisition and relocation from dwellings and businesses for the Project will need to be undertaken. Relocation of dwellings and businesses, and property acquisition are permanent construction effects and not temporary as are construction activities.

### Duration of Construction Effects

As identified in section 3, the significance of effects considers the duration of any effect anticipated. A summary timeframe of construction activities for each community, where social effects of construction may arise, is as follows.

**Raumati** Construction disturbance / nuisance factors are most likely to be felt by those living near or passing through the Poplar Avenue interchange which will be under construction for 4.5 years in 2014 – 2017. However, there will be some periods of no activity when construction material settles. Construction of the proposed Expressway Alignment in Raumati will not be for the entire construction period. Construction will be for a period of seven months at Raumati Road during 2016.

**Paraparaumu** Construction disturbance / nuisance factors are most likely to be felt by those living near the proposed Expressway Alignment and interchange at Kāpiti Road and / or using Kāpiti Road. Construction will be for periods of nearly 1.5 years at Ihakara Street during 2015 – 2016, and nearly 1.5 years at Kāpiti Road during 2014 – 2015.

**Waikanae** Construction disturbance / nuisance factors are most likely to be felt by those living near the Alignment and living near or passing through the interchange at Te Moana Road. Construction will be for the entire construction period at Otaihanga, 1.5 years at Te Moana Road during 2014 – 2015 and two years at Ngarara Road during 2014 – 2016.

**Peka Peka** Construction disturbance / nuisance factors are most likely to be felt by those living near the Alignment and living near and passing through the Peka Peka interchange. Construction will be for just over three years during 2014 – 2017.

---

<sup>87</sup> Refer to *Construction Methodology Report* (Technical Report 4, Volume 3) for more detail.

<sup>88</sup> Documented in the Project Description – Construction.

### **20.6.7.1 Attitudes, expectations and aspirations**

Attitudes, expectations and aspirations related to construction were obtained during consultation prior to the details of the construction works being developed.

#### ***Attitudes***

A significant concern for several residents (particularly those in close proximity to the Project but also those that commute within and through the District) was that construction will disturb their daily lives, their sense of enjoyment at home and in the community, and their access and connectivity within, and in and out of, the Local communities. Others were not so concerned about construction as long as it was managed well, and the adverse effects were minimised as much as possible, including disturbances.

Effects during construction will largely depend on people's knowledge of the Project, and the construction works, and their own perceptions of effects.

#### ***Expectations and Aspirations***

Commencement of construction will end the uncertainty about the Project proceeding or not, and will help people move on with their lives, and their expectations and aspirations for the future. Commencement of construction will confirm for communities and residents the reality of the Project. The construction timeframe will give residents time to become familiar with some of the permanent changes brought about by the Project, enabling people to adjust their expectations of the future of their communities.

For some residents, commencement of construction will be the reality of living in the vicinity of the proposed Expressway which they have not wanted. For some other residents, commencement of construction will be something to which they have been looking forward.

Some have expressed a fear of reduction in house values during the construction period and that houses in their area may not be saleable at this time thus restricting people moving on with their lives. This situation could affect some people's future plans but it is not anticipated to be widespread (due in part to the small proportion of people who are likely to want to sell over the construction period and based on comparative Project experiences).

Five years of construction works in the local area will have a significant to moderately adverse effect on people's attitudes, expectations and aspirations especially those adjacent to construction activities at construction yards, the new Alignment and interchanges as the proposed Expressway is being built. Communication is identified as an important mitigation for this effect (see section 8). With mitigation, the effect will range from moderately negative to minor positive.

### **20.6.7.2 Community**

#### **Directly Affected People**

Directly affected people are those who will lose land and / or their residence / commercial building / business that is required for the Project. The land will be purchased and directly affected people who will lose their residence will need to relocate before construction work begins.

There are a total of 75 private properties affected by the Project.<sup>89</sup> These properties include 42 privately owned residences and seven privately owned commercial buildings. All

---

<sup>89</sup> All data relating to private properties directly affected by the Project is at February 2012.

properties that are required in full, require residents to be relocated. NZTA has initiated contact with all these owners, plus a proactive property purchase programme. The properties are as follows:

- In Raumati, of the 30 privately owned properties affected, 28 are residential properties of which 21 are required in full and seven are required in part. Two privately owned commercial buildings will be affected. Eight hectares of regional reserve land area on the eastern boundary of QE Park is also required. The private properties are required in the vicinity of the partial interchange at Poplar Ave and through and alongside the Alignment till it crosses Raumati Road;
- In Paraparaumu, of the 14 privately owned properties affected, two are privately owned residences and four are privately owned commercial buildings, all of which are required to relocate. Eight other properties are affected. The residences and commercial buildings are required in relation to the Kāpiti Road interchange;
- In Waikanae, of the 24 privately owned properties affected (22 are residential properties and two are commercial properties), 19 are required in full (including 15 privately owned residences and one commercial property), with five further properties required in part. Most of the privately owned properties are required in relation to the Te Moana interchange; and
- In Peka Peka, of the seven privately owned properties affected (seven residential), six are required in full (including four privately owned residences) and one in part. There are no commercial properties affected by the proposed Expressway in this area.<sup>90</sup>

Other land required for the Project is owned by KCDC (including some residential properties), the NZTA and the Crown.

For people who are to relocate, this is not their choice: they are selling because they have to. For some people who are required to sell and / or relocate, selling and / or relocating is something they do not want. For these people, this is a significant negative effect.

To help people move on with their lives through this difficult time, some have been offered private counselling. When people were first notified they may be directly affected, property purchase was made available to them if requested. NZTA has a programme for acquisition of properties. Not all properties are required immediately. However some properties, although not required immediately, have been prioritised for purchase (where possible) due to emotional stress and a strong desire by the owners to sell quickly. The acquisition process is undertaken by the NZTA Property Manager, and this process has commenced in the planning phase.

Among those directly affected, some owners have made the decision to relocate and are in the process of selling their home. Some people have made decisions about the future of their business and are in the process of moving on with their lives. Some others are waiting to see what happens. Others have elected to defer purchasing a property. The uncertainty of the Project proceeding has put several people's lives on hold.

Because of the sensitivity of discussions with directly affected households, discussions with those directly affected were confidential. It was considered not appropriate to ask questions about household demographics at these meetings. Thus no specific analysis of those directly affected in terms of numbers and age groups affected, or numbers of students that

---

<sup>90</sup> Refer to the Project Description (Part D, Chapters 7 and 8, Volume 2 of the AEE).

might be moving from a school, people moving from a workplace or community organisation, has been undertaken.

While some of these people may relocate elsewhere in the Local communities, it is likely others will move to other parts of the Region or beyond. Relocating to another community or another part of their community is likely to be a stressful experience for some, particularly those who do not want to move.

As households relocate, it is likely there will be a small decrease in some school rolls. Given the number of properties directly affected proportional to the community, the effect on school rolls is anticipated to be minor. A small number of organisations, services and businesses are likely to lose valued members and staff. As it is not known at this time where directly affected people will relocate to, it is not possible to quantify or qualify the loss and the effects on the Local communities. However, this potential negative effect is recognised.

As a result of relocation, there will be a change in some of the directly affected neighbourhoods and especially Leinster Avenue / existing SH1, Kauri Road / Puriri Road, and the Peka Peka area. People moving out will have an effect on the cohesion of the community and social networks in these neighbourhoods. It will take time for these communities and social networks to adjust to the changes. This will be a negative social effect, albeit that it will reduce over time.

### **People, Social Sites and Construction Activities**

Once construction begins, people in the Local communities will be affected by construction activities; while in the vicinity of community features, in their residences, at work, using educational and social services, reserves and recreational areas (including walkways, cycle ways and bridleways), and at cultural sites including a church. The places stated are areas where people gather, and in this report are collectively considered as 'social sites'. People in and around, and accessing these social sites that are adjacent to construction activities may potentially be adversely affected.

There are many social sites in the Project area that have been identified as being potentially affected by construction activities. These social sites are regarded as being sensitive to construction activities.

The location of social sites are considered for the three kinds of construction activities as follows:

- Construction yards – social sites that are adjacent to construction yards;
- Construction routes – social sites that are in the vicinity of construction routes. This includes those located along construction routes and in adjacent cul de sacs; and
- Construction of the proposed Expressway Alignment - social sites that are adjacent to the proposed Expressway Alignment. This includes approximately 865 residential houses that are within 200m of the edge of the proposed Expressway with almost equal numbers on the east and west. There are approximately 308 houses (36% of those within the 200 metre total) located within 100m of the proposed Expressway.<sup>91</sup>

---

<sup>91</sup> Refer to the *Assessment of Landscape and Visual Effects* (Technical Report 7, Volume 3).

'Social sites' for the three kinds of construction activities are summarised in Tables 1 - 3 below.

**Table 1: Construction Yards and Social Sites**

Community	Yard	Key Social Sites
Raumati	Poplar Avenue Raumati Road	QE Park, residential/commercial buildings in Poplar Avenue and Leinster Avenue, and the recreational area  Residential/commercial buildings including those adjacent to Raumati Road
Paraparaumu	Ihakara Street Kāpiti Road Mazengarb Road Otaihanga Road	Residential/commercial buildings including those adjacent on Kiwi Road, Kāpiti Road and Mazengarb Road, and Otaihanga Road. Social services
Waikanae	Te Moana Road Ngarara Road	Residential/commercial buildings including those adjacent on Te Moana Road and Ngarara Road
Peka Peka	Peka Peka Road	Peka Peka Village

**Table 2: Construction Routes and Sensitive Social Sites**

Community	Roads / Streets <sup>92</sup>	Key Social Sites
Raumati	Poplar Avenue Existing SH1 Raumati Road	QE Park, schools and Kindergarten
Paraparaumu	Ihakara Street Kāpiti Road Mazengarb Road Existing SH1 Otaihanga Road	These include community features such as Coastlands shopping centre, KCDC offices and facilities, and Paraparaumu train station; residential/commercial buildings; education and social services including emergency services, preschools and a school, medical services, churches and recreational areas including those on Ihakara Street, Kāpiti Road, Mazengarb Road, existing SH1 and Otaihanga Road
Waikanae	Waikanae River Bridge Te Moana Road Existing SH1 North Ngarara Road	These include community features such as Waikanae shopping centre, residential/commercial buildings, education and social services including police, health and library services, reserves and recreational areas, Southward Car Museum and Whakarongotai marae, Otaihanga Road, Te Moana Road, existing SH1, King Arthur Drive, Merlin Court, Greenaway Road, Puriri Road and Kauri Road. Te Moana Road, Ngarara Road and Peka Peka Road residential/commercial buildings
Peka Peka	Peka Peka Road Existing SH1	Peka Peka Road residential/commercial buildings

<sup>92</sup> Sensitive sites include road users on each construction route. This includes road users from local communities as well as from other parts of the Region and beyond.

**Table 3: Construction of proposed Expressway Alignment and Sensitive Social Sites**

Community	Expressway Alignment	Key Social Sites
Raumati	MacKays Crossing to Poplar Avenue Poplar Avenue to Raumati Road Raumati Road to Ihakara Street <sup>93</sup>	These include, QE Park, and dwellings in Poplar Avenue, Leinster Avenue, Main Road, Conifer Court and Raumati Road  These include dwellings in Rata Road
Paraparaumu	Ihakara Street to Kāpiti Road Kāpiti Road to Mazengarb Road Mazengarb Road to Otaihanga Road	These include community features, dwellings, cul de sacs and roads adjacent in the Milne Drive area and Makarini Street area; businesses in the Kāpiti Road, Mazengarb and Otaihanga Road areas; social services including a retirement home; and the Wharemauku Stream walkway, cycle way and bridleway
Waikanae	Otaihanga Road <sup>94</sup> to Te Moana Road Te Moana Road to Ngarara Road	These include El Rancho on Kauri Road, Otaihanga Road to Ngarara Road dwellings / businesses; Greendale Reserve and recreational area; Waikanae walkway, cycle way and bridleway; Maketu Tree and Takamore Urupa
Peka Peka	Ngarara Road <sup>95</sup> to Peka Peka Road and existing SH1	These include Ngarara Road, Kensington Drive, Te Kowhai Road and Peka Peka Road dwellings/ businesses (including the garden centre)

<sup>93</sup> Most of this Expressway Alignment section is in Raumati. The rest is in Paraparaumu (from south of Ihakara Street).

<sup>94</sup> There is an overlap of communities for this section of construction work where Otaihanga Road is in Paraparaumu and Te Moana Road is in Waikanae.

<sup>95</sup> There is an overlap of communities for this section of construction work where Ngarara Road is in Waikanae and Peka Peka Road is in Peka Peka.

In summary, the above construction activities and their effects on people are assessed as follows:

- The construction period overall is lengthy and will affect people in the Kāpiti Coast District as well as those near construction sites. The Construction Environmental Management Plan (CEMP, Volume 4) will address District wide social issues by keeping the community informed of construction activities, liaison with the community to plan and manage specific construction activities, consideration of local residents concerns and issues (being responsive) as well as ongoing monitoring and management response to specific construction effects (e.g. local connections, noise, amenity effects).<sup>96</sup>
- The presence of construction yards and the proposed Expressway Alignment - These new features can represent a significant change visually and affect the amenity of a neighbourhood for people. This is particularly so in the quiet neighbourhoods of Raumati and Waikanae. The construction yards and proposed Expressway Alignment may affect residents' pride in their neighbourhood and enjoyment of going to and from, and passing through, a neighbourhood. The growing presence of the proposed Expressway as it is constructed will remind people of the reality of the Project. It would be a permanent feature unfolding in their neighbourhood. For some it may be a feature they do not want. For others it may be a benefit to be gained when in operation.
- Construction workforce - The daily influx of approximately 500 construction workers across work sites in Local communities will increase the daytime population in the Local community and increase the 'busy-ness' of the area. Of the 500 workers, approximately 400 would be on site and around 100 in yard offices. Most office workers will be in the main and zone offices and others in the satellite offices. The workforce will be larger towards the end of the Project (with the focus on labour intensive work such as white lines, barriers, signs etc) and the cycleway/walkway being built at the end, rather than at the beginning (where the focus will be on earthworks and use of bigger equipment).

Most of the workforce will be contracted from the Region and as far as Palmerston North. These workers will comprise approximately 85% - 90% of the workforce. The remaining 10% - 15% will most likely be specialists sub-contracted from outside the Region.<sup>97</sup>

Increased awareness of the Project will be heightened by the presence of the workforce, especially at the early stages with use of large equipment. This is likely to heighten any perceived or actual effects such as annoyance and nuisance.

For some though, the workforce will be regarded as a positive effect of construction. The construction workforce is anticipated to have a positive socio-economic effect on Local communities, with the workforce spending locally on food, services stations, vehicle services, retail and other services. Local housing, particularly rentals, may be required for some of the workforce also. While a high percentage is expected to come from the wider Region, it is anticipated that many will want to live locally for periods of time during construction.

---

<sup>96</sup> *Construction Environmental Management Plan: CEMP, Volume 4.*

<sup>97</sup> From Stephen Wright, Alliance Construction Manager.

During consultation, issues about crime and security were raised in relation to the presence of a temporary workforce in Local communities. Security measures and workforce management have been specified in the CEMP (Volume 4) to address such concerns.

During construction, the adverse social effects on people (residing in or using the social sites identified) will be significantly negative. Mitigation, through construction management, community engagement and active response (by the Alliance construction and management teams) to community concerns, is important to address these effects. This is further discussed in section 8 of this report.

### **Daily Patterns of Living**

Some relocation of households and businesses adjacent to the proposed Expressway may occur as a result of the proposed Expressway and / or its construction. The effect of such changes on people's daily patterns of living will be significantly negative, for the period of relocation (particularly for those residents in affected households). In recognition of the comparatively small proportion of affected residents and the short duration of effect (e.g. the period of relocation) this is anticipated to be a minor negative social effect, particularly given the current NZTA property purchase process, which is enabling some choice in timing of selling of their property (for directly affected residents) (e.g. property purchases have already commenced).

Construction activities have the potential to affect people's daily patterns of living during construction in all four communities in the Local area. People may see and hear activities seven days a week mainly during day time hours. As noted above, construction activities may disrupt or disturb people's outdoor living and enjoyment of the outdoors, and annoy people in day to day activities especially for those adjacent to construction activities. These adverse effects are considered to be moderately to neutral negative social effects. The greatest effects will be on those residents within proximity of the construction yards and Alignment (e.g. those within 200m of the Alignment).

Construction activity is likely to affect some people's day to day travel patterns, especially if they have to pass through an interchange area, but delays and inconveniences will be limited to specific periods during the construction as discussed below. These adverse effects are considered to be moderately to neutral negative social effects. The greatest effects will be felt by those residents passing through the Poplar Avenue interchange, particularly in the PM peak<sup>98</sup>, residents who use Leinster Road (Raumati)<sup>99</sup> and the smaller number who use Ngarara Road (Waikanae).

Management and mitigation provisions as stated in the CEMP (Volume 4), particularly relating to construction traffic management, hours of construction operation, noise and visual screening during construction and dust and odour emission management, will be important to reduce the adverse effects of construction on people's patterns of living.

---

<sup>98</sup> *Assessment of Temporary Traffic Effects* (Technical Report 33, Volume 3).

<sup>99</sup> Recognising that this group will also be affected by construction activities at the Poplar Avenue Interchange.

## **Economic Activity**

Local businesses providing goods and services to the Project and Project workers, and local residents working on the Project have the potential to gain economic and social benefits over construction.

Suburban and town centres potentially affected by the Project are the cluster of businesses at Raumati Beach turnoff, Paraparaumu town centre, and Lindale and Waikanae town centre. The *Assessment of Economic Effects of the MacKays to Peka Peka Expressway*<sup>100</sup>, identifies that a small number of businesses will potentially be significantly negatively affected by the Project due to loss of passing motorised trade, but that the majority of businesses are not so dependent on such trade. Those considered to have some level of dependency on the passing motorised trade are: two businesses at the Raumati Beach turnoff (the chocolate factory and the Prenzels retail outlet); in the Paraparaumu town centre (the two service stations, the two fast food outlets and the two motel complexes on the existing SH1); north of Paraparaumu (Boat City, the petrol station, the Lindale motels, motor park and tourist complex and the Southward's Car Museum complex on Otaihanga Road); in the Waikanae town centre (two motel complexes, a supermarket (with a fuel retail facility), a fast food outlet, two service stations and 11 restaurants, cafés and takeaway outlets). These businesses are not totally reliant on the passing motorised trade and appropriate signage on the proposed Expressway will help retain some of this business. Other businesses are expected to be affected also but only to a small or negligible extent.

The economic assessment also identifies that the construction activities for the Project will bring a number of positive benefits for other businesses in town centres adjacent to the existing SH1. On balance, the economic report concludes that there will be a temporary boost to local economic activity and employment for the District.

As a result of these economic effects, potential social effects range from job losses (e.g. if business closures occur) to new jobs, and changes to social structures (e.g. from downsizing or relocation of businesses and growth of businesses) and increases to household income. While the social effects for individuals may be significant, the community effects, particularly factoring the overall conclusion for economic and employment opportunities, are considered minor negative to moderately positive social effects.

## **Community Cohesion, Character, Structure and Stability**

The minor social tensions and divisions about the Project within the communities (see the planning phase assessment above) are likely to be subdued on confirmation of the Project should that decision be made. However, there may be resurgence of tensions when construction starts, particularly from those who oppose it and challenge the Project and processes and those involved in it. Conversely, opportunities for the community to work together to input to the Project (e.g. through forum such as construction liaison groups) can strengthen cohesion of neighbourhoods.

Construction may negatively affect the character of neighbourhoods, particularly in relation to visual and amenity effects. These effects relate to those areas in proximity to construction activities. While these are short term effects, construction management is

---

<sup>100</sup> *Assessment of Economic Effects of the MacKays Crossing to Peka Peka Expressway* Brown, Copeland & Co Ltd, November 2011.

important to mitigate these moderately negative social effects. This is discussed further in section 8.

### **20.6.7.3 Wellbeing and Way of Life Overall**

The commencement of construction is generally the time when most people's wellbeing and way of life begins to be affected by the Project.

Construction works can affect the liveability of the neighbourhood and the wider community in which they are located. The level of nuisance for some will depend on how well construction works are managed.

#### **Noise**

From the technical assessments undertaken for the Project, it is anticipated that noise will be one of the most disruptive effects to local residents' wellbeing and way of life. This is evidenced by the review of construction activities for other projects, where even 'noise compliant' construction activities generate complaints, hotline calls and queries from local residents.

During construction, noise will come from two general sources; construction traffic and construction activities.

Construction traffic will generally involve the use of the Project Alignment. However, off site traffic importing preload fill and pavement material will travel on the existing SH1 and enter a Project site at locations as required for the phase of the Project.

Concerning the existing SH1, it is anticipated that because of the existing volumes of heavy traffic, the increase in noise level with construction traffic is unlikely to be perceptible and at most will be just perceptible. Truck movements associated with the construction of the Project are anticipated to result in noise effects that are minor.<sup>101</sup> However, from a social perspective it is anticipated that some people will consider themselves adversely affected. In addition to noise, the visibility of construction traffic is likely to heighten awareness of construction of the Project in the local communities and may compound the adverse effects of construction. Combined, this has the potential to have a negative social effect for a small number of residents.

For people in or near social sites, several specific construction activities are assessed as likely to generate noise levels in excess of daytime Project construction noise criterion, even with mitigation in place. Construction activities occurring at night, which will generate noise levels in excess of the night-time Project construction noise criterion, are likely to be confined to bridge beam placement and intersection works. Project construction noise criterion will potentially be exceeded by works in all four communities (Raumati, Paraparaumu, Waikanae and Peka Peka) for those specific activities identified (this relates to both day and night works).

While acknowledging the mitigation proposed for construction noise, it is anticipated that construction will have a significant negative effect for some people, e.g. for those living within 100m of the edge of the Alignment when and where noisy construction activities takes place. This negative effect will reduce with increasing distance from the construction activities (as there are physically more barriers between these sites and the works).

---

<sup>101</sup> Refer to *Assessment of Construction Noise Effects* (Technical Report 16, Volume 3), particularly Table 9-6.

Mitigation of the social effects of construction noise is provided through the Construction Noise and Vibration Management Plan (CEMP Appendix F, Volume 4) and Construction Environmental Management Plan (CEMP, Volume 4), as identified in section 8 (below).

### **Dust and Odour**

Dust will result from construction activities including earthworks and construction, construction yards and vehicle movements.<sup>102</sup> Dust can be a nuisance to people nearby by causing dust deposits on or in neighbouring houses, businesses, cars, washing, flowers, fruit and vegetables. Dust can affect people's enjoyment of their neighbourhood and outdoor living and cause perceived or actual health effects. Excessive discharges may affect visibility on roads in the immediate vicinity of the Project (this is a potential health and safety effect). Dust management is proposed.<sup>103</sup> It is anticipated that overall, dust may be a nuisance for some living and working near construction activities and the effect could be minor negative for some. Others may experience some dust passing by construction activities but for many the effect of dust will be neutral.

Discharges of odour may occur from activity associated with construction yards but are unlikely to give rise to significant adverse effects.<sup>104</sup> Any excessive smoke and odour from construction trucks, earth moving machinery and generators can cause concern, and may arise, if vehicles and machinery are not well maintained.<sup>105</sup> However, it is anticipated that effects of odour can be managed effectively by the measures stated in the CEMP (Volume 4).

### **Vibration**

An assessment has been undertaken of potential vibration effects from construction on the Project. Key vibration sources during construction are vibratory rollers, excavators working close to property boundaries, motor scrapers, off-road fill transport and piling.<sup>106</sup> It is anticipated that there is a degree of risk that the Project criteria may be exceeded for some construction activities (limited duration), in every community in the Project area. Paraparaumu contains the highest number of potentially affected parties.<sup>107</sup>

A potential effect associated with vibration is physical damage to property. Another potential effect is peoples' response and concern about vibration. The level of human perception for vibration is generally lower than the limit for building damage risk. This means that residents' concerns (a factor of wellbeing) about building damage are likely to be expressed from vibration activities which comply with the building damage thresholds.

It is anticipated that some people living and or working close to the proposed Expressway Alignment, particularly those in Paraparaumu, will be concerned and consider vibration a nuisance. They may experience significant negative to moderate negative effects on their

---

<sup>102</sup> Refer to *Assessment of Construction Air Quality Effects* (Technical Report 14, Volume 3).

<sup>103</sup> As detailed in the *Construction Environmental Management Plan* (CEMP, Volume 4).

<sup>104</sup> *Ibid.*

<sup>105</sup> Refer to the CEMP (Volume 4) regarding maintenance of vehicles.

<sup>106</sup> From the *Assessment of Vibration Effects* (Technical Report 18, Volume 3).

<sup>107</sup> *Ibid* page 1.

wellbeing.<sup>108</sup> Others in the Local communities may experience minor negative effects, while others will not be affected.

To minimise concerns for community wellbeing, it is important that communities are well informed in advance and prepared for vibration related events, as provided for in the CEMP (Volume 4).<sup>109</sup> This mitigation is identified in section 8.

## Health

The Project construction activities have the potential to affect people's health. Specific standards and measures have been adopted to avoid, mitigate and manage potential health effects on people. These standards include:

- The New Zealand Noise Standard NZS6803:1999 day time construction noise standard which allows noise of up to 85 decibels (long term) during weekday daytime hours. While actual and perceived health effects from noise exposure vary from person to person, it is anticipated that some residents may experience stress and / or nuisance factors from construction noise.
- Dust and Odour - There are no specific assessment criteria for dust or odour. A number of 'trigger levels' contained in the MfE Dust GPG (MfE, 2001), and the "Good Practice Guide for Assessing and Managing Odour in New Zealand" (MfE, 2003) (MfE Odour GPG) have been adopted. Dust may affect some residents' health effects. Odour is unlikely to cause health effects but may cause nuisance effects for some people.
- Vibration - A precedent has been set for adopting selected international vibration standards referenced by statutory or policy documents or successfully implemented in other large projects (currently there are no New Zealand standards relating to construction or traffic vibration).

Best practice management and monitoring measures for noise, dust and odour, and vibration that have the potential for health effects, have been adopted in the CEMP (Volume 4).

Communicating with residents on a regular basis is an important mitigation measure to minimise perceived and actual adverse effects of noise, dust and odour, and vibration as identified in section 8.

## Transport, Accessibility, Connectivity

From feedback during consultation, the proposed Expressway Alignment was identified as dividing established communities and further dividing the east and west. Severance is an issue and has been expressed in different ways including as a new physical division and a psychological barrier. The following assesses the accessibility and connectivity within the communities during construction.

---

<sup>108</sup> Some close to the Alignment may possibly experience property damage but this is unlikely, as identified in the *Assessment of Vibration Effects* (Technical Report 18, Volume 3).

<sup>109</sup> Refer to the CEMP (Volume 4).

Concern was expressed in consultation feedback about limited access on local roads during construction. Access may be more difficult at times and may increase people's perceived sense of inaccessibility although impediments to continuous accessibility are not envisaged. Management of accessibility is outlined in the CTMP (CEMP Appendix O, Volume 4).

Some households and businesses will experience changes in access to their property. Discussions have been undertaken with property owners during the planning phase of the Project to work through the proposed access changes and how these changes might best be done. Alternative access will be decided before construction starts and arrangement made to minimise effects on households and businesses. Access will be maintained at all times. For some people access may be inconvenient for a period. Measures are stated in the CEMP (Volume 4) to manage access changes and effects.

The following is a summary of the key effects identified in the *Assessment of Temporary Traffic Effects* (Technical Report 33, Volume 3); this is followed by the social effects assessment:

- The construction of the Project will generate periods of significant construction vehicle movements. Vehicle movements will be greatest on existing SH1 / Poplar Avenue, Otaihanga Road / existing SH1, and Ngarara Road.
- Most traffic disruption will be at the four interchanges and also in association with the realignment work on Mazengarb Road and the haul road on the end of Ihakara Street. On these roads, there will be pull-off areas by construction site entrances for construction traffic which are included in the Construction Traffic Management Plan (CEMP Appendix O, Volume 4). Local roads east / west of the proposed Expressway will be relatively unaffected.
- Every attempt will be made to maintain two-way traffic at all times along the existing SH1 and local roads that are used during construction.
- As a result of bridges being constructed over Raumati Road, Kāpiti Road and Mazengarb Road, overnight traffic will be required to take a detour route (essentially around a large block). This will be for 2-3 nights only at each site (the detour is required to secure the bridge span over the road to already constructed abutments at both sides of the road). Thus there will be some inconvenience for some residents generally having to take a longer route to where they are going but this is for a limited time and at night only.<sup>110</sup> It is noted that the detours for Kāpiti Road and Mazengarb Road involve the same detour block, thus some residents may be involved in both detours.<sup>111</sup>

The above will have negative social effects on accessibility and connectivity for the community, particularly relating to increasing travel times, uncertainty of travel times and resulting stress. To mitigate the accessibility and connectivity effects for the local community, specific measures, including protocols and practices operating across the Project area to lessen effects will be required.

- Most of the Kāpiti bus routes will pass through the Project area, notably on Raumati Road, Kāpiti Road, Mazengarb Road and Te Moana Road. Traffic flow through these routes will not be stopped or significantly impeded except during night closures

---

<sup>110</sup> From discussion with Stephen Wright, Alliance Construction Manager.

<sup>111</sup> Refer to the Construction Traffic Management Plan (CEMP Appendix O, Volume 4).

when an alternative route will be used. Some bus stops will require relocation during construction.

The above changes will result in inconvenience for some users and operators, adversely affecting accessibility and connectivity in the community. This disruption will be most significant for vulnerable groups, including school children and those accessing health and social services. It is important that the local bus companies, KCDC and GWRC are made aware of the construction programme before construction starts to help minimise disruption and that bus routes are maintained, as proposed in the CEMP (Volume 4).<sup>112</sup>

- Current walkways, cycle ways and bridleways will be maintained throughout the construction period albeit there will be temporary diversion for some, for example on the southern side of Waikanae River where users will be diverted to the northern side, as it will be unaffected by construction works. At Wharemauku Stream the cycleway/walkway bridge will be built first before the proposed Expressway to maintain access throughout the construction period.

Overall, construction activities will have an adverse effect on walkway, cycle way and bridleway usage ranging from moderately to minor negative effects. These effects will be exacerbated by the length of construction of up to five years. Care will need to be taken on walkways and cycleways, but particularly on bridleways during construction. Appropriate mitigation measures including safety features and local communications are required, as outlined in the CEMP (Volume 4).

The proposed Expressway will be generally constructed on land designated for roading purposes that has been open space or rural farmland for many years. Access to this open space and the partial use of it for access will be permanently taken by the Project, recognizing that this will be replaced with the cycleway/walkway and bridleway (where provided).

During construction, the disruptions to transport networks (road, bus and pedestrian/cycle) and the travel time delays from construction traffic impacts will reduce accessibility and connections to social sites within the communities. This represents a form of severance. This is considered to be a moderately to minor negative social effect. It is important that during construction people are not separated from facilities, services and social networks and that changing travel patterns are not burdensome. The Project design and proposed construction management has taken account of these factors, as identified in the mitigation proposed in section 8.

### **Quality of Life**

The quality of life will be adversely affected for several people and especially those who are directly affected by the Project or live or work near construction sites (e.g. those within 200m of the construction activities). Construction yards, although temporary, may lessen the quality of life and liveability in a neighbourhood while there (due to noise, emissions and those effects discussed, particularly in wellbeing above). Conversely, there may be some in the community who welcome the activity, as a signal of progress. Depending on perceptions of people, and where they live or work in relation to construction sites, the effect on construction on the quality of life is likely to range from significantly negative to minor

---

<sup>112</sup> Refer to *Assessment of Temporary Traffic Effects* (Technical Report 33, Volume 3).

positive, reflective of the disturbance felt by some to interest in the construction activity around them by others.

#### **20.6.7.4 Culture**

The Takamore cultural precinct in Waikanae will be affected by construction activity for the proposed Expressway Alignment in a corner of the precinct. It will be important that protocols for dealing with cultural sensitivities are adhered to during this time as discussed in the *Takamore Trust Cultural Impact Assessment* (Technical Report 11, Volume 3). With these protocols in place, it is considered that the potential effects on community identity and cohesion will also be addressed.

The Greenaway Homestead and St Luke's Church at El Rancho will be affected by noise during construction, as indicated in the *Assessment of Built Heritage Effects* (Technical Report 10, Volume 3). It is anticipated that while the noise assessment anticipates any increase in noise to be negligible, it is anticipated that those using the church during construction are likely to be aware of construction noise, and this will affect their experience of the facility.

The Whakarongotai Marae itself will not be affected by construction. However, it may be used for hui in association with the Project during construction.

While no buildings of religious assembly will be affected by construction, during this period some Churches will provide important places and occasions for prayer, discussion and support (to support their community's cultural values). Some disruption to patterns of travel to churches may be temporarily experienced.

The construction site and workforce can become positive parts of communities, supporting culture and identity through involvement in community services including education, and hosting community events such as planting days.<sup>113</sup>

Overall, the effect on culture (identity and character of the communities) over construction is anticipated to range from moderately negative to minor positive. These effects will be experienced most by those users of the cultural sites identified above. Communicating information about the Project will be important, as identified in the mitigation proposed in section 8.

---

<sup>113</sup> For example, NZTA construction sites including the Manukau Harbour Crossing Project and Northern Gateway Project.

**Figure 12: Construction Phase: Summary of Social Effects and Mitigation**

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with Mitigation)
<b>Attitudes, Expectations and Aspirations</b>	Dependent on people's perspectives and nuisance experienced	All communities	From Stakeholder Communication Management Plan (CEMP Appendix S, Volume 4) as stated above	Moderately negative – minor positive
<b>Community People</b>	Directly affected people – Loss of land Relocation of households Relocation of businesses Loss of people in local communities particularly in Raumati	A total of 75 private properties required.  Total of 42 households to be relocated (21 from Raumati, 2 from Paraparaumu, 15 from Waikanae and 4 from Peka Peka <sup>114</sup> )	Compensation, staged purchasing, counselling	Potentially significantly negative – moderately negative
Presence of Construction Yards, Expressway Alignment and Workforce	Visual and amenity effects, challenge to cohesion and stability	Especially those adjacent to construction activities	As above	Potentially significantly negative – neutral
	Crime and security	All communities	Staff training <sup>115</sup>	Potentially neutral

<sup>114</sup> Some of these houses are just north of Peka Peka.

<sup>115</sup> Refer to CEMP (Volume 4).

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with Mitigation)
Daily Patterns of Living	Annoyance and disturbance	Especially those adjacent to construction activities	As above	Moderately negative – neutral
Economic Activity	Jobs, household income	All communities	As above	Minor negative – moderately positive
Community Cohesion Character, Structure and Stability	Visual and amenity effects, a challenge to community structure and stability	All communities	Engagement and communication methods including the Visitor Centre, freephone hotline and information email address, letters, direct emails and personal visits, stakeholder meetings, presentations, open days, establishing a Community Liaison Group, video and photographic documentation, Project newsletter, media releases, public notices and letterbox drops, and website <sup>116</sup>	Potentially moderately negative – neutral
<b>Wellbeing and Way of Life</b> Noise	Disturbance, nuisance, stress	Especially those adjacent to construction activities	Consultation with affected parties within 300m, 100m, 50m, and 20m, staff training, monitoring, selection of low noise and vibration plant, mitigation options for non-compliance, noise barriers and enclosures, vibration barriers and isolators, reversing alarms, building condition surveys, mechanical ventilation of dwellings, temporary resident relocation <sup>117</sup>	Potentially minor negative – neutral

<sup>116</sup> Refer to the *Stakeholder Communication Management Plan* (CEMP Appendix S, Volume 4).

<sup>117</sup> Refer to the *Construction Noise and Vibration Management Plan* (CEMP Appendix F, Volume 4).

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with Mitigation)
Dust and Odour	Nuisance of dust deposits, concern about odour	Especially those adjacent to construction activities	Monitoring, staff training, complaints procedure, reporting and review <sup>118</sup>	Minor negative - neutral
Vibration	Concern, nuisance and possible damage	Especially those adjacent to construction activities and in particular Paraparaumu.	As for noise	Potentially significantly negative - moderately negative
Health	Concern, disturbance and stress	Especially those adjacent to construction activities	As above for noise, dust and odour, and vibration	Potential for negative effects - neutral

---

<sup>118</sup> Refer to the *Construction Air Quality Management Plan* (CEMP Appendix G, Volume 4).

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with Mitigation)
Transport, Accessibility, Connectivity	Property access inconvenient, severance, limited accessibility, disruption and inconvenience for those travelling by road or bus, and for cyclists, pedestrians and horse riders	Especially those adjacent to construction activities  All communities	Alternative car parking, providing metal plate crossings (CEMP, Volume 4), information to affected residents, stakeholders and public notification about works in advance, signage, provision of alternative routes, temporary speed limits, installation of barriers and sight screens, scheduling and staging of work for appropriate times, restrictions on timing of construction activity	Potentially moderately negative to minor negative
Quality of Life	Disruption, interest in construction activity	All communities	From Stakeholder Communication Management Plan (CEMP Appendix S, Volume 4) as stated above	Potentially significantly negative – minor positive
Culture	Cultural insensitivities, positive contributions by construction workforce	All communities	Recognition of Takamore Trust's values, traditions and relationships with Takamore Wāhi Tapu , avoiding remedying and mitigating, avoiding activities unacceptable to Takamore Trust and participating in decision making processes <sup>119</sup>	Potentially moderately negative – minor positive

<sup>119</sup> Refer to the *Takamore Trust Cultural Impact Assessment* (Technical Report 11, Volume 3).

## 20.6.8 Operation Effects

### 20.6.8.1 Attitudes, Expectations and Aspirations

After construction, it is likely that local residents' attitudes about the Project will reflect an increased degree of acceptance to the Project, compared with attitudes expressed during consultation in the planning phase. In review of other projects, this occurs as some people find that the actual effects associated with the Project are not as bad as they had expected and as the construction effects are concluded. In addition, the positive outcomes of the Project, such as improved access between Paraparaumu and Waikanae (with a second bridge) are realised.

During consultation, severance and division of communities was identified as an issue:

*'Kāpiti Autobahn is a proposal to change the route of New Zealand's State Highway 1 so it would cut through the heart of the Kāpiti Coast communities - with destructive social, environmental, economic, historical, and cultural consequences'.<sup>120</sup>*

This issue is addressed further below.

By the time the Project is constructed, most residents can be expected to have factored the Project into their own expectations and aspirations about the future of their lives and communities. This is particularly the case given the relatively long construction period associated with the Project. With the new Alignment of the proposed Expressway, it can be reasonably expected that most residents will take time to adapt to the presence of the proposed Expressway in their neighbourhood.

Any new residents moving into a local community will have factored the proposed Expressway into their expectations and aspirations for themselves, their families and the community in which they choose to live. For example, they may move into a local community because of the desirability of the area and for the improved accessibility that the Project brings to that community.

Effects in relation to people's expectations of neighbourhood character will vary between communities, and according to people's individual expectations. The operational reality of the proposed Expressway will differ greatly from the existing environment in all communities.<sup>121</sup> Some change to people's expectations and aspirations can be expected in each of the communities.

Reflecting on the Project's contribution or effect on achieving KCDC's future vision for communities (set out in the KCDC's Long Term Council Community Plan), the following comments are made:

- It is considered to enhance some outcomes (identified in section 4) related to the opportunity for local areas to develop, including Paraparaumu town centre and Waikanae town centre, as well as Waikanae North, through improved accessibility to work, services and facilities.<sup>122</sup>

---

<sup>120</sup> <http://www.throughtheheart.co.nz/>.

<sup>121</sup> It is noted that the existing SH1 alignment will become an access route for commuters. Refer to the *Assessment of Urban Planning and Design Effects* (Technical Report 6, Volume 3).

<sup>122</sup> Refer to the *Assessment of Urban Planning and Design Effects* (Technical Report 6, Volume 3).

- It does not necessarily contribute to other outcomes.

## 20.6.8.2 Community

### Features

The proposed Expressway will be a new transport feature in the Local communities. Depending on people's perspectives, for some it may be highly visible, potentially noisy, close by and a nuisance. For others, it may be a feature of interest and convenience. It will take time for people to get use to it being in operation in their community, even though construction has been undertaken over a period of 4-5 years.

While the potential for physical isolation of communities or facilities and services in the community has been addressed in the Project design (e.g. maintained local road east-west connections), with the proposed Expressway in operation, some are likely to experience a sense of severance (contributing factors include the speed environment, traffic volumes and road width, limited access nature of the route, structures and retaining walls associated with the proposed Expressway). People's perception of the physical structure of the proposed Expressway may result in a feeling of unease from visual intrusion, unpleasantness and lifestyle disruption. This is the case even though the designated land on which the proposed Expressway will be constructed has been in place for many years, and there has been an expectation there would be a local arterial two lane road constructed on it. The presence of the proposed Expressway may also result in psychological severance, a feeling of being cut off, especially by those adjacent to the proposed Expressway and near major physical structures including noise barriers and retaining / bridge elements. Severance is likely to be an effect, especially in Paraparaumu and Waikanae.

Some residents may also consider the proposed Expressway a severance issue by separating them from facilities and services, friends and relatives and places of work as a result of changes in road patterns and traffic levels. While the changes in road patterns and traffic levels planned include some roads experiencing increased volumes of traffic and others decreased volumes of traffic, road improvements especially at intersections and alternative access, it is anticipated that few people would be affected by severance of this nature.

Over time, and the realisation of greater access than before, the feeling of severance is likely to lessen. It is anticipated that most of these people will 'settle' into changes with the proposed Expressway and move on with their lives. A small number may choose to move away from the area because of the proposed Expressway and conversely this may be an attractant for others to move into the area.<sup>123</sup>

The potential removal of the existing WLR designation north of Poplar Avenue may provide opportunities for any existing severance between the Leinster Avenue neighbourhood and the remainder of Raumati South to be reduced. At the least, it will allow the present informal connections (particularly to the two primary schools) to continue.

It is anticipated the characteristic features of Raumati, including the beach, seascapes, relaxing beachy and village feel that currently exist, will remain. Growth in Raumati residential areas, including holiday baches, will occur over time with or without the Project.

---

<sup>123</sup> On the review of land use changes from similar roading projects, it is evident that there has been increasing urban growth resulting from connectivity and access provided by these projects (for example, SH18 in Auckland, SH1 north of Auckland).

In the Local communities, large areas of dunes will be modified or in places removed. Mitigation in the form of reshaping the dunes, mass planting on the embankments and other techniques to help integrate the proposed Expressway into the landscape will be used.<sup>124</sup> Changes to the dunes are likely to be of concern for a few people even with mitigation measures in place.

The Paraparaumu beaches and seaside facilities will be more accessible especially for people coming from outside the area. It is likely that greater access to the beaches will increase their popularity.

The Kāpiti Coast airport will benefit from the design of the proposed Expressway and especially the interchange on Kāpiti Road. Similarly, the future urban growth in northern Waikanae has also been factored in for the Project design (accommodating the resulting traffic generation). In this respect, the Project is considered consistent with these economic growth aspirations.

El Rancho will not be as quiet as it is currently. However, access to it will be enhanced. Access to Nga Manu Nature Reserve will change and the overall effect of the new access is anticipated to be minimal on the Reserve and people's enjoyment of it.

In Waikanae the current quiet place for families and the elderly will be noisier in parts near the proposed Expressway. Part of the current road noise going through Waikanae will have shifted from the existing SH1 to the proposed Expressway and the noise and visual aspects associated with the proposed Expressway will be a new experience for people in the area. Some people will be affected negatively by this situation and may make changes in their daily lives to accommodate the new experience (the effects of this are assessed below).

In Waikanae Village it is likely businesses, services and people will benefit in the long-term as a result of greater accessibility and the redevelopment of SH1. While some businesses rely, in part, on passing traffic on the existing SH1, most generally service the Local community.

Increased access to Waikanae Beach, wetland areas and River cycleway/walkway and bridleway is likely to enhance their popularity and usage. Those with holiday homes at Waikanae Beach going south or north will benefit considerably from ease of access (continuous flow of traffic with round-a-bouts on most occasions) onto and off the proposed Expressway.

Less traffic and re-development of SH1 will assist accessibility for people to and from Waikanae East.

Once construction areas have been restored and mitigation and design planting grown and blended in with the existing environment, changes to community features brought about by the Project will become part of everyday life for many. The social effects on the relationships between the community and the features discussed above range from moderately negative (issues of severance and changes to community's relationship / identity with features such as the dunes) to moderately positive (particularly associated with improved accessibility to these features and facilitating planned urban growth).

---

<sup>124</sup> Refer to the *Landscape Management Plan* (CEMP Appendix T, Volume 4).

## **People**

An increase in population in the Local area is anticipated with and without the proposed Expressway, reflected in the traffic modelling data.<sup>125</sup> Increased accessibility with the proposed Expressway is anticipated to lead to increased growth especially to the north. It is likely that a small number of residents will decide to move elsewhere as a result of the proposed Expressway when in operation. Other experiential effects of the operation of the Project on people are discussed in the wellbeing and way of life assessment in 7.4.3 below).

### **Daily Patterns**

For the Local area, the presence of the proposed Expressway and traffic noise have the potential to adversely affect people's day-to-day living and their enjoyment of the area. Some people may adjust some of their daily living patterns to avoid nuisance factors especially noise. However, for those adversely affected, it is anticipated that over time most people will gradually adjust to their new environment as it becomes part of their day-to-day life and surroundings. Communicating and reporting mitigation measures will be particularly important in facilitating and responding to concerns relating to noise, traffic flows and standards among residents. This is identified in section 8 of this report.

Many residents are anticipated to take advantage of the improved access and travel times resulting from the Project.

The adjustment to daily patterns is considered a minor negative social effect, while the improved access and travel times are considered a moderately positive social effect on daily patterns for the communities in the local area.

### **Economic Activity**

Improvement in accessibility to, from and within the Local communities will increase the attractiveness for business and residential development which in turn is likely to result in greater employment and population growth for the Local communities and Kāpiti Coast District.<sup>126</sup> The assessed reductions in unemployment and underemployment of resources will have socio-economic welfare enhancing benefits such as improved household income and resulting reduction in disparity of income across households in the communities. As a consequence of the reduction in traffic volumes on the existing SH1, there will be improved trading conditions for many businesses along that route, improving their socio-economic opportunities. Overall, these economic effects are considered to range from neutral to significantly positive (the range reflects the uncertainty of outcomes, e.g. for reductions in income disparity, and in recognition that the Project is only one factor that contributes to socio-economic growth).

### **Community Cohesion, Character, Structure and Stability**

Opportunities for social connectedness will be enhanced by the Project including opportunities for social interactions, relationships and networking. Social connectedness is a gauge of the broader concept of community cohesion.

---

<sup>125</sup> *Assessment of Transport Effects* (Technical Report 32, Volume 3).

<sup>126</sup> *Assessment of Economic Effects of the MacKays Crossing to Peka Peka Expressway* Brown, Copeland & Co Ltd, November 2011.

The Project will have an effect on community character (as encapsulated in the descriptions on community features discussed above). This effect will be particularly evident in localised areas bordering the proposed Expressway structures. Based on experience and review of other projects, it is anticipated that most residents can be expected to adjust to these effects over time. Ongoing involvement of the community in elements of detailed mitigation (e.g. landscaping) and opportunities for the community to provide feedback to the Project team, mitigate these effects by providing a sense of ownership and control in the future of the form of the Project in their communities. This mitigation is identified in section 8. Overall, community character effects in all communities are considered to be moderately negative to neutral.

Improved accessibility to the wider region will provide opportunity for growth and is in line with KCDC's growth strategy. This is considered a positive effect in terms of both the regional and local growth aspirations.

Any social tensions / divisions within the community resulting from the Project are expected to reduce following the completion of construction, as people move on with their own lives and adjust to the presence of the Project in the Local communities. This is considered a minor negative transitioning to neutral effect over time.

### **20.6.8.3 Wellbeing and Way of Life**

Operational effects of the Project on wellbeing and way of life relate to both the changes to the community as a result of the Project (as identified above), the physical effects of the Project on the environment and how this relates to the communities' residents and visitors, and the physical changes to accessibility and connectivity resulting from the Project.

#### **Noise**

There will be a shift in traffic noise as a result of the proposed Expressway in operation. Traffic flows from the existing SH1, with lower traffic volumes and changing characteristics of this facility, are expected to reduce to around a half. A significant reduction in volume of heavy commercial vehicles on the existing SH1 is expected.<sup>127</sup>

Those people living near the existing SH1 will experience reductions in traffic noise. This will be a benefit to those residents and users of facilities in these areas, who will be able to enjoy a quieter neighbourhood.

Some people (related to their proximity to the proposed Expressway) will experience traffic noise at their residence that will be new to them. For some, traffic noise will be a significant disturbance and annoyance depending on their situation and perspective (e.g. for those who specifically chose their neighbourhood for its quietness, such as residents of properties in the Milne Drive area (Paraparaumu) or residents in Peka Peka). Other areas, such as Te Moana Road are expected to experience a reduction in heavy commercial vehicles which will reduce traffic noise for some neighbouring residents. However volumes of heavy commercial traffic are anticipated to increase on Park Avenue and will add to the noise and sense of busy-ness of the area. Heavy commercial traffic is anticipated to increase on Paetawa Road also.

Changes in traffic noise at some buildings near the proposed Expressway will be in excess of the external noise criteria used. The *Assessment of Traffic Noise Effects* (Technical Report 15, Volume 3) identifies additional mitigation measures required to reduce noise to

---

<sup>127</sup> Refer to *Assessment of Transport Effects* (Technical Report 32, Volume 3).

acceptable levels for people. These additional measures will include building modification.

<sup>128</sup>

While acknowledging that the individual effects on wellbeing and way of life may represent a significant negative effect for a very small number (recognising that these people may consider the change in character or environment of their residence is such that they would choose to live elsewhere<sup>129</sup>), the community level social effects on wellbeing and way of life from the changes to noise range from moderately negative to minor positive.

### **Air Quality and Health**

An area of concern for the Project relates to perceptions and concerns of potential health effects from air discharges. It is acknowledged that some people will continue to have fears over ill-health, and that this concern in itself has an effect on people's wellbeing and overall quality of life.

Air quality, due to discharges to air associated with vehicles using the proposed Expressway, is anticipated to be within the relevant health-based assessment criteria Resource Management (National Environmental Standards Relating to Certain Air Pollutants, Dioxins and Other Toxics) Regulations 2004 (as amended) (AQNES) and the New Zealand Ambient Air Quality Guidelines 2002 (NZAAQG). The highest cumulative concentrations of air pollutants, which include contributions from background sources, existing roads and the proposed Expressway, are all significantly lower than the relevant, health-based standards and guidelines. Motor vehicle emissions associated with the operation of the proposed Expressway are unlikely to cause adverse effects on human health in Local communities. Any adverse effects that may occur are anticipated to be minimal.

There will be improvements in air quality near the existing SH1 due to reduced levels of traffic and the consequent reduction in congestion. These improvements will be welcomed by people especially those living near the State highway.

The proposed Expressway will bring about significant improvements to **road safety**, which will have a positive effect in relation to the health and wellbeing of local residents (for road users, pedestrians and cyclists). In addition, road users from elsewhere in the region will benefit (this is a regional effect addressed elsewhere).

Overall, on the basis of the above issues, the social effects on health are considered to be minor negative to minor positive. The adverse effects will be experienced by those in proximity to the Project (relative to the air shed), and the positive effects will be experienced by the wider communities.

### **Lighting**

Concern has been expressed over the potential effects of lighting for residential properties nearby and in rural areas, particularly disturbance at night to people's wellbeing.

Lighting effects from the proposed Expressway will be at the interchanges, some secondary bridge lighting where the proposed Expressway spans over a local road and some headlight

---

<sup>128</sup> Refer to the *Assessment of Traffic Noise Effects* (Technical Report 15, Volume 3).

<sup>129</sup> The profile of the community does not identify economically vulnerable groups who have limited opportunity for such choice.

sweep. There will be no spill light on residential properties except for those properties adjacent to and north east of Kāpiti Road. However mitigation measures proposed will reduce spill light for adjacent residential properties below the current level.<sup>130</sup> The cycleway/walkway will be illuminated from Raumati Road to Mazengarb Road. Residential properties are nearby at Kāpiti Road only, and the same mitigation measures apply. Given these lighting effects and the safety needs for lighting, it is considered that the social effects of the proposed lighting for the Project will be minor negative to neutral.

## Visual and Landscape

Visual and landscape effects are recognised as contributing to community wellbeing as outlook and character contribute to people's sense of identity, pride and relationship with their neighbourhood. The visual and landscape effects have been considered in the *Assessment of Landscape and Visual Effects* (Technical Report 7, Volume 3). This includes specific consideration of the social matters identified above. In this regard, the conclusions of the landscape and visual assessment are considered to be the same as for the social assessment. For completeness, these conclusions are summarised here.

The proposed Expressway route traverses characteristic features of the area, namely undulating dune and peatland landscape. Adverse effects on these features are unavoidable even with mitigation.<sup>131</sup> Changes to and loss of dunes and peatland will have an adverse effect on the nature of the Local area and people's enjoyment of it.

The proposed Expressway will be an unavoidable visual component in the landscape. From several locations the proposed Expressway will feature highly visible elevated embankments, overbridges and interchanges especially to travellers on local roads. The large bridge over the Waikanae River, the bridge and embankments crossing Wharemauku Stream, and interchanges at Kāpiti Road and Te Moana Road will affect the visual amenity of these areas. At other locations the landscapes will change, not adversely affect visual amenity but will be different such as along Makarini Street. For those who lose views of open space and traffic views become prominent such as at Chilton Drive, enjoyment of views may be significantly adversely affected. However, it appears few residents are affected in this way.

The landscape character has been adversely affected by the linear nature of the proposed Expressway bisecting the local area. Changes in the existing landscape character are adversely affected in the Wharemauku Basin, at Waikanae River and the Te Moana interchange.

Concerning visual amenity, effects are anticipated to be very high (that is, the proposal is prominent and significantly restricts views, for viewing audience within 100m) in the three character areas of Wharemauku Basin, Waikanae River and Te Moana, and high (that is, the proposal is a major element of mid-ground view from within 200m) in the four character areas of Raumati South, Raumati Road, Kāpiti Mazengarb and Peka Peka North.<sup>132</sup> The proposed Expressway will unavoidably be there but mitigation will lessen adverse effects on people's enjoyment of the landscape and area.

---

<sup>130</sup> Refer to *Assessment of Lighting Effects* (Technical Report 8, Volume 3).

<sup>131</sup> Details are provided in the *Assessment of Landscape and Visual Effects* (Technical Report 7, Volume 3).

<sup>132</sup> Refer to the assessment and character areas as defined in the *Assessment of Landscape and Visual Effects* (Technical Report 7, Volume 3).

Visual effects associated with the Project affect residents in Local communities and drivers and passengers whether from Local communities, elsewhere in the region or beyond. However, those living directly adjacent to the proposed Expressway are most affected visually, with effects diminishing significantly for those residents where views are shielded by dwellings, trees, dunes and other features.

Kāpiti Island is an iconic feature for the District. For road users travelling west on Kāpiti Road, Kāpiti Island will be momentarily out of view on approaching the proposed Expressway. The view of Kāpiti Island will be impaired for only a very few residents from their dwellings.<sup>133</sup>

## **Education**

The proposed Expressway is anticipated to enhance access to educational facilities in the Local communities.

Some educational facilities will benefit from quicker access for students and staff by using the proposed Expressway, for example, teachers and students coming from Waikanae to Kāpiti College on Raumati Road. For those who take students to school it may be quicker by car if they use the proposed Expressway, which will reduce travel times and provide a benefit to people's wellbeing.

Students coming from outside the area may benefit from better connectivity to / from educational facilities such as Te Ra School and Kāpiti College, and adult students at the Arts and Crafts Rooms and Gallery by using the proposed Expressway.

In Raumati students from Leinster Avenue will have no direct access to the existing SH1 but will access the existing SH1 via Poplar Avenue.

Kāpiti Primary school and educational services in Ngahina Street in Paraparaumu, will have minor access benefits as a result of the minor reductions in traffic volumes over time on Rimu Road, south of Kāpiti Road and Kāpiti Road, west of the existing SH1 (as these changes occur).<sup>134</sup>

With increased accessibility as a result of the proposed Expressway, some schools in Paraparaumu may gain students from Waikanae and vice versa. For residents way of life, this may be a positive social effect as it provides choice but conversely may have a minor effect on neighbourhood dynamics (e.g. with a small number of children in neighbourhoods attending different schools).

The additional cycleway/walkway over the Waikanae River will considerably reduce travel time to College for some. This is a positive social effect for these students in the community.

## **Social Services**

Access to social services throughout the Local communities is anticipated to be enhanced by the proposed Expressway. For those accessing social services in Paraparaumu, traffic is anticipated to decrease on Rimu Road, south of Kāpiti Road and Kāpiti Road west of the existing SH1 where several health and social services are located. The reduction in traffic volumes will make it easier for Local people to access these health and social services.

---

<sup>133</sup> *Ibid.*

<sup>134</sup> Refer to the *Assessment of Transport Effects* (Technical Report 32, Volume 3).

It is anticipated that the expected travel time improvements of the proposed Expressway will benefit emergency services, reducing times to attend some emergencies. The reduction over time of traffic volumes on Kāpiti Road will assist emergency and health services traffic turning into Kāpiti Road from Warrimoo Street.

Access to health and social services in Waikanae Village will be easier from Te Moana Road with reduced volumes of traffic. For those travelling from Waikanae to Paraparaumu for social services, the proposed Expressway will be a quicker alternative for some from the Te Moana interchange and exiting at the Kāpiti Road interchange.

It is recognized that the traffic speed on the proposed Expressway may be perceived as a deterrent by some elderly who may keep using the existing SH1 route. For these people, the existing SH1, with less traffic and upgrading, will become a more desirable road on which to travel. Although longer than the proposed Expressway from parts of Paraparaumu to Waikanae, some elderly drivers (as a vulnerable group) will consider the existing SH1 a safer route than the proposed Expressway.

Overall the effect of accessibility to social services is considered to be neutral to moderately positive for the communities and identified vulnerable groups.

### **Reserves and Recreation**

The Project permanently requires recreation land from QE Park. This is a small area of land relative to the whole reserve and it not currently used for recreation to the extent of the other parts of the Park. However, the requirement for this land is recognised as a negative social effect as it also removes the opportunity to develop the area in the future.

The Project also requires the uptake of the land corridor set aside and designated for roading purposes. Part of this land has been used as open space by the communities. While it is acknowledged this was not formal recreation or reserve land, this is a social effect on recreation activities in the area.

The proposed cycleway/walkway and bridleway will open up access and possible connections to several reserves and recreational areas in the Local communities. In Raumati, the proposed cycleway/walkway and bridleway will give direct access onto QE Park via Poplar Avenue. This is a positive social effect. Safe parking for those starting from this point will contribute to achieving wider regional social benefits for QE Park access.

The proposed cycleway/walkway through Paraparaumu will provide another recreational area within the community which will help to counteract additional busy-ness associated with increased traffic on and off Kāpiti Road around the interchange. The new walkway crosses and connects to other walkways and cycle ways already in existence, for example at Waikanae River, thus providing greater recreation connectivity within Waikanae. It will also link up with existing recreational areas such as Waikanae Park thus increasing accessibility to, and use of, those areas.

The Nga Manu Nature Reserve will be more accessible with the proposed cycleway/walkway.

The Kāpiti Pony Club will be required to re-locate from the leased land on Raumati Road before construction. In the longer term, the club will benefit overall from new and safe bridleways alongside the proposed Expressway in the Local area. The bridleway will be a significant benefit to the horse riding fraternity including the Equestrian Centre and Vaulting Club providing a dedicated area for their usage.

Overall, the social effects on recreation and reserves is considered to range from neutral to moderately positive, for those users of these facilities in the communities.

## Transport, Accessibility and Connectivity

The Project will generate accessibility and connectivity improvements in the Local communities, which are considered to result in positive social effects on people's way of life. Many of these effects have been considered in the assessment above. The Project will improve accessibility to the State highway network and travel times to other areas in the Region, including places of work. A number of people in the local communities work in Wellington, Tawa, Porirua, Whitby / Pukerua Bay, Lower Hutt, Eastern Bays / Wainuiomata, Upper Hutt, Paraparaumu, Waikanae, Northern Kāpiti, Wairarapa, as indicated in Appendix 20.A: Table 11. The Project will improve accessibility to the State highway network and travel times to other areas in the Region for community facilities and facilities of regional importance such as hospitals and specialist medical care, the inter-island ferries and Wellington airport also. The existing linkages within the Local communities, including east / west linkages to Local services / amenities / facilities, will be maintained. The remainder of this assessment focuses on these wider accessibility and connectivity effects and other general accessibility and connectivity issues.

There has been comment from some local residents who feel they may be disadvantaged by partial interchange access only to the proposed Expressway, especially at the Peka Peka interchange. While these residents will receive overall net accessibility benefits (due to improved useability of the existing SH1) it is acknowledged that this is an unattained benefit for these people in this Project.

The Project will divert passing through traffic (including heavy vehicle traffic) and some local traffic from the existing SH1. This will have the effect of improving travel times for local residents who currently use the existing SH1 for local access.<sup>135</sup> This will improve accessibility for these residents travelling within the communities on this route.

There will be improved connectivity for vehicle users (and passenger transport users) through the Project area and within the Project area, especially between Paraparaumu and Waikanae, with full interchanges at Kāpiti Road and Te Moana Road. The proposed Expressway is expected to provide significant travel time savings for local users.<sup>136</sup> The proposed Expressway will be a welcome alternative to the current situation for some residents and will provide positivity, accessibility and connectivity benefits for these people.

Traffic volumes on the existing SH1 will reduce significantly (detailed in the Project description in section 5). Delays currently experienced at priority controlled intersections on the existing SH1 include Poplar Avenue, Raumati Road, Ihakara Street and Otaihanga Road.<sup>137</sup> These delays are anticipated to significantly reduce when the existing SH1 becomes a local road and will result in more enjoyable travel experience for local residents as well as other users. Patterns in traffic volumes on local roads will change as a result of the proposed Expressway in operation. In many cases there will be decreases in traffic volumes (as indicated in the *Assessment of Transport Effects* – Technical Report 32, Volume 3). It is anticipated that these decreases in traffic volumes may change the nature of neighbourhoods and for some people make them more attractive and liveable. Reduction in

---

<sup>135</sup> *Assessment of Transport Effects* (Technical Report 32, Volume 3).

<sup>136</sup> *Ibid.*

<sup>137</sup> *Ibid.*

delays will provide more flexible travel patterns for some people improving accessibility and connectivity.<sup>138</sup>

The decrease in traffic on the existing SH1, and the re-development of SH1, will enable better access to Paraparaumu east of the railway line, and Waikanae East as well as to the train stations at Paraparaumu and Waikanae (on the eastern side of the lines). This addresses an existing community accessibility and connectivity constraint and improves safety for users of these connections. This is considered a moderately positive effect of the Project for these users.

Increases in traffic volumes are also anticipated in some locations (as indicated in the *Assessment of Transport Effects – Technical Report 32, Volume 3*). Increases in Kāpiti Road traffic volumes will be noticeable to local residents, particularly around the Kāpiti Road interchange. The interchange at Kāpiti Road improves accessibility, particularly to the industrial area, Kāpiti airport and Paraparaumu Beach.

Turning right onto Kāpiti Road from Arawhata Road is currently difficult at peak time and a concern for some people (the residential area between Arawhata Road and the proposed Expressway), who have expressed the concern that reduced accessibility will effectively leave them landlocked. This is considered unlikely as lights at the proposed Expressway will create gaps in traffic flow on Kāpiti Road and enable Arawhata Road traffic to turn right onto Kāpiti Road. It is anticipated that traffic flows on Arawhata Road will experience a small decrease over time.<sup>139</sup> Further, as traffic flows will be monitored there is the opportunity to introduce mitigation measures if required (e.g. changing light phasing etc). This monitoring is proposed as a requirement for the Project (see section 8).

Park Avenue north of Te Moana Road will experience an increase in traffic volumes. While the increase will be a normal volume for a secondary arterial road, it is anticipated to change the nature of the neighbourhood to one of busy-ness. This may also affect local people's ability to connect across this route.

Where local road traffic volumes increase as a result of the Project, it will be important that residents, schools, social services and pedestrians / cyclists are fully aware of the expected increases in traffic volumes to ensure their safety and travel preparedness. This mitigation is defined in section 8.

The proposed Expressway provides an alternative route through the Local area and alternative access over Waikanae River, improving accessibility over this physical constraint. Some residents have been wanting an alternative route, although preferably as a local road, and a second bridge over the Waikanae River for some time.

Use of the proposed Expressway will result in travel time improvements for bus transport users. There will be an opportunity to establish a Paraparaumu to Waikanae Beach bus route using the proposed Expressway. The public bus service and Mana Coach school bus service are likely to review their bus routes and may benefit from the alternative route provided by the proposed Expressway. These will improve connectivity for these users (including vulnerable groups).

There is a short distance relocation of the bus stop on Kāpiti Road and the Peka Peka bus stop. This is likely to have minimal adverse effects on bus transport users.

---

<sup>138</sup> Refer to *Assessment of Transport Effects* (Technical Report 32, Volume 3).

<sup>139</sup> *Assessment of Transport Effects* (Technical Report 32, Volume 3).

Significant 'way of life' benefits are expected for cyclists in the local study area, as a result of the proposed cycleway/walkway making the user experience a pleasant one separate from vehicular traffic. This is also a safety improvement.

Existing east / west local road, cyclist and pedestrian connections will be maintained.<sup>140</sup> The formal and informal walkways and cycle ways in Raumati will have some minor changes such as access onto the existing SH1 from Leinster Avenue.

Users of the Wharemauku Stream and its walkway, cycle way and bridleway will experience some noise in the vicinity of the proposed Expressway but will benefit from the proposed cycleway/walkway providing further connections north / south.

There are currently two informal accessways used by walkers (Ihakara Street to the Wharemauku Stream and the other in the vicinity of Makarini Street). These walkways will be formalised and connected to the cycleway/walkway. This is considered to be a positive social benefit for users of these features.<sup>141</sup>

Enhanced connectivity within, and to and from the Local communities from the proposed Expressway, and the enhanced walkways, cycle ways and bridleways will help balance severance issues arising from construction of the proposed Expressway.

### **Quality of Life**

Overall, noise effects of the operational proposed Expressway have perhaps the greatest potential effect on the wellbeing and quality of life of residents in the Local communities. Given the existing low-noise environment where the proposed Expressway is proposed, the Project will increase the noise levels especially for residents close to the proposed Expressway as discussed above. The noise mitigation measures are the 'best practicable option', given other effects (including social effects) associated with noise mitigation (for example, the visual and amenity effects of noise barriers). Overall, given the existing low noise environment, the proposed noise mitigation is considered to enable residents to at least retain the quality of their living environment. For some others, the quality of life is anticipated to be improved by greater access to and improved travel times on the proposed Expressway. On this basis, the assessment of effects on quality of life is anticipated to range from moderately negative to moderately positive. The greatest adverse effects will be experienced by those affected by the changes to the noise environment, while the positive effects will be experienced by the wider communities.

#### **20.6.8.4 Culture**

Once operational, the proposed Expressway is likely to have an effect on local cultural values. It will change the 'look and feel' of some neighbourhoods to some extent. People's identity with the area, whether it is with their community, and / or the coast, dunes, beach, Kāpiti Island, and being part of the Kāpiti Coast may be adversely affected. The proposed Expressway may psychologically sever people's identity with the area.

The proposed Expressway has been aligned to avoid the valued Maketu tree and the Takamore Urupa. While the proposed Expressway traverses a significant cultural landscape and affects areas of wahi tapu significance, the Takamore Trust has gained assurance from

---

<sup>140</sup> *Ibid.*

<sup>141</sup> Refer to the *Assessment of Urban Planning and Design Effects: Technical Report 6, Volume 3 and Assessment of Transport Effects (Technical Report 32, Volume 3)*.

NZTA that their places of cultural importance will be protected and maintained.<sup>142</sup> In consultation about the Project, a number of people also expressed the importance of retaining archaeological and heritage sites in the area.

The Greenaway Homestead setting will be returned to a state similar to when it was constructed by the removal of three adjacent houses, as indicated in the *Assessment of Built Heritage Effects* (Technical Report 10, Volume 3). This is anticipated as a positive effect although the proposed Expressway Alignment will be nearby.

Improved accessibility within and between local communities is likely to enhance people's opportunity to participate in cultural practices.

As discussed, once operational, the Project has the potential to significantly increase public appreciation of QE Park through use of the proposed Expressway and cycleway/walkway and bridleway in the Park.

Given the Project design and mitigation proposed, while the above effects are anticipated to be minor for many people, it is likely there will be moderately adverse effects for others. In particular, those people who have been in the area for a long time have expressed a greater affinity to the cultural features and values in the communities. Other than the Project design (which has avoided many of the cultural features, as discussed above), this adverse effect will be mitigated by community involvement in detailed design (identified in section 8). Residual effects are likely to reduce over time, as people become accustomed to the proposed Expressway.

---

<sup>142</sup> *Archaeological Scoping Report* (Technical Report 9, Volume 3).

**Figure 13: Operation Phase: Summary of Social Effect and Mitigation**

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with mitigation)
<b>Attitudes, Expectations and Aspirations</b>	More acceptance of the proposed Expressway  Severance	Throughout all communities		Significantly negative – moderately positive
<b>Community Features</b>	A new transport feature, severance, improved access  Changes in identify and relationship with features	All communities		Potentially moderately negative – moderately positive
People	Changes in population movement	Potentially all communities		Minor negative – minor positive
Daily Patterns of Living	Adjust daily patterns  Take advantage of improved access and travel times	All communities	On-going community about the Project	Minor negative - moderately positive
Economic Activity	Increased attractiveness to business, employment opportunities, reduction in unemployment and underemployment	All communities	As per the economic assessment ( <i>Assessment of Economic Effects of the MacKays Crossing to Peka Peka Expressway</i> Brown, Copeland & Co Ltd, November 2011)	Neutral – significantly positive

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with mitigation)
Community Cohesion Character, Structure and Stability	Improved connectedness  Busy-ness in some neighbourhoods and reduced noise in others  Tensions dissipating	All communities		Minor negative - moderately positive
<b>Wellbeing and Way of Life</b>  Noise	Disturbance, annoyance, changing household and daily patterns to less traffic noise experienced	Throughout all communities	Low-noise road surface material, road-side barriers, higher and longer edge safety barriers, combination of bunds and barriers, building envelop improvements	Potentially moderately negative – minor positive
Air Quality / Health	Concern and improved safety	All communities	Not required	Minor negative – minor negative
Lighting	Nuisance to interest	Near interchanges and lighted cycleway/walkway	Use of road lanterns, installation of backshields and repositioning lamp reflectors	Minor negative – neutral
Visual and Landscape	Changes to characteristic features including dunes, floodplains and wetlands  Loss / reduction of visual amenity  Negative change to landscape character	All communities	Detailed in the <i>Assessment of Landscape and Visual Effects</i> (Technical Report 7, Volume 3)	

Theme	Anticipated Social Effects	Community/ies	Mitigation	Level of Effect (with mitigation)
Education, Social Services, Reserves and Recreation	Greater access, shorter travel times	Throughout all communities		Neutral to moderately positive
Transport, Accessibility, Connectivity	Severance, greater accessibility and connectivity, improved travel experience for vehicle users  Travel time improvements for bus users  Improvements in access and connectivity for cyclists, pedestrians and horse riders	Throughout all communities	Liaison group, design work on pedestrian and cycle connections, design work on bus stop locations, consideration of traffic calming measures, and design work on alternative access to properties	Minor negative - significantly positive
Quality of Life	Noise, greater access and improved travel times	Throughout all communities		Moderately negative - moderately positive
<b>Culture</b> <sup>143</sup>	Greater connectedness	Throughout all communities		Minor negative - significantly positive

---

<sup>143</sup> Refer to the *Takamore Trust Cultural Impact Assessment* (Technical Report 11, Volume 3).

## 20.7 Mitigation, Management and Monitoring

Mitigation has been an on-going and important part of the Project development. The following recommendations have been taken up in the Project design stage, and this report recommends further mitigation and monitoring over construction and operation.

### 20.7.1 Mitigation during Planning

The Project design / mitigation development process has been carried out in parallel with SIA and other technical discipline work. This process has enabled social and other technical considerations, and community feedback to inform the overall Project development and design on an on-going basis.

#### 20.7.1.1 Alternative Route Options

During the consideration of alternative route options,<sup>144</sup> two overall social criteria were taken into account.<sup>145</sup> They were:

- Displacement - to the extent of displacement of households, businesses, community services and facilities; and
- Community wellbeing - to have as few negative effects as possible on community wellbeing and way of life including community character, amenity and severance.

#### 20.7.1.2 The Consultation Process

The compilation of consultation feedback was specifically recorded so that issues raised could be taken into consideration before the preferred route Alignment was confirmed.

Once the preferred route was confirmed, consultation feedback on design features was sought and taken into consideration for the design of the Project is based.

A summary of such issues raised in consultation is included in feedback in section 5.5.1 of this report.<sup>146</sup>

#### 20.7.1.3 Project Design

The Project has been designed to avoid physical severance of any of the existing east / west arterial roads and walkway / cycle way / bridleway routes. The Project has also been designed to minimise the severance of existing roads. This has included providing alternative and safe access for; residents in Leinster Avenue on to the existing SH1, El Rancho, and properties on Otaihanga Road, Te Moana Road, Ngarara Road and Smithfield Road. Also, for all of the bridge locations where people are known to walk and cycle in large numbers (all crossings south of Otaihanga), the proposed Expressway bridges are split so that the north bound and south bound lanes are on separate bridges. This lets in light between each span to avoid darkness when pedestrians / cyclists travel beneath.

---

<sup>144</sup> Refer to *MacKays to Peka Peka Options Report* (Volume 1) for a full assessment of the multi criteria that were used to consider the alternative route options. This work was undertaken before consultation for the Project began.

<sup>145</sup> The criteria were based on the IAIA social effects assessment framework, international and national experience and practice in roading projects, and themes in KCDC documentation that are important to local people and communities.

<sup>146</sup> Refer to the *Consultation Summary Report* (Technical Report 3, Volume 3) for more details.

## 20.7.2 Mitigation and Monitoring Plans

The following actions are recommended to be incorporated in management plans for the planning, construction and operation phases of the Project and where appropriate for monitoring.

### 20.7.2.1 Planning Phase

The timeframe from close of consultation to Project decision is a period of stress and uncertainty for local people and communities. Although the waiting time between consultation and the RMA decision has been reduced with amendments to the RMA, it is important that Local communities and the public are kept informed about the Project on an on-going basis, and provided with certainty as to whether or not the Project will proceed and when, as soon as practicable.

Regular communication, keeping people and communities informed about what is happening with the Project, will help reduce anxiety. Announcements should include:

- Where NZTA is at and next steps to be taken regarding the Project, including that the Project will be lodged with the Environmental Protection Authority because of its national significance. This announcement should be for both regional and local audiences;
- Post-lodgment communication and consultation to address issues and concerns; and
- Information about the statutory approvals process, timeframes, consultation and submission opportunities. A procedure to promote community involvement in the statutory approvals process should be in place. The process will be new to many and an independent person will be available to assist people through the consenting process and provide advice could help local people.

On-going and open communication about the Project is important. Having a Liaison person to answer queries and concerns during this time will be very important.

It is also recommended that, for directly affected property owners whose whole property is required, NZTA continues its staged property purchase strategy<sup>147</sup> / resettlement assistance strategy already underway. For residents whose partial property take is considered to affect their quality of life, it is recommended that NZTA considers the complete purchase of the property if residents want this.

### 20.7.2.2 Construction Phase

On-going community liaison and communication between local communities, the region and national public, and the Project team will be particularly important during the construction phase to manage and minimise social effects.

#### ***Community liaison***

It is recommended that local liaison groups are established with representatives of the affected communities. These groups should include representatives from the following:

- Residential occupants;

---

<sup>147</sup> NZTA has made funds available on an on-going basis to purchase properties as requested by directly affected owners. This allows people to move on with their lives when they make that decision and avoids a lot of people wanting properties at the same time.

- Health and social service providers (including disability, aged care, social welfare, health organisations);
- Local schools (primary and Kāpiti College and Paraparaumu College);
- Pedestrian, cycle and bridal way organisations;
- Churches; and
- Iwi.

The liaison groups should be provided an opportunity to receive updates on construction works, provide feedback to the Project team, provide an interface with the community group they are representing and, as appropriate, input to mitigation design development (e.g. management of access for the local community over construction works, to consider detailed community requirements such as disabled / wheelchair access).

### ***Communication and Project information***

Communication over the construction period will be important to the wider communities. This will enable the communities to understand the construction programme and specific construction activities and is important to address the fears and concerns raised. The communication should include the following:

- Early notification to communities and the public about construction activities and their expected duration;
- Information to communities about the results of technical assessments where consultation has highlighted the need for information to be conveyed, such as air quality, noise and vibration. Conveying such information will help manage uncertainty and speculation of effects associated with the Project;
- Information to the Project Manager and design team about community concerns as they arise so these can be considered and responded to as appropriate;
- Contact details for the construction team and processes for raising concerns and / or making complaints;
- Processes for responding to complaints and reporting to the communities on actions taken; and
- Information to communities about opportunities for their involvement in detailed design for the Project, such as planting days for riparian rehabilitation.

On-going and open communication about construction and the Project is important. Having a Communications person(s) to answer queries and concerns during this time will be very important.

A *Stakeholder Communication Management Plan* (CEMP Appendix S, Volume 4) has been prepared which includes processes to inform Local communities of construction progress, engaging with Local communities to learn about the Project, provide early information on key Project milestones, and respond to queries and complaints.

### ***Construction management***

The *Construction Environmental Management Plan* (CEMP, Volume 4) details the principles, practices and procedures to be implemented by the Project team to manage, remedy and mitigate potential adverse environmental effects during construction of the proposed Expressway. The management of specific effects such as construction traffic, noise, vibration and air quality are included in the suite of management plans for the Project. In assessing the Project (particularly in section 7), the management processes set out in the

CEMP (Volume 4) have been used as the basis for establishing the potential social effects of construction (in other words it is assumed these measures will be in place).

The SCMP (CEMP Appendix S, Volume 4) and CEMP (Volume 4) will be reviewed after confirmation of the resource consent and designation conditions and will be revised in accordance with those conditions.

Making the CEMP (Volume 4) available on site (e.g. at the information centre), to the public for viewing, will provide a method to address community fears and concerns about construction management.

The training processes set out in the draft CEMP (Volume 4) for construction teams working on the site, will be important to address nuisances factors such as emissions (air) from construction vehicles and noise (e.g. avoiding reverse beepers and slamming car doors at night / early mornings).

### **20.7.2.3 Operation Phase**

#### ***Communications***

It is important that communications are open and on-going after the Project is in operation and particularly in the early operations phase when people and communities are adapting to the proposed Expressway in their lives. In particular:

- It is recommended that the nominated Communications person is available for six months after the Project is in operation and thereafter a contact person from within NZTA is identified (e.g. on the Project website and other communication materials) to answer and follow-up on queries and concerns;
- Advising the community and users of local roads of the proposed Expressway opening, its form (e.g. interchanges and where they are) and the anticipated changes to road usage and other intersections altered (e.g. the Hadfield / existing SH1 intersection).

It is recommended that on-going communications during the operation phase be included in the SCMP (CEMP Appendix S, Volume 4).

#### ***Traffic monitoring***

As part of its monitoring and management of traffic flows on Kāpiti Road, there is a need to continually assess traffic capability of turning right from Arawhata Road on to Kāpiti Road and the community wellbeing effects on residents in the Arawhata Road / Makarini Street area. Monitoring results from the traffic management plan, including for the existing SH1, Rimu Road and Te Moana Road, should be communicated to the local communities.

#### ***Reducing land take effects***

Concerning land not required for the Project once in operation, this should be assessed and where practicable, the NZTA should make this available for community purposes (including returning to adjacent property owners). This addresses those effects identified with land take for the Project.

#### ***Monitoring community severance***

It is also recommended that consideration be given to monitoring community connectedness. As a marker for social cohesion and a measurable aspect of social severance, it is recommended that monitoring of community connectedness be undertaken

by the Community Liaison Groups (identified above) in association with the Project Communications team.<sup>148</sup>

## **20.8 Summary and Conclusions**

A summary assessment of social effects on the Wellington Region, and the Local communities of Raumati, Paraparaumu, Waikanae and Peka Peka where the social effects of the Project predominantly apply, is provided for the planning, construction and operation phases of the Project. The assessment provides the range of social effects anticipated under each theme considered. Management and mitigation measures to avoid, remedy or mitigate the social effects identified have been noted in section 8.

### **20.8.1 Summary of Regional Social Effects**

#### **20.8.1.1 Transport, Accessibility and Connectivity**

Operation of the proposed Expressway is anticipated to result in significant positive social benefits for transport, accessibility and connectivity to the Wellington Region in terms of more reliable travel, improved accessibility (through reduced travel time) and enhanced connectivity (e.g. safety) through the Region and in and out of the Local area. Construction of the Project is anticipated to cause moderately to minor adverse effects in terms of temporary delays and inconvenience, mainly at the two locations where the proposed Expressway will join the existing SH1.

#### **20.8.1.2 Economic Growth and Development**

Operation of the Project is considered to have significant positive social benefits for growth and economic development through reduced travel time and economic opportunity. Construction of the proposed Expressway will provide employment and opportunities to improve people's economic and social wellbeing throughout the Wellington Region (e.g. for those providing services for the Project and people employed in the Project).

#### **20.8.1.3 Healthy Communities**

A reduction in traffic congestion, improved access to recreation / leisure opportunities and health services, improved traffic safety, and increased access to active modes of transport are anticipated from the Project. Vehicle emissions are anticipated to be within health requirements. However, health concerns relating to vehicle emissions are likely to be ongoing.

#### **20.8.1.4 Mitigation**

The planning phase has been the time when mitigation measures have been prepared. Feedback from consultation has been incorporated into the proposed Expressway design. Plans to manage engagement and communication, with people in the Region and Local communities, and the Project environment during construction have been prepared to avoid, remedy or mitigate effects of the Project.

With mitigation measures in place, the overall effects of the Project on the Region are anticipated to range from moderately negative on occasions during construction to

---

<sup>148</sup> Refer to the *Literature Review on Community Cohesion and Community Severance: Definitions and Indicators for Transport Planning and Monitoring*, for a methodology on monitoring community connectedness.

significantly positive when the proposed Expressway is in operation. Mitigation measures will reduce the potential for negative effects.

## **20.8.2 Summary of Local Social Effects**

### **20.8.2.1 Planning Phase**

Attitudes, expectations and aspiration have been focussed on Project options during Expo 1 and Project design during Expo 2. Feedback from consultation was considered for the preferred option, and once confirmed, for the design of the preferred option. Local communities' attitudes, expectations and aspirations have ranged from not wanting the Project to wanting it built tomorrow.

The process of consultation has resulted in people planning for community features that might be affected by the Project. This process has caused stress for some people and particularly those people directly affected. Changes in daily patterns of living and the future character of Local communities are of concern.

The planning phase has been a time of reflection and review about the effects of the proposed Expressway on local community services for those with responsibilities for education, health and social facilities and services, reserves and recreation and transport services. The planning phase has caused uncertainty about the future for some and an adverse effect on the quality of their lives. The proposed Expressway has been a concern and discussion point among cultural settings.

Overall, social effects in the planning phase range from significantly negative to moderately positive. The effects are felt by all Local area communities identified and particularly those who will be in proximity to the Project. Mitigation of these effects includes ongoing communication with the communities over the planning phase.

### **20.8.2.2 Construction Phase**

Construction activity, although temporary, will affect the Local communities and particularly those near construction activities.

Commencement of construction will end uncertainty about the Project proceeding or not, and will help people move on with their lives, and their expectations and aspirations for the future. People's attitudes, expectations and aspirations will depend on their perspective and the level of nuisance experienced. There are 75 private properties directly affected, and 42 of these properties require the relocation of households. Most of the households to be relocated are in the vicinity of interchanges at Poplar Avenue (Raumati) and Te Moana Road (Waikanae). Seven commercial businesses are also affected. Relocation of households and businesses, although unquantifiable at this stage, will be a potential loss to the Local communities.

All people in the local communities will be affected in some way by construction but not all negatively. Effects on people include disturbance, nuisance and stress. The Project has the potential to affect daily patterns of living especially for those near construction works. Emerging over construction, the character of the Local communities will change with the appearance of the proposed Expressway structure, loss of people in some neighbourhoods and an increased sense of busy-ness with the presence of the construction workforce.

Noise, dust and vibration from construction activities will have an effect on people in and near social sites where people gather, particularly the social sites, such as houses, that are near construction activities. People's wellbeing and way of life will be affected, especially those who live or work near construction sites or where their property access is affected. There is likely to be disruption and inconvenience for those travelling by road or bus, and for cyclists, pedestrians and horse riders.

Over the construction phase, the social effects on the local community range from significantly negative to minor positive. Management and mitigation of construction effects are particularly important for maintaining, and enhancing where possible, the Local communities' wellbeing and quality of life during construction. Mitigation includes community liaison, communication management, construction management and ongoing responsiveness to community concerns. Support of people from those in churches and at cultural centres will be particularly important during construction. It is important that vulnerable groups are included in the communication and liaison processes over construction.

### **20.8.2.3 Operation Phase**

By the time the Project is constructed, most residents can be expected to have factored the Project into their own expectations and aspirations about the future of their lives and communities. This is particularly the case given the relatively long construction period associated with the Project. The proposed Expressway coming into operation is an experience some people have not been looking forward to, particularly those living in close proximity to the Project and those that will not use it as it will represent a barrier. Conversely, for some it will be welcomed.

There will be a new transport feature in the Local communities and it is likely to have a severance effect to some extent, especially in Paraparaumu and Waikanae. Severance effects include: physical severance created by the linear feature through the communities and a psychological severance for residents due to the presence of the proposed Expressway. While connections across the proposed Expressway are maintained, the changing nature of traffic in some neighbourhoods will reduce connectivity across these routes (for example Park Avenue). Offsetting this reduced traffic for communities along the existing SH1 will be beneficial. Economic benefits are anticipated including increased attractiveness to businesses to the Local area, employment opportunities, and reductions in unemployment and underemployment. There will be greater access and shorter travel times to educational and social services, and reserves and recreation. There will be improved travel experiences for vehicle users, public transport users, and cyclists and pedestrians.

Noise effects of the operational proposed Expressway have perhaps the greatest potential effect on the wellbeing and quality of life of residents in the Local communities. Given the existing low-noise environment where the proposed Expressway is proposed, the Project will increase the noise levels especially for residents close to the proposed Expressway. The noise mitigation measures are the 'best practicable option', given other effects (including social effects) associated with noise mitigation (for example, the visual and amenity effects of noise barriers). Overall, given the existing low noise environment, the proposed noise mitigation is considered to enable residents to at least retain the quality of their living environment. For some others, the quality of life is anticipated to be improved by greater access to and improved travel times on the proposed Expressway.

Overall, the range of social effects of operation of the Project for the Local communities is anticipated to range from significantly negative (attitudes and expectations of some people) through to significantly positive (economic benefits for some). Mitigation, particularly communication and community liaison, will be important to ameliorate the negative effects.

### **20.8.3 Conclusion**

From a regional perspective, it is anticipated that there will be significant social benefits resulting from the Project, particularly economic and transport benefits. The Project also has operational benefits for the District and Local communities within it. However, there are negative social effects of the Project, which are borne disproportionately by those in close proximity to the Project, particularly those neighbourhoods immediately adjoining the

proposed Expressway. It is also recognised that the presence of the proposed Expressway in the Local communities will result in a change to the character of the communities.

Many of the negative social effects occur during construction. It is important that these effects are monitored and mitigated through construction management, communication and community liaison.

The Project design has mitigated a number of potentially negative social effects (e.g. maintaining local accessibility throughout the communities). Measures are proposed to mitigate other social effects during operation. Monitoring is proposed through a proposed community liaison group, to identify any residual social effects for these issues to be addressed.

## Bibliography

Baily, M. *Assessment of Urban Planning and Design Effects*: Technical Report 6, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Black, J. *Stakeholder Communication Management Plan*: CEMP Appendix S, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Bowman, I. *Assessment of Built Heritage Effects*: Technical Report 10, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Brophy, J. *Consultation Summary Report*: Technical Report 3, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Evans, B. & Faulkner, B. *Assessment of Landscape and Visual Effects*: Technical Report 7, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Evans, B. & Pratt, C. *Landscape Management Plan*: CEMP Appendix T, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Gibson, K. *Assessment of Lighting Effects*: Technical Report 8, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Goldie, A. *Construction Methodology Report*: Technical Report 4, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Interorganizational Committee on Guidelines and Principles for Social Impact Assessment. 1993. *Guidelines and Principles for Social Impact Assessment*. US Department of Commerce NOAA Tech Memo NMFS-F/SPO-16. Reprinted in *Impact Assessment* 12(2). May 1994, pages 107-152.

Interorganizational Committee on Guidelines and Principles for Social Impact Assessment. 2003. *Principles and guidelines for social impact assessment in the USA*. Reprinted in *Impact Assessment and Project Appraisal* 21(3). September 2003, pages 231-250.

Ibbotson, P. & Wilkening, S. *Assessment of Construction Noise Effects*: Technical Report 16, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Julie Meade Rose and Associates. 1998. *Assessment of Social Impacts and Social Severance: Supplementary Report to Beca Carter Hollings & Ferner Limited*.

Julie Meade Rose. 1998. *The Preliminary Social Feasibility Study of the Road Maintenance and Rehabilitation Program, Malawi to Snowy Mountains Engineering Corporation and World Bank*.

Kāpiti Coast District Council. 2007. *Community Profile: Census 2006: Kāpiti Coast, Otaki, Waikanae, Paraparaumu/Raumati, Paekakariki, Rural*.

Kirkby, C. *Assessment of Construction Air Quality Effects*: Technical Report 14, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Kirkby, C. *Assessment of Operational Air Quality Effects*: Technical Report 13, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Kirkby, C. *Construction Air Quality Management Plan*: CEMP Appendix G, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Minchington, J. *Assessment of Temporary Traffic Effects*: Technical Report 33, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Minchington, J. *Construction Traffic Management Plan*: CEMP Appendix O, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Mullen, D. *Te Runanga o Ati Awa ki Whakarongotai Inc Cultural Impact Assessment*: Technical Report 12, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Ngaia, B. *The Takamore Trust Cultural Impact Assessment*: Technical Report 11, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

NZ Transport Agency. *Professional Services Guide (PSG/13)*.

O'Keeffe, M. *Archaeological Scoping Report*: Technical Report 9, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Quigley, R., Thornley, L. & Quigley and Watts Limited. 2011. *Literature Review on Community Cohesion and Community Severance: Definitions and Indicators for Transport Planning and Monitoring: Report to NZ Transport Agency*.

Sadlier, E. & Jackson, K. *Construction Environmental Management Plan*: CEMP, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Vanclay F. 2003. *International Principles for Social Impact Assessment*. International Association for Impact Assessment. Special Publication Series No. 2. May 2003.

Whitlock, J. *Assessment of Vibration Effects*: Technical Report 18, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Wilkening, S. *Assessment of Traffic Noise Effects*: Technical Report 15, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

Wilkening, S. & Whitlock, J. *Construction Noise and Vibration Management Plan*: CEMP Appendix F, Volume 4 of the MacKays to Peka Peka Expressway Project AEE.

Wolfman, B., Whitfield, E. & Solanki, R. *Assessment of Transport Effects*: Technical Report 32, Volume 3 of the MacKays to Peka Peka Expressway Project AEE.

## Appendices

### Appendix 20.A: Demographic Profile

This appendix documents a demographic profile of the Region and Local communities in the Local area.

Table 1 focuses on changes in the usually resident population of the Region.

Tables 2 - 13 focus on the Local communities in the Local area. Data for Kāpiti Coast District, Wellington Region and New Zealand are also provided for comparison.

Tables 2 - 13 include:

- The two Census Area Units (CAUs) for Raumati and the total for Raumati;
- The four CAUs for Paraparaumu and the total for Paraparaumu;
- The four (CAUs) for Waikanae and the total for Waikanae;
- The rural CAU of Peka Peka;
- The total population for the SIA study area; and
- The population of Kāpiti District, Wellington Region and New Zealand.

Table 14 indexes deprivation in the Local area.

The review is based on data from the 2006 Census, with the inclusion of some data from the 2001 and 1996 Censuses to show growth and trends. It is important to note that data from the 2006 Census is now six years out of date. However, this data remains the most appropriate dataset available with which to compile the Local area demographic profile.

#### The Region

In 2006 Wellington Region had a population of 448,959. The percentage increase between Censuses was 5.9% between 2001 and 2006, and 2.3% between 1996 and 2001. The higher population growth in the Region between 2001 and 2006 reflects a national trend driven by an increase in net migration to New Zealand. However, the 5.9% increase between the last two Censuses compares with 7.8% for New Zealand. The national growth rates were driven by the strong growth rates in the northern cities of Auckland, Tauranga and Hamilton<sup>149</sup> (refer to Table 1).

The Region is made up of eight territorial local authorities and includes Wellington City, the capital city of New Zealand. The Kāpiti Coast District, where the Project is located, experienced strong and steady growth since 1996 (10.0% between 1996 and 2001, and 8.8% between 2001 and 2006). However, for the first time in many years, Kāpiti Coast District was not the fastest growing population for territorial authorities in the Region. Wellington City, with strong growth in apartment living since 2001, had a higher percentage growth rate of 9.5%.

---

<sup>149</sup> From Community Profile Census 2006 Kāpiti Coast District Council, June 2007.

Appendix 20.A  
Demographic Profile

**Table 1: The Region Usually Resident Population 1996 to 2006**

Territorial Local Authority	Usually Resident Population Census 1996	Usually Resident Population Census 2001	Usually Resident Population Census 2006	% Change from 1996 Census to 2001 Census	% Change from 2001 Census to 2006 Census
Wellington City	157,719	163,824	179,466	3.9	9.5
Hutt City	95,874	95,490	97,701	-0.4	2.3
Porirua City	46,626	47,370	48,546	1.6	2.5
Kāpiti Coast District	38,583	42,447	46,200	10.0	8.8
Upper Hutt City	36,714	36,372	38,415	-0.9	5.6
Masterton District	22,755	22,614	22,623	-0.6	0.0
South Wairarapa District	8,940	8,742	8,892	-2.2	1.7
Carterton District	6,813	6,849	7,098	0.5	3.6
Wellington Region	414,048	423,768	448,959	2.3	5.9
New Zealand	3,618,300	3,737,277	4,027,947	3.3	7.8

### Population Size

Table 2 shows the usually resident population and rates of population change for the Local area CAUs. A total of 35,742 lived in the Local area CAUs in 2006, representing approximately 77.4% of the Kāpiti Coast District and 8.0% of Wellington Region. Between 2001 and 2006 the Local area population increased from 31,953 to 35,742 people (7.1%). Paraparaumu Central, Paraparaumu Beach North, Otaihanga, Waikanae Beach, Waikanae East and Peka Peka CAU populations all increased, experiencing relatively high rates of population growth between 2001 and 2006 (more than 10%). Between 2001 and 2006 the Local area population increased by 7.1% and was lower than the growth rates for Kāpiti Coast District (8.8%) and New Zealand (7.8%).

**Table 2: Usually Resident Population (1996 - 2006)**

Area	Population Size			Change (1996 - 2001)	Change (2001 - 2006)
	1996	2001	2006		
Raumati South	3,144	3,324	3,546	6.7%	6.7%
Raumati Beach	3,840	4,158	4,467	8.3%	7.4%
<b>Total Raumati</b>	<b>6,894</b>	<b>7,482</b>	<b>8,013</b>	<b>7.1%</b>	<b>7.1%</b>
Paraparaumu Central	5,829	6,813	8,205	16.9%	20.4%
Paraparaumu Beach South	3,456	3,924	4,677	13.5%	19.2%
Paraparaumu Beach North	2,934	3,168	3,255	8.0%	2.7%
Otaihanga	765	993	1,110	29.8%	11.8%
<b>Total Paraparaumu</b>	<b>12,984</b>	<b>14,898</b>	<b>17,247</b>	<b>14.7%</b>	<b>15.8%</b>
Waikanae West	3,120	3,309	3,453	6.1%	4.3%
Waikanae Park	1,722	1,824	1,899	5.9%	4.1%
Waikanae East	1,662	1,794	1,986	7.9%	10.7%
Waikanae Beach	2,007	2,451	2,895	22.1%	18.1%
<b>Total Waikanae</b>	<b>8,511</b>	<b>9,378</b>	<b>10,230</b>	<b>10.1%</b>	<b>9.1%</b>
Peka Peka	141	195	252	38.30%	29.2%
<b>Local Area</b>	<b>28,530</b>	<b>31,953</b>	<b>35,742</b>	<b>8.5%</b>	<b>7.1%</b>
<i>Kāpiti Coast District</i>	<i>38,583</i>	<i>42,456</i>	<i>46,200</i>	<i>10.0%</i>	<i>8.8%</i>
<i>Wellington Region</i>	<i>414,048</i>	<i>423,768</i>	<i>448,959</i>	<i>2.3%</i>	<i>5.9%</i>
<i>New Zealand</i>	<i>3,618,300</i>	<i>3,737,277</i>	<i>4,027,947</i>	<i>3.3%</i>	<i>7.8%</i>

**Age Structure**

Table 3 summarises the age structure for the Local area CAUs in 2006. Age structure provides insight into the proportion of residents of 'preschool age', 'school and teenage years', in 'working age groups', and 'retirement age'. In the Local area CAUs, the youngest populations overall were in Raumati South and Paraparaumu Beach North (median age of 38

and 39, respectively). The oldest populations were in Waikanae Park and Waikanae West (median age of 59 and 62, respectively). The Local area had smaller percentages in all age groups, except for the retired age compared to Kāpiti Coast District. However, differences were noticeable within the age cohorts compared to Wellington Region and New Zealand. These included:

- There was a high percentage of preschool aged residents in Otaihangā compared to Kāpiti Coast District (7.0% compared to 5.7%, respectively); however, this statistic was consistent with the 6.8% of preschool aged residents for the Wellington Region and New Zealand;
- There were high percentages of school and teenage residents in Paraparaumu Beach North and Otaihangā (with 24.6% and 23.0%, respectively) compared to the Kāpiti Coast District (19.7%). These statistics were also above the percentages of school and teenage residents in the Wellington Region and New Zealand which had 21.1% and 22.2%, respectively;
- There were high percentages of working age residents (20-39 years) particularly in Raumati South (23.4%) and also in Paraparaumu Beach North (20.1%), Paraparaumu Central (20.4%), and Waikanae Beach (20.5%) compared to Kāpiti Coast District (18.3%). However, these statistics were below those for the Wellington Region (29.5%) and New Zealand (25.5%);
- There were high percentages of working age residents (40-64 years) particularly in Peka Peka (51.2%), Otaihangā (38.7%) and Raumati South (36.4%), compared to the Local area with 31.9% and Kāpiti Coast District (33.0%). These statistics were also above the percentages of working age residents (40-64 years) in the Wellington Region and New Zealand which had 31.1% and 31.6% respectively; and
- There were high percentages in the retired age cohorts (65+ years) in Waikanae Park (42.6%) and Waikanae West (46.3%) compared with Kāpiti Coast District with 23.3%.

**Table 3: Age Structure (2006)**

Area	0- 4 yrs	5- 19 yrs	20- 39yrs	40- 64yrs	65+ yrs	Median age
Raumati South	6.3%	22.8%	23.4%	36.4%	10.7%	38
Raumati Beach	6.0%	21.5%	17.4%	31.7%	23.5%	43
<b>Total Raumati</b>	<b>6.1%</b>	<b>22.0%</b>	<b>20.1%</b>	<b>33.9%</b>	<b>17.8%</b>	<b>45</b>
Paraparaumu Central	6.1%	20.4%	20.4%	29.2%	24.0%	42
Paraparaumu Beach South	5.3%	17.6%	17.6%	32.8%	26.9%	46
Paraparaumu Beach North	5.6%	24.6%	20.1%	32.2%	17.6%	39
Otaihangā	7.0%	23.0%	18.9%	38.7%	12.2%	40
<b>Total Paraparaumu</b>	<b>5.8%</b>	<b>20.6%</b>	<b>19.5%</b>	<b>31.3%</b>	<b>22.8%</b>	<b>42</b>

Waikanae West	3.6%	12.2%	10.3%	27.4%	46.3%	62
Waikanae Park	4.1%	12.3%	12.5%	28.9%	42.6%	59
Waikanae East	5.3%	17.2%	16.2%	33.1%	28.4%	48
Waikanae Beach	6.4%	18.5%	20.5%	34.5%	20.0%	43
<b>Total Waikanae</b>	<b>4.9%</b>	<b>14.9%</b>	<b>14.7%</b>	<b>30.8%</b>	<b>34.7%</b>	<b>53</b>
<b>Peka Peka</b>	<b>5.9%</b>	<b>17.8%</b>	<b>13.1%</b>	<b>51.2%</b>	<b>14.3%</b>	<b>47</b>
<b>Local Area</b>	<b>5.6%</b>	<b>19.3%</b>	<b>18.2%</b>	<b>31.9%</b>	<b>25.0%</b>	<b>46</b>
<i>Kāpiti Coast District</i>	<i>5.7%</i>	<i>19.7%</i>	<i>18.3%</i>	<i>33.0%</i>	<i>23.3%</i>	<i>44</i>
<i>Wellington Region</i>	<i>6.8%</i>	<i>21.1%</i>	<i>29.5%</i>	<i>31.1%</i>	<i>11.4%</i>	<i>35</i>
<i>New Zealand</i>	<i>6.8%</i>	<i>22.2%</i>	<i>25.5%</i>	<i>31.6%</i>	<i>12.3%</i>	<i>35</i>

## Gender

Table 4 provides a summary of gender for the Local area in 2006. The table shows insights into the balance of gender in each of the Local area CAUs. These include:

- The percentage of females exceeds the percentage of males in all the CAUs except Peka Peka. The percentage of females was 53.3%; 53.9%, 53.8% and 48.8% for Raumati, Paraparaumu, Waikanae and Peka Peka, respectively;
- Peka Peka was the only CAU with more than a 50% male population (51.2%) which compared to 46.5% for Kāpiti Coast District, 48.5% for Wellington Region and 48.8% for New Zealand;
- Waikanae Park and Waikanae West had the highest population of females (55.5% and 55.6%, respectively) which was also higher than that for the Wellington Region and New Zealand (51.5% and 51.2%, respectively); and
- The percentage of females in Raumati, Paraparaumu and Waikanae (53.3%, 53.9% and 53.8%, respectively) were also higher than for Wellington Region and New Zealand (51.5% and 51.2%, respectively).

<b>Area</b>	<b>% Males</b>	<b>% Females</b>
Raumati South	47.5%	52.5%
Raumati Beach	46.1%	53.9%
<b>Total Raumati</b>	<b>46.7%</b>	<b>53.3%</b>
Paraparaumu Central	46.1%	53.9%
Paraparaumu Beach South	45.2%	54.8%
Paraparaumu Beach North	46.6%	53.4%
Otaihanga	48.1%	51.9%
<b>Total Paraparaumu</b>	<b>46.1%</b>	<b>53.9%</b>
Waikanae West	44.4%	55.6%
Waikanae Park	45.5%	55.5%
Waikanae East	46.8%	53.2%
Waikanae Beach	48.2%	51.8%
<b>Total Waikanae</b>	<b>46.2%</b>	<b>53.8%</b>
Peka Peka	51.2%	48.8%
<b>Local Area</b>	<b>46.3%</b>	<b>53.6%</b>
Kāpiti Coast District	46.5%	53.5%
Wellington Region	48.5%	51.5%
New Zealand	48.8%	51.2%

## Ethnicity

Ethnic diversity provides insights into the culture and character in an area and the cultural networks that may exist. The ethnic composition is summarised in Table 5<sup>150</sup>. The following is noted for the Local area:

- Over 80% of the Local area population was European and the range for the CAUs was 80.2% at Paraparaumu Central and 84.4% at Waikanae Park. The European population in the Local area was higher than for Kāpiti Coast District (79.6%), and also higher than for Wellington Region and New Zealand (69.8% and 67.6%, respectively);
- The second largest group was Māori comprising 9.1% of the Local area population. Of the CAUs Paraparaumu Central had the highest percentage at 13.0% and Waikanae East, Waikanae Park and Waikanae West the lowest percentages (5.9%, 4.2% and 5.9%, respectively). The percentage of Māori residents in the Local area was lower than for Kāpiti Coast District, Wellington Region and New Zealand;
- The third largest group was Asian people comprising 2.2% of the Local area population. Of the CAUs, Paraparaumu Central had the highest percentage with 3.4% compared to Peka Peka with 0.0%. The percentage of Asian residents in the Local area was similar to Kāpiti Coast District (2.4%) but lower than for Wellington Region and New Zealand (8.4% and 9.2%, respectively);
- Pacific Peoples form 2.0% of the Local area, with the highest percentage in Raumati South (3.0%) and the lowest in Waikanae West (0.5%). The percentage of Pacific Peoples in the Local area was similar to Kāpiti Coast District (2.2%) but considerably less than for Wellington Region and New Zealand (8.0% and 6.9%, respectively); and
- Residents in the Local area who identified themselves as Middle Eastern, Latin American and African (MELAA) ethnicity formed 0.2% of the population. Four CAUs had no MELAA residents (Otaihanga, Waikanae East, Waikanae Park and Peka Peka) and the other CAUs all had very small percentages. The percentage of MELAA in the Local area was the same for the Kāpiti Coast District and less than the Wellington Region and New Zealand (1.2% and 0.9%, respectively).

---

<sup>150</sup> Residents can state more than one ethnic group therefore the totals do not necessarily add to 100%.

**Table 5: Ethnicity (2006)**

Area	European	Māori	Pacific Peoples	Asian	MELAA <sup>151</sup>	Other
Raumati South	81.6%	10.3%	3.0%	2.0%	0.2%	14.1%
Raumati Beach	83.0%	8.6%	2.3%	1.4%	0.2%	13.2%
<b>Total Raumati</b>	<b>82.4%</b>	<b>9.3%</b>	<b>2.6%</b>	<b>1.6%</b>	<b>0.2%</b>	<b>13.6%</b>
Paraparaumu Central	80.2%	13%	2.8%	3.4%	0.2%	12.1%
Paraparaumu Beach South	83.0%	8.1%	1.5%	3.2%	0.2%	12.7%
Paraparaumu Beach North	81.6%	10.7%	2.1%	1.8%	0.3%	14.8%
Otaihanga	81.7%	8.1%	1.4%	1.7%	0.0%	15.8%
<b>Total Paraparaumu</b>	<b>81.3%</b>	<b>10.9%</b>	<b>2.2%</b>	<b>3.0%</b>	<b>0.2%</b>	<b>13.0%</b>
Waikanae West	82.9%	5.9%	0.5%	1.5%	0.3%	14.5%
Waikanae Park	84.4%	4.2%	1.1%	1.1%	0.0%	14.5%
Waikanae East	82.5%	5.9%	1.7%	1.9%	0.0%	15.5%
Waikanae Beach	83.4%	7.7%	2.2%	1.5%	0.2%	13.8%
<b>Total Waikanae</b>	<b>83.2%</b>	<b>6.1%</b>	<b>1.3%</b>	<b>1.5%</b>	<b>0.2%</b>	<b>14.5%</b>
Peka Peka	83.1%	7.2%	1.2%	0.0%	0.0%	15.7%
<b>Local Area</b>	<b>82.1%</b>	<b>9.1%</b>	<b>2.0%</b>	<b>2.2%</b>	<b>0.2%</b>	<b>13.5%</b>
<b>Kāpiti Coast District</b>	<b>79.6%</b>	<b>12.3%</b>	<b>2.2%</b>	<b>2.4%</b>	<b>0.2%</b>	<b>13.4%</b>
<b>Wellington Region</b>	<b>69.8%</b>	<b>12.8%</b>	<b>8.0%</b>	<b>8.4%</b>	<b>1.2%</b>	<b>10.9%</b>
<b>New Zealand</b>	<b>67.6%</b>	<b>14.6%</b>	<b>6.9%</b>	<b>9.2%</b>	<b>0.9%</b>	<b>11.2%</b>

### Occupied and Unoccupied dwellings

Table 6 presents the numbers of occupied and unoccupied dwellings in the Local area CAUs. These two variables provide important trend information in understanding the effect that property acquisition may have on the proportion of dwellings in the wider community. In 2006, the Local area CAUs comprised 77.8% of the combined housing stock of Kāpiti Coast District, 8.9% of Wellington Region and 1.0% of New Zealand.

Table 6 also provides the percentage of unoccupied dwellings in the Local area CAUs. The number of unoccupied dwellings provides an understanding of the holiday home character of the Local area. In 2006, 12.4% of the Local area had unoccupied dwellings, the CAUs of Waikanae Beach and Peka Peka had the highest percentages of 37.8% and 35.1%, respectively. The percentage of unoccupied dwellings in the Local area (12.4%) was considerably higher than for Wellington Region and New Zealand (7.2% and 9.7%, respectively).

<sup>151</sup> Middle Eastern / Latin American / African.

**Table 6: Occupied and Unoccupied Dwellings (2006)**

Area	Number occupied	Number Unoccupied	% Unoccupied
Raumati South	1380	150	9.8%
Raumati Beach	1875	249	11.7%
<b>Total Raumati</b>	<b>3255</b>	<b>399</b>	<b>10.9%</b>
Paraparaumu Central	3321	216	6.1%
Paraparaumu Beach South	2064	267	11.5%
Paraparaumu Beach North	1266	123	8.9%
Otaihanga	411	30	6.8%
<b>Total Paraparaumu</b>	<b>7107</b>	<b>636</b>	<b>8.2%</b>
Waikanae West	1689	135	7.4%
Waikanae Park	846	87	9.3%
Waikanae East	831	72	8.0%
Waikanae Beach	1224	744	37.8%
<b>Total Waikanae</b>	<b>4590</b>	<b>1038</b>	<b>18.4%</b>
Peka Peka	111	60	35.1%
<b>Local Area</b>	<b>15063</b>	<b>2133</b>	<b>12.4%</b>
<b>Kāpiti Coast District</b>	<b>19368</b>	<b>3045</b>	<b>13.6%</b>
<b>Wellington Region</b>	<b>169344</b>	<b>13095</b>	<b>7.2%</b>
<b>New Zealand</b>	<b>1478709</b>	<b>159273</b>	<b>9.7%</b>

## Household Composition

Household composition indicates the types of households that are characteristic of an area. Table 7 indicates that household composition for the Local area in 2006 was similar to that of Kāpiti Coast District in all variables (One Family Household, Two Family Household, Three or more Family Household, Other Multi Person Household and One Person Household). However, percentages for the Local area and some CAUs differ from Wellington Region and New Zealand as follows:

- While the Local area had a similar percentage of one family households (66.4%) to Wellington Region and New Zealand (65.9% and 67.8%, respectively), Otaihanga had a higher percentage (78.8%);
- The Local area and Kāpiti Coast District had lower percentages of Other Multi-Person Households (2.2% and 2.4%, respectively) than for Wellington Region and New Zealand (6.0% and 5.0%, respectively); and
- While the Local area and Kāpiti Coast District had higher percentages of One Person Households (28.6% for each) than for Wellington Region and New Zealand (24.4% and 22.6%, respectively), Waikanae Park and Waikanae West had high percentages (33.9% and 36.9%, respectively).

**Table 7: Household Composition (2006)**

Area	One Family Household	Two Family Household	Three or more Family Household	Other Multi Person Household	One Person Household
Raumati South	72.0%	1.1%	0.0%	2.4%	22.5%
Raumati Beach	65.0%	1.3%	0.0%	1.6%	30.7%
<b>Total Raumati</b>	<b>68.0%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>2.0%</b>	<b>27.2%</b>
Paraparaumu Central	66.2%	1.5%	0.0%	2.5%	28.2%
Paraparaumu Beach South	63.0%	0.7%	0.0%	2.4%	32.0%
Paraparaumu Beach North	68.2%	1.7%	0.0%	2.4%	24.9%
Otaihanga	78.8%	0.7%	0.0%	2.2%	16.1%
<b>Total Paraparaumu</b>	<b>66.4%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>2.4%</b>	<b>28.0%</b>
Waikanae West	60.2%	0.9%	0.0%	1.6%	36.9%
Waikanae Park	62.9%	1.1%	0.0%	1.8%	33.9%
Waikanae East	70.4%	1.1%	0.0%	1.8%	25.2%
Waikanae Beach	70.9%	1.0%	0.0%	3.3%	22.9%
<b>Total Waikanae</b>	<b>65.4%</b>	<b>1.0%</b>	<b>0.0%</b>	<b>2.1%</b>	<b>30.5%</b>
Peka Peka	66.7%	0.0%	0.0%	0.0%	30.6%
<b>Local Area</b>	<b>66.4%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>2.2%</b>	<b>28.6%</b>
<b>Kāpiti Coast District</b>	<b>66.2%</b>	<b>1.2%</b>	<b>0.0%</b>	<b>2.4%</b>	<b>28.6%</b>
<b>Wellington Region</b>	<b>65.9%</b>	<b>2.1%</b>	<b>0.1%</b>	<b>6.0%</b>	<b>24.4%</b>
<b>New Zealand</b>	<b>67.8%</b>	<b>2.6%</b>	<b>0.2%</b>	<b>5.0%</b>	<b>22.6%</b>

### Household Mobility

Household mobility indicates the pattern of length of usual residence in an area (on Census night). Table 8 shows the number of years lived at the usual residence and in 2006 the Local area had similar percentages to that of Kāpiti Coast District. However, there are differences between the Local area and some CAUs compared to that of Wellington Region and New Zealand as follows:

- Overall there was greater mobility in the Local area and Kāpiti Coast District than for Wellington Region and New Zealand (higher percentages of residents in the Local

area and Kāpiti Coast District had been there for 1-4 years and 5-9 years compared to statistics for Wellington Region and New Zealand);

- A higher percentage of residents in Waikanae Park and Waikanae West have been in residence for 10-29 years (23.7% and 25.5%, respectively) than for the Local area overall (17.9%), and also for Wellington Region and New Zealand (20.1% and 19.1%, respectively); and
- The areas with the highest percentage of residents that had lived there for less than a year were Paraparaumu Beach South (24.5%) and Paraparaumu Beach North (23.4%) which was higher than the Local area (20.9%) and Kāpiti Coast District (20.6%). However, Paraparaumu Beach North (23.4%) was slightly above Wellington Region (22.7%) and similar to New Zealand (23.1%).

**Table 8: Years at Usual Residence (2006)**

Area	< 1 yr	1- 4 yrs	5- 9 yrs	10- 29 yrs	30 yrs or more
Raumati South	21.2%	33.1%	18.3%	19.3%	2.3%
Raumati Beach	19.3%	34.4%	19.8%	18.5%	3.2%
<b>Total Raumati</b>	<b>20.1%</b>	<b>33.8%</b>	<b>19.1%</b>	<b>18.9%</b>	<b>2.8%</b>
Paraparaumu Central	22.4%	34.3%	21.6%	13.9%	2.5%
Paraparaumu Beach South	24.5%	36.0%	16.8%	16.7%	1.5%
Paraparaumu Beach North	23.4%	31.6%	19.0%	17.2%	2.9%
Otaihanga	13.5%	34.6%	26.5%	20.0%	2.2%
<b>Total Paraparaumu</b>	<b>22.6%</b>	<b>34.3%</b>	<b>20.1%</b>	<b>15.7%</b>	<b>2.3%</b>
Waikanae West	15.7%	30.8%	21.9%	25.5%	2.9%
Waikanae Park	15.0%	32.4%	23.2%	23.7%	2.4%
Waikanae East	21.4%	29.9%	22.0%	19.8%	2.1%
Waikanae Beach	22.7%	35.8%	19.7%	14.6%	0.9%
<b>Total Waikanae</b>	<b>18.7%</b>	<b>32.3%</b>	<b>21.5%</b>	<b>20.9%</b>	<b>2.1%</b>
Peka Peka	15.5%	36.9%	27.4%	17.8%	1.2%
<b>Local Area</b>	<b>20.9%</b>	<b>33.6%</b>	<b>20.4%</b>	<b>17.9%</b>	<b>2.3%</b>
<b>Kāpiti Coast District</b>	<b>20.6%</b>	<b>32.6%</b>	<b>20.1%</b>	<b>18.8%</b>	<b>2.7%</b>
<b>Wellington Region</b>	<b>22.7%</b>	<b>30.1%</b>	<b>17.3%</b>	<b>20.1%</b>	<b>4.5%</b>
<b>New Zealand</b>	<b>23.1%</b>	<b>30.7%</b>	<b>16.2%</b>	<b>19.1%</b>	<b>4.2%</b>

### Vehicle Ownership

Table 9 presents the number of vehicles a household has for their use in the Local area CAUs. The number of vehicles provides important trend information on understanding the potential effects of vehicle use on the wider community. In 2006, the Local area CAUs showed that:

- 45.5% of households had the use of one vehicle and 33.3% had the use of two vehicles which was similar to that found for Kāpiti Coast District and Wellington Region. However, households with the use of one vehicle were above that for New Zealand (37.9%).
- There were 8.6% of households that had no vehicles in the Local area which was similar to that for the Kāpiti Coast District (8.5%) and New Zealand (8.1%), however below that in the Wellington Region (11.7%).

- There were no residents in Peka Peka that did not have a vehicle and there were only 1.5% of Otaihanga residents that did not have a vehicle.
  - The highest number of households that had no vehicles occurred in Raumati Beach (11.8%), Waikanae West (11.3%), Paraparaumu Beach South (10.5%) and Paraparaumu Central (10.3%) which were higher than for the Local area, the Kāpiti Coast District and New Zealand. The number of households that had no vehicles was similar to the Wellington Region.
  - The highest percentage of households that had three or more vehicles occurred in Otaihanga with 20.6%. This percentage was higher than that for the Local area (9.9%), Kāpiti Coast District (10.6%), Wellington Region (11.3%) and New Zealand (15.9%).
  - The lowest percentage of households that had three or more vehicles occurred in Waikanae West with 7.5%, this being lower than for the Local area (9.9%), Kāpiti Coast District (10.6%), Wellington Region (11.3%) and New Zealand (15.9%).
  - The highest percentage of one vehicle households occurred in Waikanae West and Waikanae Park (51.9% and 50.7%, respectively) and was higher than for the Local area (45.5%), the Kāpiti Coast District (44.6%), Wellington Region (43.5%) and New Zealand (37.9%).
  - The highest percentage of two vehicle households occurred in Peka Peka (59.5%) and was higher than for the Local area (33.0%), the Kāpiti Coast District (33.2%), Wellington Region (33.5%) and New Zealand (38.1%).
-

**Table 9: Number of Motor Vehicles (2006)**

Area	No Vehicle	One Vehicle	Two Vehicles	Three or More Vehicles
Raumati South	4.8%	40.5%	40.3%	10.6%
Raumati Beach	11.8%	44.8%	31.7%	9.2%
<b>Total Raumati</b>	<b>8.9%</b>	<b>43.0%</b>	<b>35.4%</b>	<b>9.8%</b>
Paraparaumu Central	10.3%	49.7%	29.1%	7.9%
Paraparaumu Beach South	10.5%	43.9%	32.4%	9.5%
Paraparaumu Beach North	8.1%	43.8%	32.8%	11.0%
Otaihanga	1.5%	31.6%	44.1%	20.6%
<b>Total Paraparaumu</b>	<b>9.5%</b>	<b>45.8%</b>	<b>31.7%</b>	<b>9.6%</b>
Waikanae West	11.3%	51.9%	27.5%	7.5%
Waikanae Park	7.1%	50.7%	29.6%	11.1%
Waikanae East	4.4%	43.4%	36.1%	13.1%
Waikanae Beach	3.8%	40.2%	40.5%	11.8%
<b>Total Waikanae</b>	<b>7.3%</b>	<b>47.1%</b>	<b>32.9%</b>	<b>10.3%</b>
Peka Peka	0.0%	24.3%	59.5%	10.8%
<b>Local Area</b>	<b>8.6%</b>	<b>45.5%</b>	<b>33.0%</b>	<b>9.9%</b>
<b>Kāpiti Coast District</b>	<b>8.5%</b>	<b>44.6%</b>	<b>33.2%</b>	<b>10.6%</b>
<b>Wellington Region</b>	<b>11.7%</b>	<b>43.5%</b>	<b>33.5%</b>	<b>11.3%</b>
<b>New Zealand</b>	<b>8.1%</b>	<b>37.9%</b>	<b>38.1%</b>	<b>15.9%</b>

### Travel to Work

Table 10 presents the means of travelling to work for the Local area CAUs. The majority of residents (42.2%) in the Local area travelled by private car to work. The next most common means to travel to work was by company vehicle 13.5% however just as many did not go to work at the time of the census. In the study area 8.2% of workers used the train to get to work while the 7.9% of residents worked from home and 3.7% travelled as passengers in a vehicle.

The means of travel to work used by the residents within the Local area had a similar trend to the Kāpiti Coast District overall but showed some variances with that for Wellington Region and New Zealand. These variances included:

- There were more residents that worked from home in the Local area (7.9%) compared with the Wellington Region (5.7%). However, the trend was similar to that for New Zealand (8.3%);
- There were more residents in the Local area that did not go to work (12.4%) on the 2006 census day compared with Wellington Region and New Zealand (10.1% and 10.3%, respectively);
- There were a higher percentage of residents that either drove a private car or company car (42.2% and 13.0%, respectively) to work compared to the Wellington Region (39.5% and 9.0%, respectively). However using a private vehicle to travel to work was below the percentage for New Zealand (47.9% and 10.7% respectively);
- A greater percentage of residents in the Local area travelled to work on the train (8.2%) compared to Wellington Region (5.8%). The percentage was higher than for the rest of New Zealand (1.0%);
- A lower percentage of residents in the Local area used the bus as a means to travel to work (1.6%). However the percentage was similar to Kāpiti Coast District (1.3%) but lower than the percentage for the Wellington Region and New Zealand (7.6% and 3.0%, respectively); and
- The percentage of residents that walked or jogged to work in the Local area was 3.2% which was similar to that for the Kāpiti Coast District (3.4%) and lower than that recorded for the Wellington Region (8.8%) and New Zealand (5.3%).

The modes of travel to work were similar for each community within the Local area.

**Table 10: Travel to Work (2006)**

Area	Worked at home	Did not go to work today	Drove a Private Car, Truck	Drove a Company Car, Truck	Passenger in a Car, Truck	Public Bus	Train	Motor Cycle or Power Cycle	Bicycle	Walked or Jogged	Other
Raumati South	8.1%	11.4%	45.7%	12.3%	4.8%	1.2%	7.5%	0.5%	1.7%	2.5%	0.5%
Raumati Beach	9.1%	13.9%	40.6%	11.5%	4.4%	2.0%	8.0%	0.8%	1.1%	3.8%	0.8%
<b>Total Raumati</b>	<b>8.6%</b>	<b>12.7%</b>	<b>43.0%</b>	<b>11.8%</b>	<b>4.6%</b>	<b>1.6%</b>	<b>7.7%</b>	<b>0.6%</b>	<b>1.3%</b>	<b>3.2%</b>	<b>0.6%</b>
Paraparaumu Central	6.5%	11.9%	40.5%	12.7%	5.1%	1.2%	9.6%	0.5%	1.7%	4.7%	0.6%
Paraparaumu Beach South	7.0%	10.9%	43.4%	12.8%	5.1%	1.7%	9.6%	0.7%	1.0%	2.9%	0.4%
Paraparaumu Beach North	5.6%	12.3%	42.7%	13.5%	5.2%	1.7%	8.1%	0.6%	1.5%	2.7%	1.3%
Otaihanga	9.5%	10.9%	40.8%	17.9%	4.5%	0.5%	7.0%	0.5%	2.0%	1.5%	1.5%
<b>Total Paraparaumu</b>	<b>6.7%</b>	<b>11.6%</b>	<b>41.8%</b>	<b>13.3%</b>	<b>5.1%</b>	<b>1.4%</b>	<b>9.1%</b>	<b>0.6%</b>	<b>1.5%</b>	<b>3.5%</b>	<b>0.8%</b>
Waikanae West	11.1%	13.0%	39.1%	14.0%	3.6%	1.8%	7.0%	0.5%	1.3%	4.1%	0.0%
Waikanae Park	11.1%	14.8%	39.9%	11.5%	4.1%	2.1%	7.8%	0.4%	1.2%	2.1%	0.4%
Waikanae East	7.5%	11.9%	44.2%	14.6%	3.7%	2.0%	7.1%	0.3%	0.7%	3.1%	0.7%
Waikanae Beach	7.3%	14.2%	44.9%	13.3%	3.4%	1.8%	6.9%	0.2%	1.4%	2.1%	1.1%
<b>Total Waikanae</b>	<b>9.1%</b>	<b>13.5%</b>	<b>42.2%</b>	<b>13.5%</b>	<b>3.7%</b>	<b>1.9%</b>	<b>7.1%</b>	<b>0.4%</b>	<b>1.2%</b>	<b>2.9%</b>	<b>0.6%</b>
Peka Peka	14.6%	12.5%	37.5%	14.6%	6.3%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%
<b>Local Area</b>	<b>7.9%</b>	<b>12.4%</b>	<b>42.2%</b>	<b>13.0%</b>	<b>4.6%</b>	<b>1.6%</b>	<b>8.2%</b>	<b>0.5%</b>	<b>1.4%</b>	<b>3.2%</b>	<b>0.7%</b>
<b>Kāpiti Coast District</b>	<b>9.0%</b>	<b>12.1%</b>	<b>42.4%</b>	<b>12.5%</b>	<b>4.5%</b>	<b>1.3%</b>	<b>7.7%</b>	<b>0.6%</b>	<b>1.3%</b>	<b>3.4%</b>	<b>0.6%</b>
<b>Wellington Region</b>	<b>5.7%</b>	<b>10.1%</b>	<b>39.5%</b>	<b>9.0%</b>	<b>5.3%</b>	<b>7.6%</b>	<b>5.8%</b>	<b>0.8%</b>	<b>1.7%</b>	<b>8.8%</b>	<b>0.9%</b>
<b>New Zealand</b>	<b>8.3%</b>	<b>10.3%</b>	<b>47.9%</b>	<b>10.7%</b>	<b>4.6%</b>	<b>3.0%</b>	<b>1.0%</b>	<b>1.0%</b>	<b>1.9%</b>	<b>5.3%</b>	<b>0.7%</b>

## Work Destination

Table 11 presents the origin-destination information for the total trips to work within the Local area CAUs. The majority of trips from Paraparaumu were made to or within Paraparaumu (5,118 trips), Wellington CBD (1,848) or were unidentified (2,811). The next commonest destinations from Paraparaumu were to Porirua (447), Waikanae (444) and Lower Hutt Central (432). The least travelled destinations were Upper Hutt North (0), Eastern Bays / Wainuiomata (3) and the Wairarapa (39).

From Waikanae the majority of trips were made to Waikanae (1,413), Paraparaumu (822), Wellington CBD (615) and 1,209 were unidentified. The next commonest destinations from Waikanae were to North Kāpiti (114), Lower Hutt Central (111) and Porirua (99).

**Table 11: Origin - Destination by Total Trips**

To Workplace Destination	Wellington CBD	Wellington East	Wellington North	Wellington South	Wellington West	Tawa	Porirua	Whitby- Pukerua Bay	Lower Hutt Central	Lower Hutt North	Eastern Bays / Wainuiomata	Upper Hutt Central/South	Upper Hutt North	Paraparaumu	Waikanae	North Kāpiti	Wairarapa	Unidentified	Total
<b>From Paraparaumu</b>	1,848	69	171	141	78	105	447	138	432	93	3	111	0	5,118	444	156	39	2,811	<b>12,204</b>
<b>From Waikanae</b>	615	24	57	54	33	27	99	36	111	33	3	30	0	822	1,413	114	12	1,209	<b>4,692</b>

## Labour Force Status

Labour force participation indicates the employment, unemployment and other activities such as parenting, study and particularly retirement that are characteristic of residents in an area. Table 12 indicates that employment (full time and part time); unemployment and retirement characteristics in the Local area were similar to those of Kāpiti Coast District. However they vary from the patterns for Wellington Region and New Zealand. These variances include:

- The percentage of residents employed full time was 39.5% for the Local area which was similar to that for the Kāpiti Coast District (40.7) and less than for the Wellington Region and New Zealand (51.3% and 48.4%, respectively);
- The percentage of residents employed part time (13.9%) in the Local area was similar to that for the Kāpiti Coast District, the Wellington Region and New Zealand (14.2%, 14.2% and 14.4%, respectively);
- The percentage of residents that were unemployed in the Local area (2.6%) was similar to that for the Kāpiti Coast District (2.7%), however was less than for the Wellington Region and New Zealand (3.6% and 3.4%, respectively);
- The percentage of residents that were not in the Labour force in the Local area was 41.3% this being above that for the Kāpiti Coast District (39.7%), and the Wellington Region and New Zealand (28.3% and 30.4%, respectively);
- The highest percentage of people not in the Labour force was recorded in Waikanae West and Waikanae Park (59.0% and 53.8%, respectively)
- The lowest percentages of people not in the Labour force were found in Otaihanga (25.8%), Raumati South ( 26.3) and Peka Peka (29.6%) which were below that for the Kāpiti Coast District (39.7%) and similar to that for the Wellington Region and New Zealand (28.3% and 30.4%, respectively);
- The highest percentages of residents in full time employment occurred in Peka Peka (52.1%), Otaihanga (51.6%) and Raumati Beach (50.5%) which were above that for the Kāpiti Coast District (40.7%) and similar to that for the Wellington Region and New Zealand (51.3% and 48.4%, respectively);
- The highest percentage of part-time employment was in Otaihanga (18.1%) which was above that for the Kāpiti Coast District (14.2%), the Wellington Region (14.2%) and New Zealand (14.4%); and
- The highest percentages of unemployment occurred in Raumati South (3.6%), Paraparaumu Beach North (3.5%) and Paraparaumu Central (3.1%) which were above that for the Kāpiti Coast District (2.7%), and similar to that for the Wellington Region and New Zealand (3.6% and 3.4%, respectively).

**Table 12: Labour Force Status (2006)**

Area	Employed Full-time	Employed Part-time	Unemployed	Not in the Labour Force
Raumati South	50.5%	15.5%	3.6%	26.3%
Raumati Beach	40.5%	15.5%	2.2%	39.9%
<b>Total Raumati</b>	<b>44.9%</b>	<b>15.5%</b>	<b>2.8%</b>	<b>34.0%</b>
Paraparaumu Central	38.5%	12.5%	3.1%	43.3%
Paraparaumu Beach South	40.2%	13.1%	2.5%	41.6%
Paraparaumu Beach North	42.1%	15.3%	3.5%	35.6%
Otaihanga	51.6%	18.1%	2.1%	25.8%
<b>Total Paraparaumu</b>	<b>40.5%</b>	<b>13.5%</b>	<b>2.9%</b>	<b>40.3%</b>
Waikanae West	26.6%	11.7%	1.7%	59.0%
Waikanae Park	31.9%	12.1%	1.1%	53.8%
Waikanae East	38.3%	15.2%	2.5%	42.3%
Waikanae Beach	41.4%	15.7%	2.9%	35.8%
<b>Total Waikanae</b>	<b>33.8%</b>	<b>13.5%</b>	<b>2.0%</b>	<b>48.6%</b>
Peka Peka	52.1%	14.1%	2.8%	29.6%
<b>Local Area</b>	<b>39.5%</b>	<b>13.9%</b>	<b>2.6%</b>	<b>41.3%</b>
<b>Kāpiti Coast District</b>	<b>40.7%</b>	<b>14.2%</b>	<b>2.7%</b>	<b>39.7%</b>
<b>Wellington Region</b>	<b>51.3%</b>	<b>14.2%</b>	<b>3.6%</b>	<b>28.3%</b>
<b>New Zealand</b>	<b>48.4%</b>	<b>14.4%</b>	<b>3.4%</b>	<b>30.4%</b>

### Household Tenure

Table 13 presents the household tenure for dwellings within the Local area CAUs in 2006. Within the Local area the majority of dwellings (60.1%) were privately owned or partly owned, 16.1% were not owned and 14.4% held in Family Trusts. This trend was similar for the Kāpiti Coast District, however, those owned was considerably higher than that for Wellington Region and New Zealand (52.2% and 51.2%, respectively). The number of

dwellings not owned in the Local area (21.0%) was lower than that for Wellington Region and New Zealand (32.1% and 31.1%, respectively).

Waikanae (Waikanae East, Waikanae Park and Waikanae West) and Raumati (Raumati South and Raumati Beach) had the highest percentages of dwellings owned or partly owned while Paraparaumu Beach South, Paraparaumu Central and Waikanae Beach had the lowest.

<b>Area</b>	<b>Dwelling Owned or Partly Owned</b>	<b>Dwelling Not Owned</b>	<b>Dwelling Held in Family Trust</b>
Raumati South	61.7%	22.5%	11.0%
Raumati Beach	60.5%	22.3%	11.5%
<b>Total Raumati</b>	<b>61.0%</b>	<b>22.4%</b>	<b>11.3%</b>
Paraparaumu Central	57.0%	27.5%	9.8%
Paraparaumu Beach South	55.5%	25.9%	12.3%
Paraparaumu Beach North	58.6%	24.9%	9.6%
Otaihanga	63.2%	15.4%	16.2%
<b>Total Paraparaumu</b>	<b>57.1%</b>	<b>25.9%</b>	<b>10.8%</b>
Waikanae West	65.5%	14.9%	14.7%
Waikanae Park	68.9%	12.5%	14.3%
Waikanae East	65.3%	15.3%	15.0%
Waikanae Beach	58.0%	22.9%	13.8%
<b>Total Waikanae</b>	<b>64.1%</b>	<b>16.6%</b>	<b>14.4%</b>
Peka Peka	58.3%	19.4%	22.2%
<b>Local Area</b>	<b>60.1%</b>	<b>21.0%</b>	<b>12.1%</b>
<b>Kāpiti Coast District</b>	<b>59.5%</b>	<b>22.9%</b>	<b>11.9%</b>
<b>Wellington Region</b>	<b>52.2%</b>	<b>32.1%</b>	<b>10.4%</b>
<b>New Zealand</b>	<b>51.2%</b>	<b>31.1%</b>	<b>11.5%</b>

## Deprivation

Deprivation refers to a state of observable and demonstrable disadvantage relative to the local community to which an individual, family or group belongs. Deprivation indicators bring multiple population and household variables together to provide a measure of the wellbeing of the population. This score is provided as a scale from 1 to 10, with 10 representing the most deprived 10% of areas in New Zealand. Variables used in assessing deprivation include:

- Income – people aged 18-64 receiving means tested government benefit;
- Employment – people aged 18-64 who are unemployed;
- Income – people in households with income below a particular income threshold (households composition is 'equivalised');
- Communication – accessibility of people to a telephone;
- Transport – accessibility of people to a car;
- Support – people aged under 65 years living in a single parent family;
- Qualifications – people aged between 18-64 without any formal qualification;
- Living Space – people living in households below a particular bedroom/occupant threshold (threshold defined by people living in households with –1 bedrooms for occupants (cumulatively 10% of population live in this deprived living state); and
- Owned Home – people not living in their own home.

Table 14 indicates there is one meshblock adjacent to the proposed Expressway with a deprivation score of 9 and is in the Makarini Street area. There are also those meshblocks east of the proposed Expressway on Kāpiti Road.



Appendix 20.B  
Statutory and Strategic Data

## Appendix 20.B: Statutory and Strategic Data

### Overview

This appendix sets out the legislation (other than the Resource Management Act), documents and strategies considered relevant to this SIA, including consideration of the following:

- National context;
- Regional context;
- District context; and
- NZTA strategic context.

### National Context

#### Local Government Act

The Local Government Act 2002 (LGA) provides a purpose and framework for local government in New Zealand while promoting accountability to the public and promoting a sustainable development approach. The purpose of the LGA is set out in section 10, that being

- (a) To enable democratic local decision-making and action by, and on behalf of, communities; and*
- (b) To promote the **social, economic, environmental, and cultural well-being** of communities, in the present and for the future.*

(Emphasis added).

Under Part 6 of the LGA, KCDC is required to undertake long-term planning with its community, in the form of identifying community outcomes and preparing a Long Term Council Community Plan (LTCCP). Community outcomes are detailed within the LTCCP and set a vision and direction for the social, cultural, economic, and environmental wellbeing of the community.

#### New Zealand Transport Strategy 2008

The New Zealand Transport Strategy (NZTS) sets out a vision that *'by 2010 New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system'*. The objectives of the NZTS are to:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health; and
- Ensure environmental sustainability.

The NZTS has a number of targets with which the Wellington Regional Land Transport Strategy must align its strategic objectives. Of relevance to the SIA, these include:

- Improve reliability of journey times and reduce average journey times;
- Reduce road deaths to no more than 200 per annum by 2040;
- Reduce serious injuries on roads to no more than 1,500 per annum by 2040;
- Increase use of public transport to 7% of all trips by 2040 (from 111 million boardings in 2006/7 to more than 525 million boardings in 2040);
- Increase walking, cycling and other active modes to 30% of total trips in urban areas by 2040; and
- Reduce the number of people exposed to health-endangering noise levels from transport; and reduce the number of people exposed to health-endangering concentrations of air pollution in locations where the effect of transport emissions is significant.

### **New Zealand Coastal Policy Statement**

The operative New Zealand Coastal Policy Statement (NZCPS) 1994 and proposed NZCPS 2008 both state objectives and policies to achieve the purpose of the RMA in relation to New Zealand's coastal environment. Both NZCPS documents provide for the maintenance of public access to coastal areas.

### **Regional Context**

#### **Regional Policy Statement for the Wellington Region**

The Regional Policy Statement (RPS) identifies the regionally significant issues around the management of the region's natural and physical resources and sets out what needs to be achieved, through its objectives, and the way in which the objectives will be achieved, through its policies and methods.

Both regional and district plans are required to give effect to the Regional Policy Statement, so it sets out a broad policy framework for Councils within the region to protect and enhance their environment.

The RPS recognised the contribution of the Wellington Regional Land Transport Strategy to policies and methods on infrastructure, regional form, design and function.

#### **Proposed Regional Policy Statement 2009 (Greater Wellington Regional Council)**

The Wellington Regional Policy Statement (WRPS) identifies the regionally significant issues around the management of the region's natural and physical resources and sets out what needs to be achieved (objectives) and the way in which the objectives will be achieved (policies and methods).

The WRPS recognises that the Region has a strong corridor pattern that reinforces local centres, supports passenger transport, reduces energy use and makes services more accessible. The importance of the role of SH1 is recognised, and this section of the Plan includes objectives related to transport outcomes across the region.

## **Wellington Regional Land Transport Strategy 2010- 2041**

The Greater Wellington Regional Land Transport Strategy 2010-2040 (RLTS) guides the development of the Region's transport system including public transport, roads, walking cycling and freight for ten years and beyond.

The Strategy forms the basis for identification, selection, and prioritisation of projects and activities, sets targets against which the region's transport networks can be monitored, and guides reviews of more detailed transport implementation and corridor plans.

The RLTS sets out eight key land transport outcomes:

- Increase peak period public transport mode share;
- Increase mode share for pedestrians and cyclists;
- Reduce greenhouse gas emissions;
- Reduce severe road congestion;
- Improve regional road safety;
- Improve land use and transport integration;
- Improve regional freight efficiency; and
- Improve safety, efficiency and reliability of road, public transport and freight links to the north of the region.

One of the major items in the strategy now, that was not in the previous strategy, is the SH1 Wellington Northern Corridor (Levin to Wellington) concept, one of central Government's Roads of National Significance. This corridor includes the proposed Expressway in Kāpiti. The Government's commitment to funding this and other projects gives the Region a lot more certainty with its planning.

## **Wellington Regional Land Transport Programme 2009- 2012**

The Wellington Regional Land Transport Programme 2009-2012 (RLTP) contains the transport projects proposed to carry out over the three year period by Greater Wellington for public transport, the region's local councils for local roads, and the NZ Transport Agency (NZTA) for State highways. The RLTP also includes a 10-year forecast of anticipated funding and spending.

SH1 as a RoNS Project between the Wellington airport and Levin was identified as a guiding factor in determining improvements in the Region.

## **Wellington Regional Council Long Term Council Community Plan 2009 – 2019**

The Wellington Regional Council's Long Term Council Community Plan 2009 – 2019 sets out a vision for the region and identifies a number of community outcomes that will contribute to achieving this vision. Of particular relevance for this SIA are the following community outcomes:

- Wellington Region has a healthy environment with minimal pollution;
- People in the region have a quality lifestyle and feel safe;
- A prepared community can cope with emergency events;

- The community is connected so there is quick and easy access locally, nationally and internationally. That roads and public transport systems connect people both within and outside the Region;
- Essential services are high quality and secure infrastructure that sustainably supports the Region now and in the future; and
- A healthy community where mental and physical health is protected, there are safe living and work environments and everyone has access to health care. That the community has healthy outdoor programmes, and opportunities for walking and cycling.

These outcomes provide insight into the resources valued by the Region's community.

### **Wellington Regional Strategy 2007**

Wellington's Regional Strategy (WRS) is a growth strategy that sets a direction for how the region's growth will be accommodated and sustainably managed for the next 50 years. It provides an overview of the opportunities that exist to lift the region's performance, and seeks improvement in the region's economic, social and cultural performance. The strategy sets out a vision to make Greater Wellington a region with a great lifestyle and job opportunities supported by a strong economy in the form of high level outcomes for the region's growth which includes:

- A prosperous community with a thriving business sector that attracts and retains a skilled and productive workforce;
- A connected community where connections and access are efficient, quick and easy and roads and public transport systems are world class and enable linkage with others within and outside the region;
- A healthy environment with minimal pollution;
- A quality lifestyle which is enjoyable and where people feel safe;
- Regional foundations where high quality and secure infrastructure meet everyday needs, and are developed and maintained to support the sustainable growth of the region for now and the future; and
- A healthy community where living and working environments are safe and good health is recognised and encouraged.

An identified focus area for sustainable growth is physical form, the linking together of physical arrangements, recognising the importance of matching transport decisions to urban and rural needs, housing choices, open spaces, recreational amenities and other things that contribute to quality of life. The Strategy recognises the efficient operation of the region's road and other transport networks as fundamental to a well run economy. While investment in roading is addressed through the Regional Land Transport Strategy (RLTS), the WRS encourages the proposed north-south links to the airport and port.

Areas identified as sensitive to future growth that are relevant to the SIA include:

- The Northern Waikanae edge which has been identified because less rather than more development has been identified as appropriate, and for new growth to be around selected centres and transport nodes; and

- Paraparaumu town to Paraparaumu Beach where careful planning is needed to integrate current and potential uses without undermining town centre intensification and passenger transport goals.

## Local Context

### Kāpiti Coast District Plan

The Kāpiti Coast District Plan identifies the resource management issues to be addressed so that development can be managed on a sustainable basis consistent with the statutory purpose of the RMA. The District Plan sets out the objectives, policies, and rules by which KCDC will control or manage the effects of activities and development on the natural and physical resources within the Kāpiti Coast District. The District Plan seeks to ensure the future social, economic and cultural wellbeing of the community. Specific issues and objectives of relevance to the social environment include:

- Provisions for control on development in the Paraparaumu Town Centre having regard to the unique character and circumstances of the particular location, the role the centre is expected to perform for the wider community, and the overall strategy of urban consolidation;
- The natural hazard issue and particularly flood hazards affecting the District. Thus the river environment has been designed as a zone to enable special control on the effects of activities;
- The District Plan makes provision for the future roading network and at the same time seeks to encourage the use of alternative forms of transport within the district including walkways, cycle ways and horse trails;
- Recognition of ecological principles and protection of natural resources and their associated values; and
- The overall enhancement of the district's character, visual values and cultural experiences.

### Kāpiti Coast District Long Term Council Community Plan 2009

The Kāpiti Coast community's vision for the future is captured in Community Outcomes in its Long Term Council Community Plan (LTCCP). The community has developed seven outcome areas, these being:

- There are healthy natural systems which people can enjoy;
- Local character is retained within a cohesive District;
- The nature and rate of population growth is appropriate to community goals;
- The Community makes wise use of local resources and people have the ability to act in a sustainable way on a day to day basis;
- There is increased choice to work locally;
- The District is a place that works for young people; and
- The District has a strong, healthy, safe and involved community.

To reflect the individual local focus of the different geographical areas of the District, namely, Raumati South, Raumati Beach, Paraparaumu Town Centre, Paraparaumu Beach,

Otaihanga, and Waikanae North, KCDC has developed Community Outcomes with timescales, funding and action plans for each.

### **Toward a Sustainable Transport System: A Strategy for Managing Transport in the Kāpiti Coast 2008**

This strategy is concerned with reshaping the local transport system to a sustainable transport system. It brings together a coherent vision and framework for a pathway to achieve the vision and a basis of engagement with transport organisations and individuals. The key features of the vision based on the Community Outcomes relating to transport, and relevant to this SIA, are that:

- Kāpiti Coast becomes nationally known for its walkways, cycle ways and bridal pathways;
- The level and quality of access is improved within and between communities;
- Linkages between Waikanae and Paraparaumu are improved, reducing travel time and energy use;
- The District becomes a transport hub including for freight;
- There is improved internal transport access for the workforce;
- There is better public transport; and
- There are extensive access linkages within the District additional to SH1.

### **Walking, Cycling and Bridleways Strategy**

The objectives of the Walking, Cycling and Bridleways Strategy, based on the Sustainable Transport Strategy vision, are to:

- Promote walking, cycling and horse riding as safe and everyday modes of transportation and recreation;
- Develop safe networks that improve access and linkages for walking, cycling and horse riding; and
- Encourage and improve co-ordination, co-operation and collaboration locally, regionally and nationally in the planning and provision of safe opportunities for walking, cycling and horse riding.

From the objectives, action points and an implementation plan with targets have been developed for monitoring and reviewing the strategy.

### **Coastal Strategy**

The Coastal Strategy has been developed to guide management of the coastal environment over the next 20 years. The Coastal Strategy, based on the vision and outcomes of the wider community, will determine the management of coastal activities, access, recreation, the natural and built environment, and coastal hazards.

## **NZTA Strategic Context**

### **National State Highway Strategy 2007**

The NZTA's National State highway Strategy makes a commitment to improving the construction of State highways to the environmental and social wellbeing of New Zealand, and to prioritising and then addressing environmental and social issues. Relevant to this SIA, the strategy commits to:

- Develop mechanisms to value environmental and social effects in decision making processes;
- Prioritise mitigation of the environmental effects of existing State highways;
- Promote good urban design and access the effects of projects on communities and in doing so consider environmental and social issues early in the planning and design process; and
- Use best practice and policies that balance social needs with all other competing needs and focus on avoiding negative effects on communities.

### **NZTA Environmental Plan 2008**

The NZTA Environmental Plan recognises that the State highway system is an essential part of New Zealand's transport system that provides access to social, educational, employment and recreational opportunities and, in this way, contributes to the wellbeing of communities. It also acknowledges that State highways can have adverse effects on the cohesion of local communities. The Environmental Plan sets out the Agency's environmental and social commitments and how these commitments will be met. The NZTA is committed to:

- Being socially and environmentally responsible;
- Improving the contribution of State highways to the environmental and social wellbeing of New Zealand by:
  - Protection and enhancing the environment where appropriate;
  - Avoiding adverse effects to the extent reasonable in the circumstances;
  - Using and managing resources efficiently;
  - Considering environmental issues early;
  - Contributing to sustainable outcomes by working with others; and
  - Continually improving environmental performance.

The Environmental Plan defines an objective to 'enhance and contribute to community cohesion' which is of specific relevance to this SIA. The implementation plan for this objective consists of the following:

- Collaborate and work in partnership with relevant stakeholders to mitigate social impacts around the State highway network;
- Minimise community severance caused by new and existing State highways;
- Investigate, consider and select as far as practical, route options for new or improved sections of State highways that avoid severance of sensitive receivers;
- Assess the social effects of new or improved sections of State highways by using the Social and Environmental tools;

- Ensure that new SH1 designation conditions relating to severance and barriers take into account social effects;
- Consider urban design principles to facilitate community cohesion;
- Ensure any requirements to mitigate and manage social effects associated with a project are detailed in the appropriate design contract documentation; and
- Minimise the disruption to communities that State highway construction and maintenance activities may have by:
  - Appropriate timing / sequencing of construction and maintenance activities;
  - Maintaining access where practicable to existing travel options, including cycling and pedestrian and public transport facilities such as bus stops; and
  - Engage with local authorities to identify the needs of affected communities and how those needs might be accommodated.

Currently there is no performance indicator for this social objective.