

Ōtaki to North of Levin Engagement Summary Report

August – September 2020



Drop-in session at Te Takeretanga o Kura-hau-pō on Saturday 5 September

March 2021

Approval

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October 2020	October 2020	March 2021

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ENGAGEMENT HIGHLIGHTS

FEEDBACK SUMMARY:

4026 total online visits

1304 unique online users

116 unique stakeholders

269 Social Pinpoint comments

26 survey responses

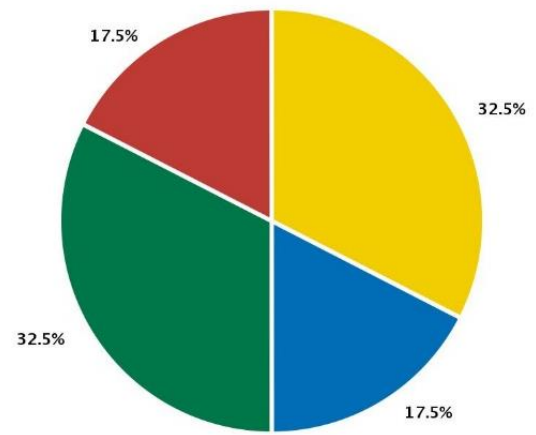
68 email feedback

800* attendees at events

99 landowner meetings

Across the feedback channels, the top five comment topics were:

- Interchange (roundabout) at SH57
- Proposed preferred alignment
- Access and connectivity
- Walking/cycling
- Local roads



- Ideas and suggestions
- Local roads
- New highway and connections
- Walking and cycling

Breakdown of Social Pinpoint comment type

Summary of top 5 comment topics (all feedback channels)



ENGAGEMENT OVERVIEW

Our approach

This round of public engagement focused on seeking feedback on the draft preferred alignment for the new highway from Ōtaki to north of Levin. This included asking how local access should be considered, and about form and location of interchanges. The draft preferred alignment and associated information were mapped and set out online and in printed posters and brochures.

The draft preferred alignment shared during engagement was the alignment assessed as the technically preferred option from previous work across multiple fields, balancing project objectives, environmental and social impacts and ability to implement. Consultation feedback received, along with additional technical assessments and fieldwork, is used in considering refinements for the draft preferred alignment for the new highway.

Communications with iwi, stakeholders, landowners and the community has been on-going for this project. The engagement period was launched with a media release on Monday 25 August and promoted through social media channels, newsletters, paid advertising and letters to landowners. A summary brochure and display boards were made available online and at events. A series of events took place over the engagement period, which included meetings with landowners, drop-in sessions within the community, set times at the Te Takeretanga (Levin library), an online panel discussion and hui for specific groups and topics.

People were directed online via the Waka Kotahi project webpage to the Social Pinpoint platform to leave comments on the interactive map or to complete the feedback form. People could also email the Ō2NL inbox with their feedback. The engagement period closed on Tuesday 22 September 2020.

We asked

The project team sought feedback at events, via the online feedback form and interactive map on:

- How people would use the new highway and connections
- Options for connecting local roads, including options in the Kimberley Road area and around Waihou and McDonald roads
- Considerations for a shared path.

The project team asked specific questions about how people typically move around the area and how often they travel on the existing state highways. The team also sought to understand people's thoughts on the draft preferred alignment, connections to the new highway and local road access in general.

A copy of the brochure and map can be found here:

- Engagement brochure: <https://www.nzta.govt.nz/assets/projects/o2nl-proposed-new-highway/o2nl-new-highway-brochure-20200825.pdf>
- Interactive map: <https://nzta.mysocialpinpoint.com/o2nl-new-highway/map#/>

The draft preferred alignment for the new highway shared as part of this consultation was assessed as the technically preferred option from our work to date across multiple fields, balancing project objectives, environmental and social impacts and ability to implement.

Technical specialists conducted investigations in multiple areas such as ecology, heritage, social, noise, and engineering, assessing options for where the new highway could be placed within the preferred 300m wide corridor, as well as considering connections and local roads.

We advised that following consultation and further technical work, Waka Kotahi would consider refinements to the draft preferred alignment and work toward finalising the preferred alignment in late 2021.

We heard

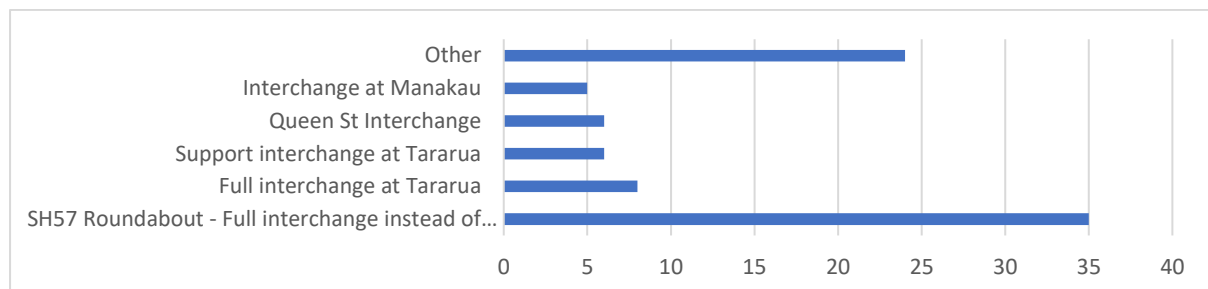
The project team spoke with approximately 800 people at events or meetings and gathered extensive feedback to assist with the next phase of the project. The Social Pinpoint platform had 1304 unique online users; 116 individuals gave feedback by leaving a comment on the map or completing a feedback form. There were 269 Social Pinpoint comments and 26 survey responses. The project team also received 68 emails to the project inbox.

The project team asked specific questions on how people would use the new highway and connections; what options should the team consider for connecting local roads (including options in the Kimberley Road area and around Waihou and McDonald roads); and how a shared path should be accommodated.

Figure 1 shows the top five topic comments (from all feedback channels) by popularity of comments and a summary of the main themes/topics received.

Interchanges (84 comments)

The majority of comments relating to interchanges supported full interchanges rather than roundabouts, particularly at the proposed SH1/SH57 roundabout.



Proposed preferred alignment (76 comments)

Several comments were against having any roundabouts on the alignment (many opting for full interchanges). Some people also requested a lower elevation profile for the highway as a means of allowing overpasses at grade and to mitigate noise effects.

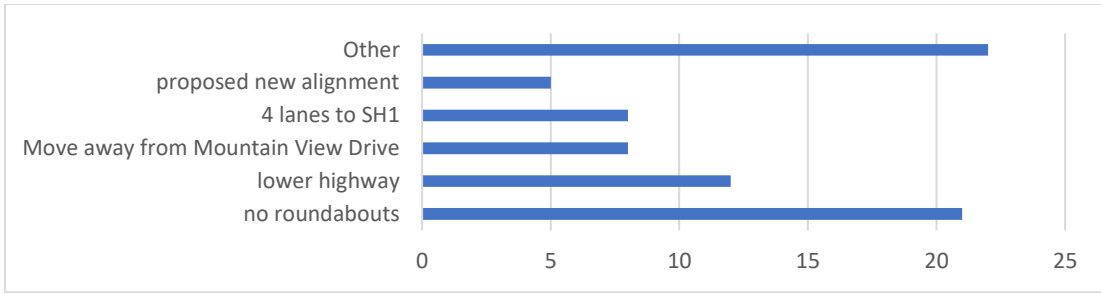
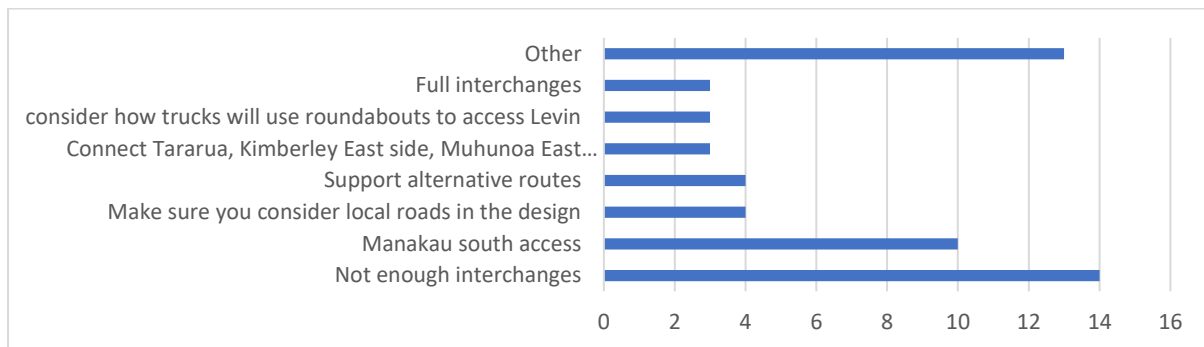




Figure 1: Summary of top 5 comment topics (all feedback channels)

Access and connectivity (54 comments)

The majority of comments regarding access called for more interchanges along the alignment. Some also raised concerns on access from Manakau to Manakau South.



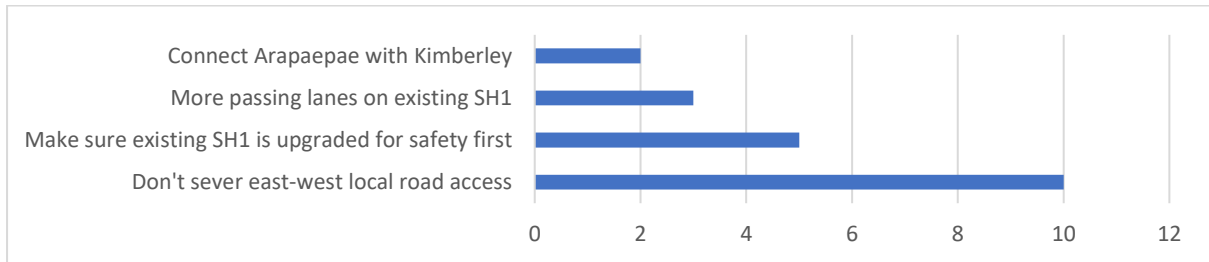
Walking/cycling (55 comments)

A significant number of responses wanted to see the shared path include a bridleway. The majority of other comments about walking/cycling requested the east-west accesses be retained. The remaining 25 suggestions included:

- Add bridleways
- Ensure safe crossings
- Ensure safety on revoked SH1
- Shared pathway connecting north and south Manakau
- Not useful for commutes
- Shared pathway to Muhunoa and Kimberley River reserves
- Create loop walk from Speldhurst to McLeavey Rd
- No bridleways
- Shared pathway between Ōhau and Manakau
- Place shared path on western side of alignment
- Link to other shared paths
- Use good design practices
- Create shared pathways along rivers
- Design shared paths at grade
- Consider property privacy when creating shared paths
- Improve for existing SH1 before revocation
- Support for shared paths

Local roads (20 comments)

The majority of comments about local roads requested there still be connections between the east and west of the proposed alignment.



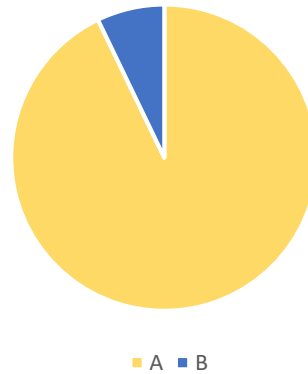
Local road options (24 comments)

Two local road connection options were presented for Kimberley Road and for Waihou/McDonald roads:

Kimberley Road

From all sources, 13 responses supported Option A and 1 supported Option B

Kimberley Road Options



KIMBERLEY ROAD

There are two connection options being considered to service the Ōhau and Kimberley Road area. We are inviting community feedback for both options. Both options include a new interchange at Tararua Road which will enable east-west movements across the new highway; reconnect Muhunua East Road; disconnect McLeavey Road from Arapaepae Road in the east, but reconnect it up to Kimberley Road.



OPTION A

This option has no connection at Kimberley Road, but connections from Kimberley Road East up to Tararua Road and down to Muhunua East Road via Arapaepae Road instead. This option will require additional land purchase requirements, some of which would be outside the preferred corridor.



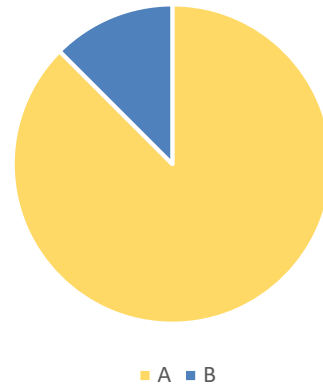
OPTION B

This option is a reconnection of Kimberley Road, which would enable east-west movements along this road.

Waihou/McDonald Roads

From all sources, 7 responses supported Option A and 1 supported Option B

Waihou Road Options



WAIHOU AND McDONALD ROADS

There are two connection options being considered to service the Waihou Road and McDonald Road area. We are inviting community feedback on both options.



OPTION A

This option is to connect SH57 in the north, near the existing McDonald Road. This option would use a section of the existing McDonald Road and create a new road to connect to the eastern side of Waihou Road. The northern and southern stretches of Waihou Road would become short cul de sacs. This option would provide more direct access to SH57 for McDonald and Waihou Road residents.



OPTION B

This option is to connect Waihou Road to Queen Street East using Wakefield Road. A new road would be built at the northern end of Wakefield Street to connect it to the eastern stretch of Waihou Road. McDonald Road would connect with SH57 but not with Waihou Road. This option would provide a more direct route to Levin for Waihou Road residents.

We have...

In addition to reviewing the feedback we received from property owners, stakeholders and the community during August and September 2020, we've continued to carry out investigations to support further design work, including:

- A more detailed aerial survey of the land and water courses
- Geotechnical testing of ground conditions
- Geophysical surveys to further investigate the archaeological values at three locations
- An ecological survey to assess the age and type of bush at Staples Bush
- Additional technical work for flooding and drainage.

The feedback and technical investigations assist the wider project team undertake a Multi-Criteria Analysis (MCA) to help make project decisions as part of the Detailed Business Case.

Areas of adjustment in the refined draft preferred alignment announced in March 2021 are as below – see page 48 for more details.



1. PURPOSE OF THIS REPORT

This report describes the process used to engage with local iwi, stakeholders, directly affected landowners and the community on the Ōtaki to north of Levin new highway.

This report is a stand-alone summary and provides details of the engagement undertaken, and feedback received, from August to September 2020.

The draft Detail Business Case, including the Multi-Criteria Analysis (MCA) report that documents the decision-making process, will be released once finalised later in 2021.

2. BACKGROUND

2.1 Project overview

Waka Kotahi NZ Transport Agency is working to make travelling from Ōtaki to north of Levin safer and more resilient by building a new highway for regional and through traffic by the end of the decade. As part of this project, on-going engagement with local iwi, key stakeholders, directly affected landowners, and the community is required.

The engagement objectives are to:

- Identify and address, where possible, areas of concern for iwi, stakeholders, directly affected landowners, and the community
- Ensure iwi, stakeholders, directly affected landowners, and the community have had reasonable opportunity to attend information sessions or meetings to ask any questions and provide input/feedback.



Figure 2: The draft preferred alignment and connections

2.2 Previous consultations

Previous consultations have occurred for previous stages of the Ōtaki to north of Levin project. The most recent community consultation on the project was in January – March 2018, which sought feedback on shortlisted corridor options. Following community feedback and further investigations, a preferred corridor, typically 300m wide, was selected in December 2018.

This report only relates to the draft preferred alignment (see **Figure 2** above) which includes communication/engagement from June to the end of September 2020, including the public consultation period from 25 August to 22 September.

3. ENGAGEMENT APPROACH

The communication and engagement approach implemented for this project involved using multiple channels to share project information, seek feedback and to arrange meetings with stakeholders, the community and directly affected landowners.

This included:

- Regular newsletters to the 1700+ subscribers informed the community on a range of topics, from conducting aerial surveys to associated SH57 engagement opportunities. Media releases were also issued at certain milestones (announcing ground investigations (May 2020) and the draft preferred alignment (August 2020)).

- Ō2NL Community Group meetings – these groups, formed as an extension of the earlier Ō2NL Project Reference Group, allowed invited members of the community to have deeper discussions with the project team. They were invited to give their views, concerns and understand the project further.
- Letters to potentially affected landowners within the preferred 300m wide corridor were sent out on Wednesday 12 August, with individual property maps included for those within the draft preferred alignment. Landowners were invited to book meetings with the project team to discuss the draft preferred alignment further.
- Landowner meetings were held between potentially affected landowners and two project team members to discuss how the draft preferred alignment would impact the landowner and answer their questions. To ensure the maximum participation in these meetings, multiple locations were offered, including: the landowner’s property, Te Takeretanga o Kura–hau–pō (Levin library), online via Zoom and at Waka Kotahi’s office in Wellington. Those potentially affected landowners who had not been in recent contact with Waka Kotahi regarding this project were also contacted (where possible) and asked if they would like to arrange a meeting with the team.
- A brochure and posters were produced to provide more information on the project. These were made available online and at events.
- Promotion (radio, printed ads, community Facebook page, Waka Kotahi social media word of mouth) – this was used to advertise the engagement period.
- Information provided on Waka Kotahi’s website – showing the draft preferred alignment, information on how to contact the team to arrange a meeting or ask any questions, and also provided access to Social Pinpoint.
- Social Pinpoint – an interactive map showing the draft preferred alignment. It allowed the public to add comments to show areas that were an issue or should be addressed. It also hosted the online feedback form:
<https://nzta.mysocialpinpoint.com/o2nl-new-highway/map#/>
- Ten information events / drop-in sessions were held at different locations and times to give the public a chance to talk to specialists, learn more about the project and provide feedback.

4. WHO WE ENGAGED WITH AND HOW

We engaged with the following groups:

- Local iwi
- Directly affected landowners
- Key stakeholders
- The wider community.

4.1 Local Iwi

The Ō2NL project, including the preferred alignment, interchange and local road options, have been informed by ongoing discussions with representatives from Muaūpoko and Ngāti Raukawa. Both iwi have participated in the Multi-Criteria Analysis (MCA) process to evaluate and score options. Cultural values scores will be provided for the final MCA.

Waka Kotahi have supported Muaūpoko and Ngāti Raukawa to run their own engagement processes with their hapū.

4.2 Landowners within the 300m preferred corridor

Letters were sent out to landowners whose properties were within the preferred corridor, typically 300m wide, that was selected in December 2018. Letters invited property owners within the draft preferred technical alignment to book a meeting with the project team. Follow-up phone calls were made to further check in with landowners and book meetings. During the engagement period, 99 meetings were held with landowners. The outputs of these conversations will assist the project team with the final locations and design of the new highway.

4.3 Key stakeholders

Horowhenua District Council and Kāpiti Coast District Council are involved in the Multi-Criteria Analysis (MCA) process and have attended workshops. A briefing was held with Horowhenua District Council elected members on Wednesday 26 August. A stakeholder briefing was held, the following day, on Thursday 27 August. The project team invited groups who have been involved in the project to date, either through the Project Reference Group or specific 1:1 meetings. For both sessions, the team presented on the project and the current topics open for feedback. This was followed by a question / answer session.

ORGANISATION	ATTENDANCE
Horowhenua District Council	Attended
Heritage NZ	Attended
Dept of Conservation	Attended
KiwiRail	Attended
NZ Heavy Haulage Assn	Attended
Road Transport Assn	Attended
Fire and Emergency NZ	Attended
Automobile Assn	Invited
NZ Police	Invited
Fish and Game	Invited
Federated Farmers	Invited

4.4 Ō2NL Community Groups

Geographic community meetings were held throughout the engagement period. The four Ō2NL Community Groups were established as an expansion of the Project Reference Group established in 2017. All members of the Project Reference Group were invited to participate in one of four locally-focused groups, or to participate in key stakeholder sessions. The purpose of these meetings was to provide additional information to interested people within the community and were given access to the project team to give feedback and local insight to specific areas.

WHERE	WHEN	ATTENDEES
North (Koputaroa)	Wednesday 29 July, 2pm	17
Central (Levin)	Wednesday 29 July, 6pm	16

Ōhau	Thursday 30 July, 10am	12
Manakau	Thursday 30 July, 1pm	10
Manakau	Tuesday 25 August, 4pm	10
Ōhau	Tuesday 25 August, 6pm	11
North (Koputaroa)	Wednesday 26 August, 2pm	12
Central (Levin)	Wednesday 26 August, 6pm	11
Combined noise meeting	Wednesday 16 September, 6pm	12
Manakau	Tuesday 20 October, 4pm	4
Ōhau	Tuesday 20 October, 6pm	6
North (Koputaroa)	Wednesday 21 October, 2pm	5
Central (Levin)	Wednesday 21 October, 6pm	2

Future meetings are planned with these groups to continue the kōrero with the community throughout the life of the project.

A combined ō2NL Community Groups meeting was held on the topic of noise on Wednesday 16 August. An additional technical discussion on noise was held with the Noise Mitigation Group on Friday 2 October.

4.5 Wider community

A variety of community drop-in sessions were held at various locations throughout the engagement period. The project team were also available on set dates and times at the library in Levin, Te Takeretanga o Kura-hau-pō. Approximately 800 people attended events. In addition to face-to-face events, an online meeting was held via Zoom. This featured a presentation from the project team, followed by a question and answer session.

The events went ahead under Alert Level 2 COVID restrictions. These events were staffed by project team members who provided attendees with an overview of the project and answered their questions. Attendees were encouraged to provide feedback and visit the Social Pinpoint site. People could also view a fly-through video, which prompted conversation: <https://youtu.be/hf5XTuoujFw>

WHERE	WHEN	WHO
Manakau: Manakau Bowling & Sports Club*	Monday 31 August, 2pm – 6pm	146
Te Takeretanga o Kura-hau-pō	Tuesday 1 September – Thursday 3 September, 10am – 4pm	220
Levin: Te Takeretanga o Kura-hau-pō	Saturday 5 September, 10am – 2pm	87
Online: Zoom meeting	Wednesday 9 September, 6pm – 7pm	14
Te Takeretanga o Kura-hau-pō	Tuesday 8 September – Thursday 10 September, 10am – 4pm	201
Ōhau: Ōhau Hall	Saturday 12 September, 10am – 1pm	82
Koputaroa: Koputaroa Hall	Tuesday 15 September, 2pm – 4pm	36

* MDCA were invited to preview the information from 1.30pm

5. FEEDBACK RECEIVED

Overall, we received the following number of comments/responses for the engagement activities undertaken:

- Feedback form with 26 respondents
- Social Pinpoint with 269 comments
- Emails with 68 received.

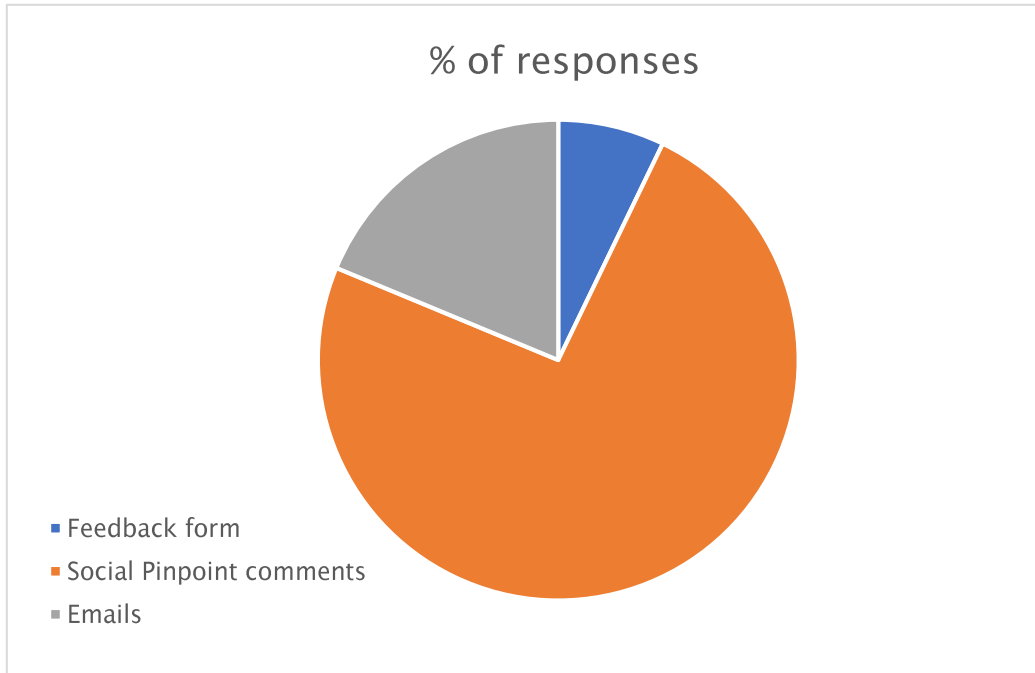


Figure 3: Percentage of responses/comments received

A variety of topics were identified from the feedback received.

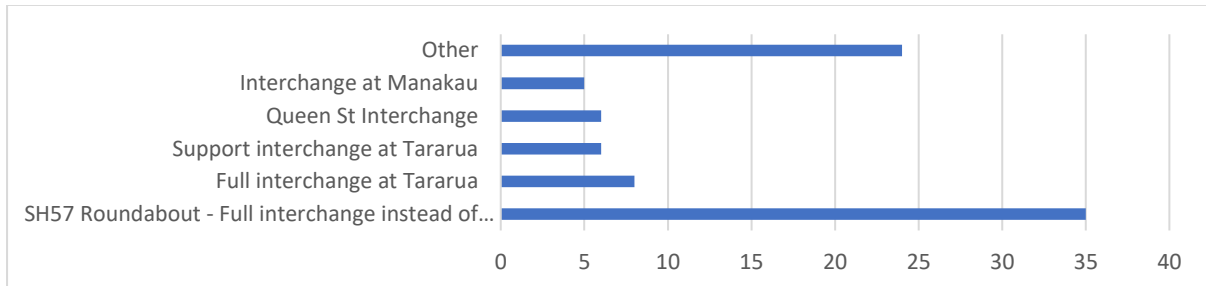


Figure 4: Summary of top 5 comment topics

5.1 Feedback themes

Interchanges (84 comments)

The majority of comments relating to interchanges supported full interchanges rather than roundabouts, particularly at the proposed SH1/SH57 roundabout.

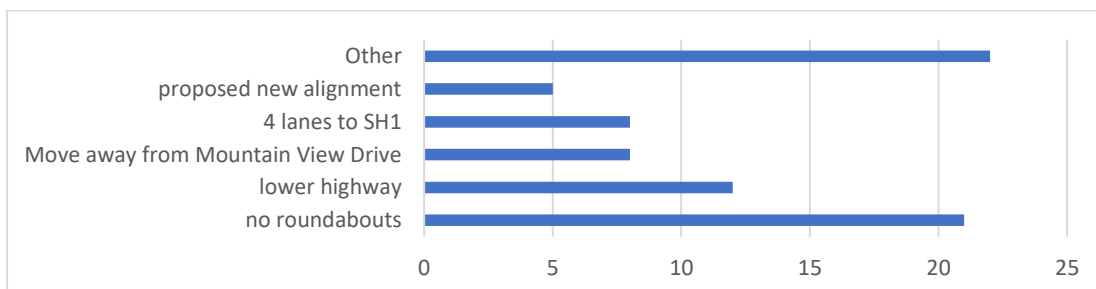


Other:

- Move Tararua Rd interchange to Kimberly Rd
- Support roundabout at SH57
- Kuku needs full interchange
- Use Y shaped intersection
- Support interchange at Kimberley Rd
- Only need south facing ramps at Tararua Rd
- Roundabout at Queen St
- Roundabout at Tararua Rd
- Roundabout at McDonald Rd
- SH57 roundabout – half interchange instead of roundabout
- SH57 roundabout – cloverleaf interchange instead of roundabout
- Need interchange at Queen St
- Full interchange at Otaki
- No interchange at Kimberley
- No interchange at SH1/SH57

Proposed draft preferred alignment (76 comments)

Several comments were against having any roundabouts on the alignment (many opting for full interchanges). Some people also requested a lower elevation profile for the highway as a means of allowing overpasses at grade and to mitigate noise effects.

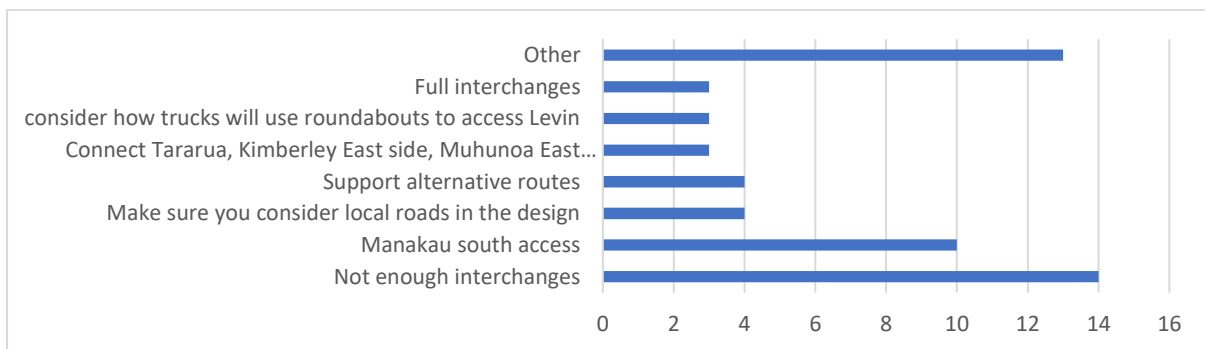


Other:

- Consider lengthening SH57 component northwards
- Outside corridor
- Use the western side
- Ease curves
- Move west at Arapaepae and keep Arapaepae as a local road
- Kimberley Rd overpass
- Cater for heavy traffic
- Move slightly east
- Only need one lane north of SH57 roundabout

Access and connectivity (54 comments)

The majority of comments regarding access called for more interchanges along the alignment. Some also raised concerns on access from Manakau to Manakau South.



Other:

- Connect both sides of Arapaepae Rd
- McLeavy Rd
- Protect access to Kimberley reserve
- Will probably use existing highway
- Commute will be longer
- Need full interchange at Tararua Rd
- Do not close Honi Taipua St to vehicles
- Need roundabout at end of McDonald Rd
- Keep access to Arapaepae Rd

Walking/cycling (41 comments)

A significant number of responses wanted to see the shared path include a bridleway. The majority of other comments about walking/cycling requested the east-west accesses be retained. The remaining 25 suggestions included:

- Add bridleways
- Ensure safe crossings

- Ensure safety on revoked SH1
- Shared pathway connecting north and south Manakau
- Not useful for commutes
- Shared pathway to Muhunoa and Kimberley River reserves
- Create loop walk from Speldhurst to McLeavey Rd
- No bridleways
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- Place shared path on western side of alignment
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- Use good design practices
- Create shared pathways along rivers
- Design shared paths at grade
- Consider property privacy when creating shared paths
- Improve for existing SH1 before revocation
- Support for shared paths

Local road options (24 comments)

Two local road connection options were presented for Kimberley Road and for Waihou/McDonald roads:

Kimberley Road

From all sources, 13 responses supported Option A and 1 supported Option B

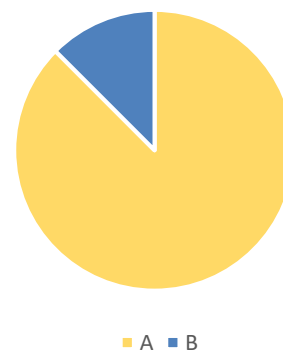
Kimberley Road Options



Waihou/McDonald Roads

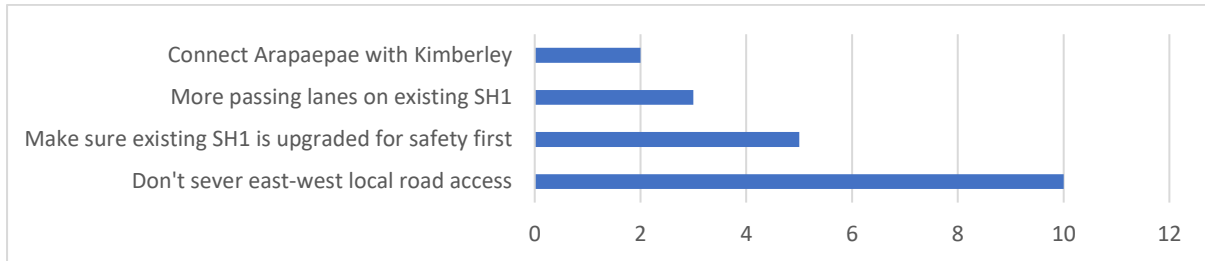
From all sources, 7 responses supported Option A and 1 supported Option B

Waihou Road Options



Local roads (20 comments)

The majority of comments about local roads requested there still be connections between the east and west of the proposed alignment.



General support (16 comments)

Of the 16 comments, 12 people supported the overall proposal. Two indicated it will improve travel time and safety; another considers it will help to develop the community and another supported the community sessions held.

Amenity (12 comments)

There were 7 people that asked for noise, lighting and visual impacts be mitigated in relation to their property (as a general comment). Other comments were concerns of construction effects, the need for good aesthetic design elements and to minimise the amount of lighting where possible. One comment was about potential dust resulting from construction.

Process (12 comments)

There were 7 comments about not being happy with the consultation process to date, particularly from landowners who had not been specifically engaged. Two comments suggested construction start at the northern end so traffic can bypass Levin earlier. The remaining three comments sought:

- Technical reports should begin with overview diagrams
- Show existing routes with traffic data
- New Levin suburb will add to traffic

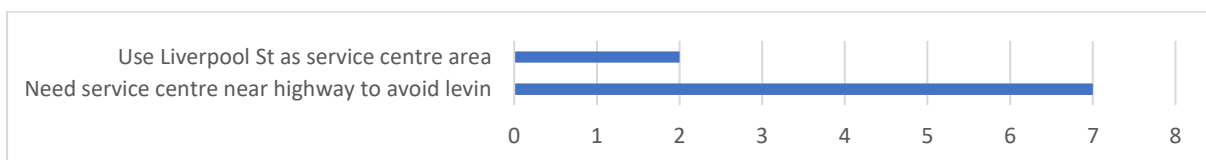
Safety (9 comments)

There were 3 comments that some drivers behave dangerously on the road. Other feedback points on safety included:

- Current cycleway is dangerous
- Support waiting bays (for safety)
- High overbridges result in steep grades and short sight lines
- Blind turns at high speed in Riveredge
- Too many slow vehicles on the roads

Service centres (9 comments)

Several people asked for the provision of service centres along the highway:



Property (6 comments)

There were 3 comments concerned about the loss of value to their properties; 2 comments noted the Liverpool Road extension would encroach onto their property and 1 noted that Levin's new suburb (Tara-Ika) would add more traffic to the road network.

Ecology (6 feedback points)

There were 6 comments that suggested the following:

- Avoid fauna in the area
- Don't have lighting
- Add lots of planting
- Don't plant Tutu
- Support wetlands
- Purchase and retire large areas for ecological support

Cost (5 comments)

There were 3 comments that stated there needs to be proof for the value of a shared path; 2 other comments suggested not having a shared path at all due to cost, as it would be better spent on public transport.

Economy (5 comments)

There were 5 comments about the economy with 4 of those concerned about the use of high-quality soils. Another comment also suggested promoting Levin for economic benefits.

Other (32 comments)

A range of comments were received that did not fit into any particular category, summarised as follows:

- 6 comments on flooding in the area of the alignment
- 4 comments about the project starting construction as soon as possible
- 3 comments requesting the existing rail tracks be double-tracked, while another comment suggested a new railway track all together.
- 2 comments asked that climate change be considered in the design of the road and to achieve New Zealand's climate goals.
- 2 comments stated the MCA process unfairly advantage culture, heritage and ecology over practicalities and costs.
- 2 comments asked to consider the provision of services during construction (fibre etc).
- Comment about compensation due to the potential effects of the road on their property.
- Comment about possible significant archaeology on their site.
- Flyover video is incorrect in not showing a house.
- Question on what can landowners do to help themselves now (in preparation for the highway).
- Build road over Maori land to the west, and lease the land.
- Swales may need to be bigger than indicated for drainage.
- Intermittent large traffic volumes at Arapaepae intersection.
- Short-sighted scheme.
- Complete Peka Peka to Otaki.
- Install traffic webcams.
- Merging traffic needs consideration.
- Save market gardens.

5.2 Other feedback

In addition to the feedback channels identified above, the project team held meetings with 99 landowners and approximately 800 people attended the events throughout the engagement period. The outputs and key themes from these valuable conversations have been shared within the project team.

5.3 Landowner meetings

There were 99 meetings with landowners over August and September. Some meetings included groups of neighbouring property owners, and some landowners own multiple properties within the project area. During these meetings, many of the landowners said

they were in support of the new highway. There were, however, some main concerns noted from the meetings. These concerns were:

- The uncertainty around the alignment and project timeframe; while some landowners wanted to remain at their property, many also wanted to sell in order to move forward
- How the project will impact their property e.g. the character of the property, noise or light pollution, the privacy of the property
- How purchase price was arrived at when property was required, and whether improvements that have been made to their property would be adequately reflected
- The alignment (either through proximity, or because of the acquisition of land) will negatively impact how landowners use their land e.g. their agricultural business.

Detailed local information and feedback from individual property owners fed into consideration of possible refinements to the draft preferred alignment.

5.4 Events

Overall, approximately 800 people attended the various public events. Common themes that people were raising in discussion with team members at the events included:

- Honi Taipua connection (people wanting to see a full road connection) – providing access for emergency services
- Noise (behind the Manakau township and through Manakau Heights)
- Interchanges (location and type)
- Staple bush to the south of Manakau Road
- Organic Garden status – underlying issue of runoff
- Connection with PP2O
- Queries as to why option S5 corridor option didn't progress in 2018
- What will happen to the existing State Highway 1?
- How we mitigate highway noise?
- Why isn't the preferred corridor chosen in 2018 to the west of SH1?
- Local roads access
- Timeframes and next steps.

6. DETAILED PRESENTATION OF THE FEEDBACK

6.1 Feedback Form

A feedback form was available via Social Pinpoint from 25 August to 22 September 2020 and printed copies were available at drop-in sessions. A summary of the 26 responses for each question are as follows:

Question 1: Where would you regularly travel from/to (at least weekly) using the new highway and these connections?

There were 21 people who responded to this question, with most people travelling from South Manakau Road, North Manakau Road, Foxton, or Levin. The main destinations were Levin, Ōtaki, Palmerston North, Wellington, or Foxton.

Question 2: Do you have any comments or feedback you'd like to provide on these regular journeys?

There were 14 people who responded to this question, comments included:

- concern around the accessibility to the new highway from various places and also for large vehicles
- concern regarding the safety of the current road and wanting the new highway to be built as soon as possible
- concern regarding proposed roundabouts and if this will increase traffic delays, wanting bifurcations instead
- concern the additional distance will be increased as well as travel to work.
- *"Shared pathway should be multi-use pathway allowing horses to use."*

Question 3: Are there occasional journeys you'd take (less than weekly) using the new highway?

There were 17 people who responded to this question said yes, with majority of destinations being Wellington, Taupo, Napier, Ōtaki, Peka Peka, Whanganui, and Palmerston North.

Question 4: Do you have any comments or feedback you'd like to provide on these occasional journeys?

12 participants answered this question. Most comments related to how dangerous the current roads are and the need for on and off ramps in Manakau and Tararua Road. One participant noted the need to cater for freight and commercial vehicles. Also, there is little to no public transport, vehicles should take priority over cycle and walkways.

Question 5: Two options are proposed for connecting local roads in the Kimberley Road area. Do you have any comments or feedback you'd like to provide about your regular travel and experience of roads in this area?

There were 10 people who responded to this question and of these, 6 people provided comments. Most of the comments included where the highway should connect to, including: Kimberley Road, McLeavy Road, Tararua Road, and Muhunoa East Road.

"If unable to access the highway at Manakau then a route to the Tararua Rd interchange must be safe and easy, preferable with a safer railway crossing with the current Kimberly or Cambridge street crossings"

Question 6: Two options are proposed for connecting local roads around Waihou and McDonald Roads. Do you have any comments or feedback you'd like to provide about your regular travel and experience of roads in this area?

Three people indicated a preference for option A (constructing the road to McDonald Road and Arapaepae) as it is more direct and less disruptive. One person was in preference of option B (connecting with Wakefield Road and Queen Street) as it would impact them less.

Question 7: Any other comments or feedback you'd like to provide about impacts of the highway on local roads in the area, or anything else you'd like to be considered?

There were 14 responses to this question and majority of the comments regarded concerns relating to the noise, light, visual issues and pollution to the environment as a result of the highway. There was also some concern regarding road access through the highway and how the highway and process of changing options will impact the community.

Question 8: Could a shared pathway provide you with walking / cycling access to regular daily / weekly activities? Tell us where you'd like to regularly (at least weekly) walk / cycle from / to along the new highway corridor:

There were 21 responses to this question. Of these responses, most were in favour of a walking/cycling path. Of these, some main comments included wanting this path to: include access for horses; go to Levin, Ōtaki, around State Highway 1, around Manakau including the village, Ōhau, Kuku, and Manakau school.

Question 9: Tell us where you'd like to occasionally (less than weekly) walk / cycle from / to along the new highway corridor, and any recreational destination you'd like to visit using the shared pathway:

There were 12 responses to this question. Majority of the responses were positive towards a cycle/walking path and would allow people to access Manakau, Levin, Ōtaki, around State Highway, all the beaches, Ōhau, around Forest Lakes Road, and the river reserves and the rivers.

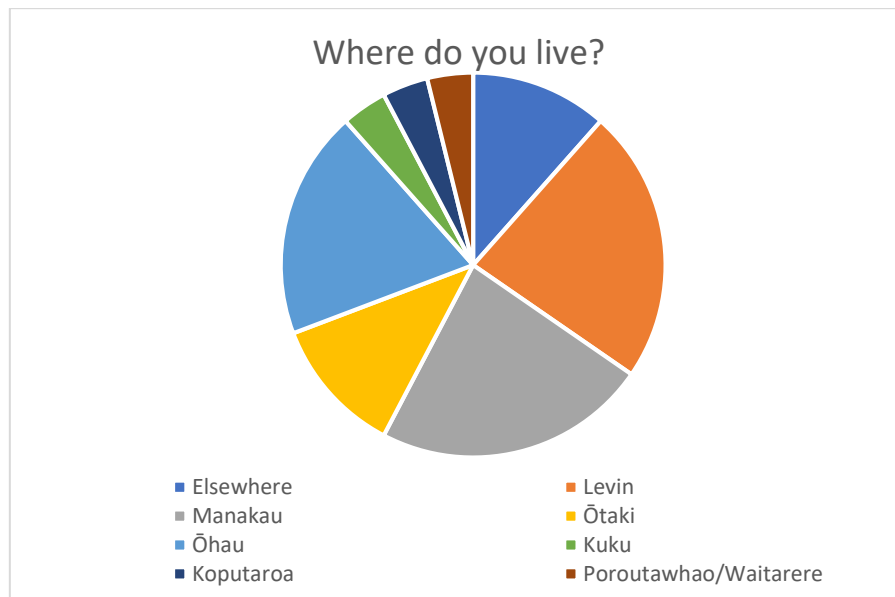
Question 10: Are there any walking or cycling journeys that you'd like to take, but aren't able to currently because of accessibility or safety concerns?

There were 14 responses to this question. The places respondents said they would like to walk/cycle, included: SH57; SH1; Ōtaki; anywhere with beach access and mountain tracks (like, Ōtaki, Kuku, Waikawa, Ōhau, Hikoi, Waitarere); Manakau, Ōhau River, Levin, Arapaepae Road.

Question 11: Any other feedback or ideas for potential future use that should be considered as the shared pathway is developed?

There were 12 responses to this question. The most common comments included that they would like the pathway to include access for horses, the path to connect with other paths, and to construct the pathway among 'nature' (e.g. at a different location, or with a lot of planting between the path and road).

Question 12: Where do you live?



Question 13: How often do you travel on the existing state highways in the Ōtaki to north of Levin area?

There were 25 responses to this question. The order in which respondents travel on the existing state highways from is weekly (the most used), at least once daily, to occasionally (least used).

Question 14: Please rank how you typically move around this area, with the most common way at the top and the least common way at the bottom: Walking, Cycling, Private vehicle, Public transport, Heavy vehicle

18 participants responded to this question, with most people noting that they only travel with a private vehicle. All people rated 'private vehicle' as 1, and rankings 2 and 3 were always given to with cycling and walking.

6.2 Social Pinpoint Map

The project team encouraged feedback through Social Pinpoint. The graph below shows the comments and feedback forms received over the engagement period:

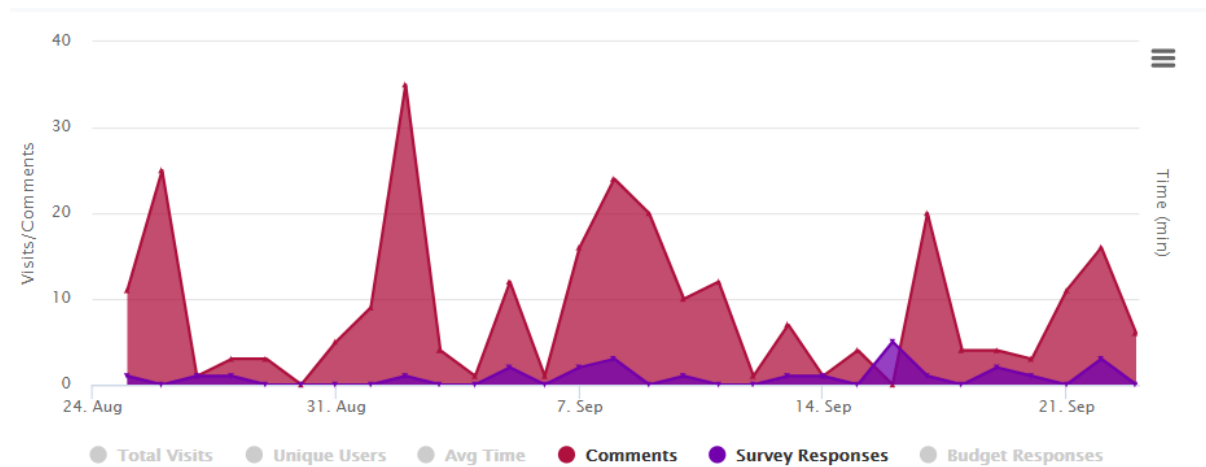


Figure x: Feedback received from Social Pinpoint

MOST POPULAR COMMENTS

Ideas and suggestions

Would it be worth investigating/future-proofing the design at the northern end of the Ō2NL expressway to allow for an easy tie-in should any plans to extend the expressway north to Palmerston North arise in the future? Also, a multi-laned roundabout splitting the traffic between SH1 and SH57 doesn't seem to be a safe option as lots of drivers get confused and cross lanes as they're going through these types of roundabouts.

Like (25) Dislike (0)

Ideas and suggestions

Is there provision to allow for "service centre" development (petrol station/eatery)? The Waikato Expressway and Southern Motorway has a number of these between Taupiri and Papakura, as well as being a common sight in Australia too. Seems odd there hasn't been any service centres confirmed anywhere along the Wellington northern corridor, with the only petrol station that is close to the corridor (not needing to drive too far off from the expressway) being BP on Kapiti Road, Paraparaumu.

Like (18) Dislike (1)

New highway and connections

I don't really understand the use of a roundabout here <SH1/57>. I think a full interchange would be better suited, as this will potentially be a very busy intersection.

Like (16) Dislike (0)

Ideas and suggestions

A grade separated interchange should be put in near Manakau/Kuku to enable local traffic to access the Expressway, otherwise they face a long drive to South of Ōtaki to access it.

Like (10) Dislike (0)

SH57 roundabout

What's the point in spending hundreds of millions on a nice new expressway only to plop a big roundabout on the intersection between two busy highways? We need to futureproof – something NZ sucks at – and build a proper interchange, rather than a roundabout. SH57 is

an important and busy link to not only Palmerston North but also the whole East coast. We need something better than a roundabout.
Like (9) Dislike (0)

The Social Pinpoint map can be seen in **Figure 6** below. Overall, there were 269 submissions with most comments related to:

- The shared path, with people wanting it to be easily and safely accessible at various points, to connect with local roads (even using bridges), to have a surface that is suitable for all users, to allow horses to use the path, and also easily connect with cafes
- Where the interchanges will be, in particular how it will impact traffic and their accessibility to residents
- If residents want a roundabout or not, as well as if the diamond interchange is a good idea
- Concerns regarding the potential noise, light pollution, and aesthetic implication of the new highway and how it will be mitigated
- How many lanes the new highway will have and if it will be useable for trucks as well
- Future proofing the design for future development or if there is a crash and part of the new highway is closed
- Wanting the new highway to be constructed as soon as possible
- Wanting the new highway to have access to gas stations and stopping points.

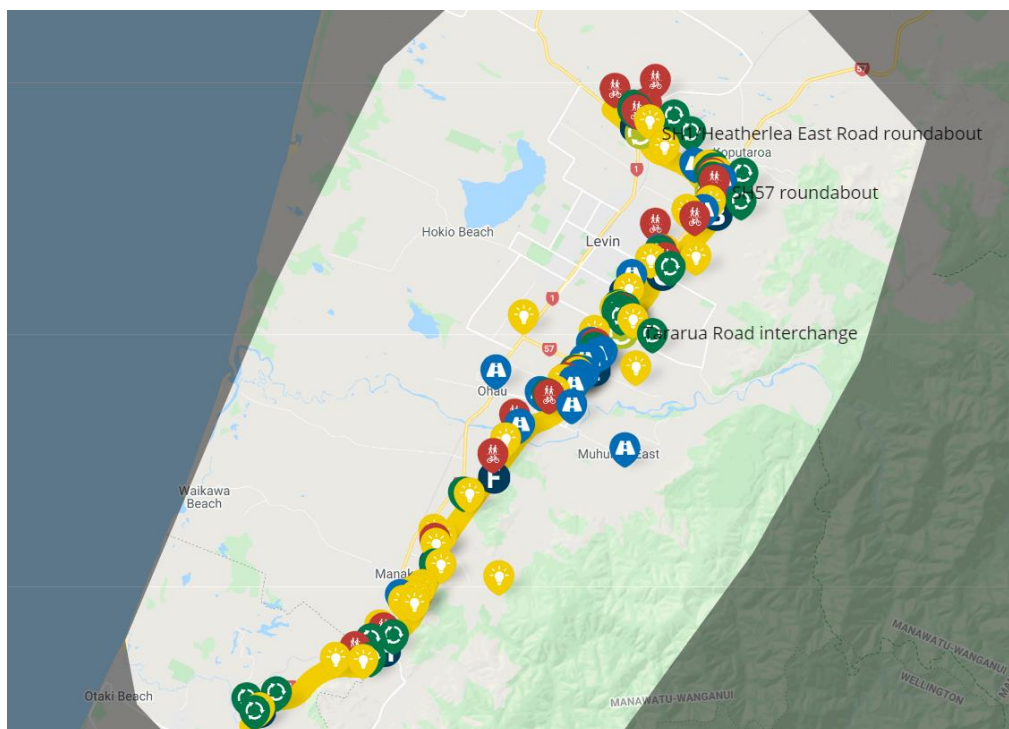


Figure 6: Image showing Social Pinpoint map comments
<https://nzta.mysocialpinpoint.com/o2nl-new-highway#/>

6.3 Emails received

We received 68 'feedback' emails. Of these emails, many were proforma responses related to the shared path (39), access for horses to be included as well as walkers and bikers and request for multiple access points and easy access to the path.

Other emails contained detailed feedback regarding: wanting at least two lanes across the new highway for safety; noise and light pollution; wanting the design to incorporate future proofing; the use of interchanges instead of roundabouts and placement of the preferred alignment. Points raised have been tabled below with a response provided by the project team.

The following table includes comments received from Social Pinpoint, emails and the feedback survey that require a response from the project team.

Comment / Area of Interest	Comment / Response by Project Team
Access / Connectivity	
<p>Postal Boxes for those on Eastern Rise and Honi Taipua Street are all located at the foot of the hill and are in a different Postal Zone, served by a Different Rural Delivery. All affected letterboxes would need to be moved and this would mean extending the southern rural delivery and the affected parties having their addresses changed.</p>	<p>This will be considered as the project progresses; we will ensure postal delivery service are accommodated.</p>
<p>Adding a bridge or underpass further south of the proposed for the new SH to connect both sides of Arapaepae Rd. [Muhunua East Road]</p>	<p>Connections across the new highway will be provided in the Kimberly / Tararua location. We are working with the Councils (HDC and KCDC, as well as Horizons and GW) on the local road connections as part of the DBC (Detailed Business Case) process. As work progresses, we'll share designs with the community.</p>
<p>A new local road to the east of Ō2NL, that joins the South of Arapaepae Road (where it is cut by Ō2NL) to Tararua road would give quicker and easier access to both Levin and Ō2NL for travel north and south</p>	<p>This is one of the local road options that was suggested as part of the consultation (Option A). We are working with Councils on the local road connections. As work progresses, we'll share designs with the community.</p>
<p><i>Florida Road, Muhunua East Road, Arapaepae Roads will all have to go out by Ōhau School. There is a tunnel under the railway that's not very high. Logging trucks, milk tankers, etc that go up Florida Road (from leaving farms at Tararua Road) will have to go by Ōhau School and back up. They will have to go on Bishops road as will not fit under railway. This road is not suitable for big trucks. There needs to be a road connecting Tararua, Kimberley East side, Muhunua East Road from Arapaepae roads.</i></p>	<p>This is one of the local road options that was suggested as part of the consultation (Option A). We are working with the Councils on the local road connections. As work progresses, we'll share designs with the community.</p>
<p>Thought needs to be given to how trucks (with trailers) from Hawkes Bay / Manawatu Gorge (Port of Napier) access sites west and south of Levin (industrial) or towards Manakau (Horticultural, Dairy). Suggest contacting the farms. Some of the roundabouts down Queen St are not suitable for getting trucks around. Ideally the CBD would be bypassed.</p>	<p>We will design the highway roundabouts to a standard appropriate for highways and consider all users. We will work with the Councils and seek industry feedback (e.g. AA, RTA) on design aspects including on local connections.</p>

Comment / Area of Interest	Comment / Response by Project Team
I do not support this closure [Honi Taipua] and would strongly support retaining direct vehicular access between southern Manakau and the village by this means. This road access was facilitated by a local resident and obviously met a need even before traffic flows reached the level they are currently.	There was support for a vehicle connection at Honi Taipua; the project team have heard this feedback and are considering it as work is progressed for this connection.
The preferred alignment as has been presented now should be re-assessed when considering the options for affected local roads and connectivity, and making decisions on local road alterations.	Feedback and further technical assessments have led to refinement of the draft preferred alignment and interchange location proposals. Local roads will be reconnected and once our proposals are confirmed as part of the DBC we'll engage with the community further as required.
Suggest the short piece of Manakau Heights Drive west of new highway be connected/continued on from Honi Taipua Street.	There was support for a vehicle connection at Honi Taipua; the project team have heard this feedback and are considering it as work is progressed for this connection.
One way to keep this route open would be to take a road through from North Manakau Road parallel to the Highway to link with the ends of Honi Taipua, Eastern Rise and Manakau Heights Drive allowing North and South Manakau access to the village. This eliminates the need for an underpass on North Manakau Road (unless that was made a pedestrian/cycleway) and replaces access to properties on the eastern aspect which has to happen irrespective of the fate of Honi Taipua Street.	North Manakau connectivity is important for the community. There will be an east-west link provided at this location when the new highway is built. Whether this connection is an underpass or overpass will be determined during the design process.
The reports to the MCA on local roads consider closing either South Manakau Road or the road connection to Honi Taipua Street. My preference would be for an underpass for South Manakau Road, and a light traffic (weight restricted) bridge to maintain the south Manakau area connection to the main village.	There was support for a vehicle connection at Honi Taipua; the project team have heard this feedback and are considering it as work is progressed for this connection.
Another option would be to have a bridge connecting the current McLeavy Rd to the Terrace/Arapaepae Rd intersection with a roundabout at the intersection.	Connections across the new highway will be provided at Tararua and Muhunoa East Road. A connection across McLeavy Road has been considered and ruled out, due to providing connections at Muhunoa East Road, Tararua Road and Queen Street, with McLeavy reconnected to Arapaepae near Kimberley Road. These connections to the north and south provide a good level of access provision, along with existing movements on the current SH1.

Comment / Area of Interest	Comment / Response by Project Team
	We are working with Councils on the local road connections. As the design progresses, we'll communicate and engage with the community further.
Will McLeavy road be a no exit road?	This will be progressed as the design moves forward. Both local road options presented show new connections through to Kimberley Road and no decisions have been made on the connection to existing SH1.
Not clear how this links to PP2O. Presumably any traffic on the old SH1 heading south will have to go through Ōtaki to get onto the Expressway heading south. This is a worse situation than will be in place once PP2O completed and will lead to more through traffic in Ōtaki. Less of an issue this if an extended diamond interchange or if there is a Manakau/Kuku interchange.	The connection to PP2O will be further investigated as part of the current Detailed Business Case phase.
For a major project investment such as this, a more visionary northern section is required. It should extend all of the way to the north beyond the school at Poroutawhao, SH1 at Koputaroa Road. The existing highway from Heatherlea Road north has many property access and vertical alignment issues as well as the Waitarere curves section. The change in road characteristics coming off the new four lane section are relatively abrupt with the potential to violate driver expectations creating issues around safety. We would ask that, although not contemplated in the first build, the vision for this part of the route north should be explored and determined. This will also be critical to confirm the SH1/57 rotary junction is located optimally to accommodate such a notion in the inevitable future.	The safe transition of the driving environment from the new highway to the old highway (and vice-versa) is being considered as part of this project and associated safety projects and speed reviews are taking place on the existing highway. Conversations with the community have already begun for the safety improvements north of Levin, and wider community engagement is expected during 2021.
Could it not be an option to site the new highway slightly further west and keep the existing Arapaepae Rd (Muhunua to Kimberly/Tararua) as the local connection, rather than build two new roads to reconnect these communities?	Previous investigations have identified the preferred alignment for the new highway, so this is unlikely to change. The preferred alignment avoids areas of sensitivity, while balancing the requirements of practical road geometry. We are working with HDC on local road connections.
Option B significant community severance for Ōhau East residents. It turns South Arapaepae Road into a dead-end road. It significantly reduces access for the community of Ōhau East to Levin and the North. It forces the community to use the old SH1 to go North. The option materially increases severance in the area of Muhunua East, Riveredge, McLeavey and Kimberly (e.g. to Ōhau	Your points about severance are noted. Community feedback we received supported the alternative, Option A. The local road connections for the Kimberley location are being considered further in the Detailed Business Case and we are working with Councils on the local road connections.

Comment / Area of Interest	Comment / Response by Project Team
School) and assumes that the community across these 4 roads have no connection with one another.	
Will access to the quarry be under the Ōhau river bridge?	This detail is yet to be determined as the project progresses; we will share designs with the community and business owner.
Where will Eastern Rise residents access their property?	We will work with individual property owners on how we may be able to reconnect their properties to the roading network. Our preference is to reconnect where practicable.
Active Travel	
Cycleway access to Manakau school is important and a bridge or underpass at North Manakau Road would work well	Thank you for your comment about where you want to access. We have noted that the school is an important community destination. We will work with HDC on cycling connections.
Bridleway as part of the multi-modal path	A walking and cycling path along the length of the highway is included in the scope of the project. The scope does not include a bridleway and there is no evidence to support its contribution to the objectives of the project.
People on foot and bike need to be accommodated in the design with best practice measures and ease of access considerations. East-west access and crossing points at various points along the route.	Work to reconnect the local roads will consider access and crossing points and pedestrian/cycle modes will be a focus in our designs. This will be determined as the project progresses; we will share designs with the community.
If there is no underpass or overpass at Kimberley Rd (proposed option A), and if the shared pathway is on the west side of the expressway, then those who want to walk or cycle to Kimberley Reserve will have to leave the shared pathway at the interchange or Muhunua Rd and use the newly created roads to do so. I think shared pathways should connect to all the main river reserves and eventually link up with pathways created beside the river.	Thank you for your comment about where you want to access. We have noted that the reserve is an important community destination. We will work with Councils on walking and cycling connections. At the Tararua Road interchange, active travel access (east and west) is important and will be accommodated.
People on foot and bike travelling along SH57 need to be considered at Arapaepae Road North. How will they navigate the intersection and crossing points safely?	All connections will be made safe and we will design the highway roundabouts to a standard appropriate for highways and consider all users. We will work with HDC on local connections.
Assuming the existing SH1 will be converted to a local road – people on foot and bike need much better facilities and consideration in the revocation design.	An initial investigation regarding revocation (the process of converting a state highway to a local road including ownership arrangements with Councils) will be undertaken as part of the Detailed Business Case. Council (including community) aspirations for any revoked section will be considered as part of these investigations.

Comment / Area of Interest	Comment / Response by Project Team
<p>People on foot and bike travelling Heatherlea East Road need to be considered at the intersection changes. They need safe access to continue their journey, north, south, east, and west.</p>	<p>We will design the highway intersections to a standard appropriate for highways and consider all users. We will work with HDC on local connections.</p>
<p>It is imperative that the new road does not create a barrier from people walking and cycling towards the hills in and around Manakau. There needs to be multiple crossing points for cyclists and pedestrians.</p>	<p>Work to reconnect the local roads will consider access and crossing points. This will be determined as the project progresses; we will share designs with the community.</p>
<p>Needs to link with other shared paths and river reserve access.</p>	<p>Thank you for your comment about where you want to access. We have noted that the reserve is an important community destination. We will work with Councils on cycling connections. At the Tararua Road interchange, active travel access (east and west) is important and will be accommodated.</p>
Alignment	
<p>Why not push road further west between Manakau and Ōhau to keep straighter?</p>	<p>Previous investigations have identified the preferred alignment for the new highway, so this is unlikely to change. The preferred alignment avoids areas of sensitivity, while balancing the requirements of practical road geometry.</p>
<p>It would be good to have the expressway lowered near Queen Street East to minimise the impact of noise to Tara-Ika and to nearby properties. It would also provide an uninterrupted mountain to sea view connection for Levin, as well as contributing to maintaining Queen Street East's social, historic and landscape connections to the town of Levin.</p>	<p>We note the importance of the visual connections within the area. The height of the highway is yet to be determined. As the project progresses, we will share detailed designs with the community.</p>
<p>Is this big loop out towards the east really necessary? It's farmland both sides, so tighter to the railway line would appear to reduce impacts on numerous Mountain View Drive and South Manakau Road properties, without increasing its effect on properties in the zone. (Ground water control will be needed wherever the route.)</p>	<p>The preferred alignment responds to the environmental sensitivities in this area. Of significant importance would be the impacts on Staples Bush (if the alignment was to be located near the railway line). Following public feedback, our specialist did re-check the terrestrial ecological values of Staples Bush. They have confirmed that the values of this bush are high and avoiding impacting on this native forestry area is vital.</p>
<p>The expressway through Kuku should be a lower road with Kuku East Road running over the top. The geographical lay of the land is suitable for this because of the drop off of the farmland going north. It is our view that if the expressway was lower, it would not only be good for sound mitigation but we imagine it would be easier for building any overpass.</p>	<p>The height of the highway is yet to be determined. As the project progresses, we will share detailed designs with the community.</p>

Heritage	
Great concern regarding the impact of the preferred alignment on the historical property. The property has a lot of archaeology significance and they are concerned that the works will have "...significant impacts on our setting, heritage, archaeology, landscape and curtilage, and that there will be also impacts of noise, visual, dust, vibration, and potential impacts to well-being." – referring to property [address], Levin.	The project team is aware of the historic values of this location. Following this feedback, our heritage specialist re-checked and confirmed the historic values of this property. The alignment avoids this house.
Climate Change	
Achieving our climate goals require reducing vehicle-kilometres travelled. How does Ō2NL contribute to that? Taking these things into account means considering, in an integrated way, a wide range of mechanisms that achieve the required compliance. For example, how does Ō2NL compare to just building the cycleway together with safety upgrades of SH1?	Environmental sustainability including climate goals (emissions, sea-level rises, flood events) is one of the factors to be considered under the Government Policy Statement and we are seeking to balance those goals with established safety and resilience requirements on this part of the network. There are also regional economic and growth goals which we aim to support. Previous investigations over the past decade have looked at the investment case for various alternatives and concluded that investment in a new highway would best serve these goals and requirements.
Ecology	
How will the pollution affect our rainwater collection?	This will be explored further as we prepare our Assessment of Environmental Effects as part of the planning process.
As a Beekeeper PLEASE DO NOT PLANT TUTU (a native plant which is a source of toxic honey dew) in what you are referring to as wetlands as bees collect the sap, add to the honey which in turn makes it poisonous to humans.	Noted this will be considered as the project progresses.
The wetland area between Lawlers Road and Forest Lakes Road includes some sort of pump/flow that adjusts water levels to protect the railways from the waterway that runs westward underneath the rails, out of the lake. Native fish and birds are part of this wetland and planting initiatives have made the area quite lovely.	Thank you for bringing this to our attention. The design of the project will seek to ensure that the hydraulic performance of water courses is not affected or altered. We will investigate the area and discuss with landowners and KiwiRail to ensure that the current arrangements are understood and accommodated appropriately. The current footprint of the proposed new route will be located more than 100m from the wetland.
We support the wetland, indicated in mauve, on our boundary. We hope it would enhance the birdlife that we already have in abundance, in our beautiful gardens." – regarding property [address], Manakau, Levin	Noted, thank you.

<p>Bunds should be planted in native low growing shrubs and should not impede our beautiful view of the Tararuas.</p>	<p>Noted. Decisions to use bunds have not been made yet, and can be used to help manage noise and visual effects. Your suggestion will be further considered as we investigate and assess the effects of the project on the environment, as part of the RMA planning process.</p>
<p>Enhanced Movement</p>	
<p>Essential the road is 4 lanes throughout its length to ensure timely and safe journeys.</p>	<p>The road will be designed as a four-lane highway, and the project scope set out in the NZ Upgrade Programme funding is for construction of a four-lane highway.</p>
<p>Essential the new road caters adequately for freight and commercial vehicles. Road and roundabout design needs to cater for large commercial vehicles (e.g. logging trucks) – unlike the roundabout design at Otaihanga. Roundabout design should also maximise visibility for all traffic so that drivers can see other vehicles indicators and so direction of travel (as well as educating drivers on how to use roundabouts).</p>	<p>We will design the highway and the interchanges to a standard appropriate for highways and consider all users.</p>
<p>Flooding</p>	
<p>We believe the area through much of the alignment will be challenging from a drainage point of view and in particular the stretch through Kuku and Manakau. There appears to be little reference to cyclic flooding through the area caused by the runoff from the ranges that finds its way to the lower ground spreading widely as surface flooding, outside the bounds of the identified flood plains away from the River.</p> <p>No doubt this will be catered for in the embankment design for the new road with respect to elevation and drainage relief, which will be necessary for the area between new road and ranges. This may need to be more extensive than the longitudinal swale construction indicated.</p> <p>We can agree there are challenges with selecting a draft corridor overall, and we realise that this will be refined to the actual highway alignment, to avoid ‘red flags’ in due course. We would make the observation that the proposed horizontal geometry is highly curvilinear. Design consistency should be such that the road is safe and comfortable with more than generous radii should there be no other options than for the highway to constantly meander left and right throughout. Thus would expect that this is evaluated against the project objectives to enhance the safety of the State</p>	<p>Thank you for this information. We are continuing to carry out investigations to support further design work, including a more detailed investigations (e.g. aerial survey of the land and water courses, flood modelling and assessments). Our design work will respond to these detailed investigations.</p> <p>The current alignment seeks to avoid areas of sensitivity, while balancing the requirements of practical road geometry.</p>

<p>Highway network by delivering a four lane State Highway between Ōtaki and North of Levin and support intra and inter-regional economic growth and productivity through improved movement of people and freight.</p>	
<p>Interchanges</p>	
<p>Manakau Interchange: Without an interchange at Manakau the new highway has little benefit to the local community. Under the current plan, access to and from the highway for the Manakau locals is a long drive away. Given Manakau's close proximity to New Zealand's Capital city (estimated to be sub 45mins with Transmission Gully), a natural 'infill' of urban housing will occur in the district given easy highway access. Short sighted planning now will throttle growth in the region. The additional cost of an interchange now would be returned over the lifetime value of the new highway.</p>	<p>We believe there will be benefits for the Manakau community, by removal of traffic from the existing SH1. Discussions with HDC/KCDC regarding future growth in this southern area have not identified significant traffic demands (current and future) to justify an interchange at Manakau at the moment. The current design does not preclude the future development of an interchange at Manakau, should demand arise.</p>
<p>SH57/new SH1: Needs to be a full interchange instead of a roundabout. This will separate local and expressway traffic but will allow easier and safer access for local traffic.</p>	<p>The roundabouts on the new O2NL highway will calm exiting highway traffic and signal a change of road environment. This is a particular consideration for traffic that may have travelled from Wellington on median-separated highways, as they leave the new highway and transition onto SH57. Roundabouts have a smaller footprint and so are less visible and intrusive than a full interchange (grade separated), whilst also providing for all movements.</p>
<p>Would be awesome to have a full servicing interchange that would see through years and years of room for improvement. Just make sure it's built to deal with the capacity that will be required of it, because it will be a very busy interchange. Also, would be that much closer for emergency services. The more access we have at Tararua crossing the better. Especially for growth of houses set to increase around the area in future.</p>	<p>We are in the process of considering the form of the interchange at Tararua. This is part of the Detailed Business Case.</p>
<p>There is a very long distance between Ōtaki and the Tararua interchange. This has serious implications for the emergency services – Fire engines cannot turn on a dime, and ambulances get stuck in mud easily. Interchanges at Ōhau and Manukau would also help us respond more effectively to these communities. Occasional spaces to turn around may help.</p>	<p>Existing State Highway 1 would remain as a local road to service the local community (with significantly reduced traffic volumes). There aren't significant traffic demands (current and future) to justify an interchange at Manakau/Kuku or Ōhau. The current design does not preclude the future development of an interchange at Manakau, should demand arise. As part of the final design, we will consider emergency vehicle access.</p>

<p>If there is no under or over pass at Kimberley Rd then for people to travel from McLeavey Rd or Speldhurst to Kimberley reserve, or for Kimberley Rd East residents and businesses to go the other way, then it will mean an extra 3 km trip (one way) going via the Tararua interchange.</p>	<p>Thank you for your comment about where you want to access. We have noted that the reserve is an important community destination. We are working with the Councils on the local road connections. As part of the consultation, two local road options were presented. Local roads in this location are being investigated further as part of the Detailed Business Case.</p>
<p>NO roundabouts at all are to be put on the main [new] SH1 section of roading network and need to be removed from the plans.</p>	<p>The roundabouts on the new O2NL highway will calm exiting highway traffic and signal a change of road environment. This is a particular consideration for traffic that may have travelled from Wellington on median-separated highways, as they leave the new highway and transition onto SH57. Roundabouts have a smaller footprint and so are less visible and intrusive than a full interchange (grade separated), whilst also providing for all movements.</p>
<p>Tararua Road should have north and south ramps. If it's only half then allow the land and space for future provision of a full interchange. As the main interchange for Levin, traffic volume should be shifted off local roads. A half interchange forces more traffic to use Levin's local roads.</p>	<p>We are in the process of considering the form of the interchange at Tararua. This is part of the Detailed Business Case.</p>
<p>Local Roads</p>	
<p>A reconnection to the south end of Arapaepae Rd and an over/under pass at Kimberley to get directly North and west would achieve full reconnections for everyone and would be ideal.</p>	<p>As part of the consultation, two local road options were presented in this area. Local roads are being investigated further as part of the Detailed Business Case and we are working with HDC on these local road connections.</p>
<p>Please protect Levin's access to Kimberley reserve. We have fought for this in the past and will continue to do so. A detour would put the reserve further away from the town and would therefore effectively harm the district. Also consider the argument of quick access by emergency services in case of accident, near drowning, fire etc.</p>	<p>Thank you for your comment about where you want to access. We have noted that the reserve is an important community destination. As part of the consultation, two local road options were presented in this area. Local roads are being investigated further as part of the Detailed Business Case and we are working with the Councils on local road connections.</p>
<p>Kimberley Rd needs to go over a sunken expressway to avoid a second local road having to be constructed and maintained at a huge cost. A sunken expressway option would address some of the sound mitigation issues. Residents living on Arapaepae Rd south of Kimberley Rd need to be able to have direct access to Levin. Kimberley Rd going over the expressway would help make this possible – a short second local road could be included to the east of Arapaepae to join Kimberley Rd.</p>	<p>We note the importance of minimising the noise effects of the new highway. The height of the highway is yet to be determined. As the project progresses, we will share detailed designs with the community. The two local road options presented for the Kimberly location are being investigated further as part of the Detailed Business Case. We are working with Councils on local road connections</p>

<p>An important east-west link is a bit of an understatement for Nth Manakau Rd! An under or overpass is essential as the road has no other way in or out.</p>	<p>There will be an east-west link provided in this location when the new highway is built. Whether this connection is an underpass or overpass will be determined during the design process.</p>
<p>I understand the need to cross the Waiauti Stream and consider its flooding potential, and this complicates the expressway and the South Manakau Road crossing. My concern with a high overbridge is the safety hazards of steep grades and short sight lines, with a potential dip and then rise again to the railway line. There is also the visual impact and associated impacts on the adjacent landscape.</p>	<p>The design incorporates the flood level requirements of the Manakau South / Waiauti area. The bridge structure here takes the new highway over South Manakau Road and this will be designed to provide gentle /appropriate grade changes, similar to those used on the M2PP expressway. The standards we use ensure that vehicles have sufficient stopping sight distance on a high-speed (100km/hr) road.</p>
<p>The Manakau Heights road connection to Honi Taipua is a very important connection to the town and is our preferred connection with the current SH1 at the Mokena Kohere St intersection. This intersection is the safest to use of the current options. It is and will be our preferred connection to the old road when the new expressway is operating.</p>	<p>Thank you for your comment about where you want to access. There was support for a vehicle connection at Honi Taipua; the project team have heard this feedback are considering is as work progresses on this connection.</p>
<p>Noise, Lighting, Vibration</p>	
<p>I'm facing the prospect of being in very close proximity to major road works for the next 9 years (SH57 safety upgrades then Ō2NL) creating serious concerns for my health and wellbeing as well as concerns for noise, dust and vibration damage to my property. I have an older property which is perfectly sound and functional. I do have concerns of the effects of vibration on my septic tank and field drains, my tile roof and house foundations as well as the detrimental effects on my heat-pump which will possibly need be run 24/7 during summer as opening windows won't be an option with the noise and dust. I will have considerably more noise with Ō2NL to the east, SH57 to the west and an overpass to the south.</p>	<p>Effects of the new highway on nearby properties will be further investigated in Detailed Business Case. The RMA applications for the new highway will also be considering effects in detail. For example, the RMA applications will be proposing mitigation for noise, dust and vibration where it is warranted, based on effects. As the project progresses, we will continue to talk to the community. The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court, which will be charged with testing our proposals to manage effects.</p>
<p>What is in place for noise protection? Will there be bunding berms and planting? Please put no streetlights in the valley the light pollution will ruin the valley as there is a large number of Ruru.</p>	<p>Effects on nearby properties will be further investigated in Detailed Business Case. The RMA applications will also be considering effects in detail. For example, the RMA applications will be proposing mitigation for noise and light where it is warranted based on effects. Any lights proposed in a rural environment will be directional in order to avoid light spill. As the project progresses, we will continue to talk to the community.</p>

	<p>The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court, which will be charged with testing our proposals to manage effects.</p>
<p>My three main concerns about the new road are noise and light pollution (and how these are to be mitigated in what is currently a quiet, rural area) and making sure the current access to Palmy/the back of Levin along Arapaepae road is not compromised.</p>	<p>Effects on nearby properties will be further investigated in Detailed Business Case. The RMA applications will also be considering noise and light effects in detail. For example, the RMA applications will be proposing mitigation for noise and light where it is warranted based on effects. Any lights proposed in a rural environment will be directional in order to avoid light spill. As the project progresses, we will continue to talk to the community. The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court, which will be charged with testing our proposals to manage effects. Access to and from the existing SH57 will be provided by a connection at the SH1 / SH7 location (which is proposed to be a roundabout).</p>
<p>Having had the experience of living near major roads – 6 lane highways – I believe the best way to build a new road is to build it lower than the surrounding countryside, with bridges where local roads run over it. The noise from the road is absorbed by the surrounding banks and does not spill over the edges.</p>	<p>We note the noise concerns. The height of the highway is yet to be determined. As the project progresses, we will share detailed designs with the community.</p>
<p>What will noise mitigation look like at Arapaepae Road / McLeavey?</p>	<p>Noise effects on nearby properties will be further investigated in Detailed Business Case. The RMA applications and associated planning processes will also be considering noise effects in detail. For example, the RMA applications will be proposing mitigation for noise where it is warranted based on effects. As the project progresses, we will continue to talk to the community. The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court, which will be charged with testing our proposals to manage effects.</p>

<p>Any sound bund should be constructed of earth. Concrete walls will amplify and reverberate sounds and would be completely detrimental to the landscape.</p>	<p>Through the Detailed Business Case and the RMA planning process, we will work to mitigate issues of noise impacts and identify appropriate treatments. As the project progresses, we will continue to talk to the community.</p> <p>The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court, which will be charged with testing our proposals to manage effects.</p>
<p>Concern about the adverse noise outcomes from:</p> <ul style="list-style-type: none"> • The valley amphitheatre effect • The elevated position of some dwellings • Persistent traffic noise (from both east and west) • Truck engine breaking • Design and construction. <p>Would like to see:</p> <ul style="list-style-type: none"> • Commitment to install low-noise road surface, markings and bridge joins (along the Manakau section) • Robust noise monitoring • Engagement with nearby residents likely to be affected by noise • Additional information and performance data for the noise mitigation options. 	<p>Noise effects on nearby properties will be further investigated in Detailed Business Case.</p> <p>The project's RMA applications will also be considering noise effects in detail. For example, the RMA applications will be proposing mitigation for noise where it is warranted. As the project progresses, we will continue to talk to the community.</p> <p>The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court who will be charged with testing our proposals to manage effects.</p>
Visual	
<p>Height of the highway passing Mountain View Drive. The height of the proposed highway will have a substantial impact on the residents on Mountain View Road. The NZTA 'fly through' video shows the highway passing over the South Manakau road. This will result in visual impediment to the views from our property in Mountain View Drive. Potentially the new highway will beat a similar height or higher than our property, having a substantial impact on the current rural outlook.</p>	<p>The fly-through is an indication of what the highway might look like based on current information. The design process has not completed and is an ongoing process in response to potential effects including visual and amenity effects.</p> <p>The height of the highway is yet to be determined. As the project progresses, we will share detailed designs with the community.</p>
Productive land value	
<p>Taking this land will not only deprive people of their businesses and staff of their jobs, but it'll affect our whole local economy and even that of the country, due to many of these vegetables being</p>	<p>Noted. Impacts on high class land / soils will be further assessed as part of the DBC process and the following RMA consenting process.</p>

sent around New Zealand and even overseas, contributing to our external trade and the world supply of food.	
The Horowhenua is one of New Zealand's prime market gardening areas and this problem is likely to get worse over time.	Noted. Impacts on high class land / soils will be further assessed as part of the DBC process and the following RMA consenting process.
Property	
Extending Liverpool Road will encroach on the caravan park, my house and access into it. My neighbour would be in the same predicament.	The O2NL Project is not proposing to extend Liverpool Street. We understand that this option is being investigated by HDC as part of planned urbanisation to the east of Levin.
Weaving the preferred alignment around dwellings appears designed to avoid cost of property acquisition – leaving dwellings located close to the highway. NZTA need to be open and transparent with property owners and acquire whole properties (even if part is required). NZTA need to meaningfully consider changes to the alignment if the majority of property owners in Manakau are prepared to sell.	Technical investigations and discussions with property owners have considered property impacts. The preferred alignment avoids areas of sensitivity, while balancing the requirements of practical road geometry. Discussions with the hundreds of individual property owners have clearly revealed that a “one size fits all” approach is not appropriate and so full acquisitions options are presented where appropriate.
Railway	
Has there been any consideration for double tracking the NIMT to Levin in the future? With these new roads brings new development and more population spread.	The Ō2NL project will ensure that any infrastructure in the vicinity of rail lines will be future proofed to accommodate both double tracking and electrification.
Facilities	
Will there be any gas stations or service centres (gas station, food, coffee, rest rooms) located directly off the expressway?	At this stage none of these facilities are being planned along this section of the highway, which is consistent with other sections to the south.
Congestion / Traffic	
The increase in traffic, including heavy vehicles is going to impact on safety, access to properties, lifestyle and physical condition of buildings and noise.	The O2NL Project is being designed to safely accommodate current and future transport demands. Consequential potential effects on properties (and buildings) have been taken into consideration and will continue to be taken into consideration during ongoing design investigations.
What consideration have you given to the effect on northbound traffic flow – particularly at peak times – of the two-lane expressway suddenly becoming one lane on the present SH1 after the Heatherlea East roundabout?	Current and projected future traffic volumes (to 2040) have been used to develop the design of the proposed road. These projections allow for population and jobs growth and indicate that ample capacity will exist on the existing state highway network north of O2NL project at 2040.
Process	
I have commented previously on your use of MCA as an evaluation tool. I would note here, again, that the intention of this method is to provide a multi-objective evaluation where all the interested	A Multi Criteria Analysis (MCA) is an evaluation tool that helps Waka Kotahi consider options using a range of criteria.

<p>parties consider options in an open and transparent way, with all parties hearing what others say, and the evaluation being undertaken in common by all parties. It is clear again that the decision on the preferred outcome, this time of an alignment within the selected corridor, has been made outside of the MCA process, with the preferred alignment, in the Pukehou to Manakau length at least, being different to what was considered in the MCA. It is also clear from media reports and responses at public meetings, that some objectives and people are given privileged consideration, in particular cultural, iwi, heritage and ecology. There is, as in the past, no transparency to the final option evaluation and decision-making of WK.</p>	<p>In August 2020 we published a draft MCA report that evaluated alignment options within the preferred 300m corridor across a range of technical criteria. The MCA was draft in order for the community to be able to comment on the options and the technically preferred draft preferred alignment. Community comments are being considered as part of the final MCA processes. Decisions made by Waka Kotahi also take into consideration a range of other matters including cost and funding availability, risk and opportunities as well as the desired outcomes of Iwi and stakeholders. In some cases, it may be necessary to undertake further option assessment processes as part of the DBC process (e.g. local roads).</p>
<p>Please advise when you will open direct talks with [other] landowners on their concerns.</p>	<p>Waka Kotahi has been in discussions with landowners about their concerns for a considerable period of time, since investigations began and we are open to discussing the project with all interested parties including landowners. We'll be talking with some specific groups and individual property owners later in the year about mitigating potential affects. Members of the community can also make a booking to talk with someone in the project team.</p>
<p>What happens to those of us with the new highway close to our house and then a roundabout marked across your front paddock close to your house? We have not been contacted by NZTA. Really upsetting to go to a library and find that out. Extremely disappointing.</p>	<p>We have made efforts to contact property owners within the preferred corridor, and have been in discussion with many for some time. Property owners with queries should contact us directly, and arrange a time to meet with the project team. We'll also be talking with some specific groups and individual property owners later in the year about mitigating potential effects, as our investigations continue.</p>
<p>How is this going to cope with the traffic after the council puts in a 2,000-property subdivision?</p>	<p>We are working with HDC to better understand the impacts of the Tara-Ika development and also those effects combined with the new highway proposal.</p>
<p>The information in the 'technical reports' online would be better illustrated with an overview diagram of the new route with indicative connections at the critical junctions that will be investigated further. The online information boards already have the information, found to be most useful, and are no doubt similar to that displayed at the drop-in centres.</p> <p>It may have been useful to show the existing SH1 and SH57 routes with traffic data and associated growth / vehicle mix.</p>	<p>Noted. Thank you for this feedback. We will take your comments into consideration when developing our public facing information.</p>

Severance and Social Impacts	
<p>The proposal to sever Manakau Heights is not supported. Concern about the negative social impacts arising from:</p> <ul style="list-style-type: none"> • Demographic profile/age of residents travelling locally (particularly the young and old) • Reduced access to the school and community facilities • Increased road safety risk for those travelling between the village and Manakau Heights Drive, because of the number of road and rail intersections that would need to be navigated • Blocked emergency vehicle access during train parked on crossing. <p>We would support a single lane underpass/overpass that will accommodate vehicles including trucks and a safe pedestrian and cycle way.</p>	<p>These effects will be further investigated in Detailed Business Case. Through the RMA planning process, we will assess potential effects including social effects and as appropriate develop and propose measures to manage those effects. As the project progresses, we will continue to talk to the community and share designs. The RMA process will test and seek to ensure that effects on properties are appropriately managed, where those decisions are subject to public processes. Our current intention is to lodge the applications with the Environment Court who will be charged with testing our proposals to manage effects. There was support for a vehicle connection at Honi Taipua; the project team have heard this feedback and are considering it as work is progressed for this connection.</p>
<p>Community geographical and social severance; and displacement of people. Would like to see commitment from NZTA to review previous submissions and SIAs to ensure planning around ongoing pre-designation, pre-construction and post-construction impacts. Interested in viewing further information around what measures have been used on other roading projects to manage social impacts.</p>	<p>Noted. We have asked independent experts to prepare a new social impact assessment as part of our ongoing investigations and in preparation for future RMA applications. We expect that the authors of this assessment will take into consideration measures used on other construction projects should effects be identified that need management. This report will be made public as part of the RMA process.</p>
Support for the project	
<p>I believe the road needs to be constructed as the current SH1 is inadequate.</p>	<p>Noted</p>
<p>Present journey times are too long and dangerous. Improved times and safety will allow people to move around the area and support local businesses by shopping locally. Better access to Wellington will improve access to health care and other services and facilitate travel further afield by ferry, train and air.</p>	<p>Noted</p>
<p>We see this infrastructure as critical to reducing travel times and improving safety!</p>	<p>Noted</p>
<p>All residents from homes along the west side of Waihou road and the majority of those present from the eastern side support the current draft preferred alignment.</p>	<p>Noted</p>

<p>Our membership is resigned to, and generally supportive of, the expressway proposal and appreciates the opportunities that the new expressway presents to the Horowhenua District, as well as the Lower North Island.</p>	<p>Noted</p>
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7. CONCLUSION

Waka Kotahi received a significant amount of engagement and feedback from the community on this project and would like to thank everyone who provided input for the kōrero to date. This resulted in over 500 points of feedback through Social Pinpoint, emails and surveys.

There was strong community support the project overall; however, there was lots of discussion on how to improve the proposed highway, particularly around the interchanges, alignment, access to highway, shared paths and local roads.

The topic with the biggest response was the proposed roundabout at SH1/57. Many people felt that a full interchange would be better than a roundabout, and several more felt there should be no roundabouts on the new highway at all. Some also sought to have more interchanges along the alignment. There was support from a number of people for the interchange at Tararua Road. Others suggested having an interchange at Queen Street.

Vehicle access was another major point of discussion, with many expressing the east-west connections of local roads needs to be retained. This notably included connecting Manakau with Manakau South and Kimberley and Arapaepae road connections.

In terms of amenity, we received several comments on having a low-elevation highway to reduce noise; keep local roads at grade; and reduce the visual impact of the road. Residents near Mountain View Drive also wanted to see the alignment move further west to reduce the impacts on their neighbourhood.

A significant number of people commented they would like the shared path to become a multi-use path and include access for horse-riders, although a couple of responses opposed this. The majority of other comments on walking and cycling asked that the east-west connections be retained, particularly around the reserve on Tararua Road. Overall, there was a high level of support for having a shared path along the alignment, with just a few comments asking for the costs of a shared path to be used on public transport instead.

Refinements to the draft preferred alignment.

In addition to this valuable feedback received through the consultation process, we've conducted additional technical investigations including:

- A more detailed aerial survey of the land and watercourses
- Geotechnical testing of ground conditions
- Geophysical surveys to further investigate the archaeological values at three locations
- An ecological survey to assess the age and type of bush at Staples Bush
- Additional technical work for flooding and drainage.

Together, this input and additional information has led to a number of areas of adjustment to the draft preferred alignment. This optimal location for the new highway from our work to date is the **refined draft preferred alignment**, which has been shared with property owners, stakeholders and the community in March 2021.

Areas of adjustment in the refined draft preferred alignment are:

Southern end of highway

Adjustment to the alignment is based on further understanding of the waterways in the area. The refined highway alignment is also moved marginally further away from Pukehou hill. Additional areas have also been identified north of Taylors Rd to provide connection options back into the existing SH1.

Staples Bush / Mountain View area

Adjustment to the alignment is based on ecological investigations and the finding that Staples Bush is an older forest than anticipated, with kohe kohe, regionally endangered tawa, titoki and puketea, along with the ecosystems these support. Also, alterations to the likely stormwater requirements around South Manakau Road.

Honi Taipua area

Adjustment to the alignment is based on additional areas being identified as needed to accommodate local road connections which serve the community.

North Manakau Road area

Adjustment to the alignment is based on landowner feedback and the development of a more optimal alignment of the new highway further to the west along with improved local road connections.

Kuku East Road

Adjustment to the alignment is based on the local road bridge connection here. Additional area is included on both sides of the alignment to accommodate this.

Muhunoa East Road

Adjustment to the alignment is based on the local road connection here. Additional area is included to accommodate this.

McLeavey Road area

Adjustment to the alignment is based on property impacts and more knowledge of local water courses. The alignment is moved slightly east here with a new local road connection proposed on the western side closer to the new highway.

Around new SH1 / SH57 split

Adjustment to the alignment is based on further development of drainage wetland requirements. There are some changes and an overall reduction in area in and around the crossing of SH57.

Northern end of highway

Adjustment to the alignment is based on further developing our understanding of how the new highway will connect to the existing roads.

Earthworks

In addition, local adjustments in some areas were based on the anticipated extent of earthworks required.

8. NEXT STEPS

We are now more than halfway through a two-year process to identify the preferred alignment of the new highway. While each phase of work means an increased level of confidence in our plans, we still have a way to go before we can confirm the final alignment for the new highway.

The next stage of design includes factors such as road elevation and key structures, and understanding environmental and social effects (such as possible noise or visual impacts), and how these can be avoided, minimised or mitigated. These investigations will inform the development and refinement of the design.

By late 2021, the current detailed business case phase will be completed and the refined alignment, with any further adjustments, will be considered for adoption by the Waka Kotahi Board. Once endorsed, the **preferred alignment** will be adopted and the 300m preferred corridor that's been in place since December 2018 will be withdrawn.

By mid-2022, the preferred alignment will be used as the basis to prepare the road designation Notice of Requirement and resource consent applications, although it is likely that further adjustments will be needed as we progress this work, and complete land requirement plans.

Figure 7 shows the timeframe for the coming months and years. There will be further opportunity to provide feedback as the project progresses.



Figure 7: Ō2NL timeframe 2020 to 2029