Ō2NL Engagement Report

Summary of engagement 2011-2022 and Report of April-May 2022 engagement

December 2022

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1. Purpose of this report

This report has been prepared to outline the communication and consultation that has been undertaken and informed the decision-making as regards the selection of the preferred alignment and the technical reports for the assessment of effects for the Ōtaki to North of Levin project (Ō2NL project).

This report covers the history of consultation. Further details of each phase can be found in the appendices. This report also functions as the detailed engagement report for the April-May 2022 engagement (6.4).

2. Background

The Ō2NL project can be divided into three distinct phases with corresponding engagement and consultation associated with each of these phases summarised in the remainder of this Section.

1) Phase 1 Option investigations: 2011 – 2017
2) Phase 2 Preferred corridor identification: 2018
3) Phase 3 Preferred alignment identification: 2019 – 2022

A more comprehensive summary of the engagement for each of the phases can be found below in Sections 6 - Phases of Engagement and Feedback.

2.1. Phase 1 – 2011-2017 – Option investigations

The Ō2NL project commenced in 2011, as part of the Roads of National Significance (RoNS) programme.

A scoping report was developed with the aim to improve the road corridor between Ōtaki and north of Levin. In 2012, 81 alignment options were considered both east and west of Levin and progressively narrowed down, through multi-criteria analysis, to a shortlist of four.

In 2013, project feasibility reports and scheme reports, including improvements in a number of locations along the existing State Highways 1 & 57, were shared with the public. In 2014, property owners in the then-selected corridor were advised they were within the preferred project area.

Further investigations to improve the road corridor between Ōtaki and north of Levin were initiated in 2016.

In mid-2017, key stakeholders and the local community were asked to provide feedback on community values and concerns with their responses aiding in the development and evaluation of potential options.

2.2. Phase 2 – 2018 – Preferred corridor identification

In early 2018, shortlisted corridor options were shared with the community for their feedback, with potentially affected landowners also being formally advised.

The identification of the preferred corridor was then put on hold while the project was re-evaluated for alignment with the Government Policy Statement (GPS) on Land Transport 2018.

In October 2018, following the review of the GPS, the scope of the work was re-evaluated to include:

- Delivering short- and medium-term safety improvements
- Designating for a new route which would have allowance for four lanes in the future
- Working to enhance public transport options and improve amenity within Levin.
- A preferred corridor for the new highway, recommended in an Indicative Business Case (IBC) and then announced in December 2018.

2.3. Phase 3 – 2019-onwards – Preferred alignment identification

Pending funding to proceed from the Waka Kotahi Board (then known as NZ Transport Agency) endorsed approach, the project was paused for much of 2019. This included a hiatus in previously regular meetings with iwi and councils.

In October 2019, Waka Kotahi announced the commitment to the critical next steps of the Detailed Business Case (DBC) and gaining statutory approvals for the new Ōtaki to north of Levin highway. This also included progressing with the Safe Network Programme (SNP) of state highway road safety improvements in the short to medium term in the area, and a review of speed limits on SH1 from Ōtaki to Levin.

In January 2020, the NZ Upgrade Programme announced that the Ō2NL project would be included as part of its Wellington package. This enabled the project to proceed, with funding and a timeline for delivery outlined. In June 2021, the Government confirmed the commitment to deliver the Ō2NL project, with its funding announced as $1.5b (including contingencies).

3. Statutory framework and consultation guidelines

In developing and delivering the engagement and consultation for the Ō2NL project a number of Acts and guides are of relevance.

3.1 Resource Management Act 1991 (RMA)

There are no specific statutory requirements for consultation under the RMA for either NoR or resource consent applications. Form 18 of the RMA requires a Notice of Requirement for a designation to include a description of any consultation that has been undertaken with parties that are likely to be affected, and clause 6(1)(f) of Schedule 4 requires an assessment of an activity's effects on the environment to include information on the identification of persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted.

Waka Kotahi places a strong emphasis on pre-application engagement and consultation, in line with its focus on exhibiting a sense of social and environmental responsibility (including by considering the views of affected communities). Engagement with tangata whenua is also important considering the Crown's Treaty of Waitangi obligations (including in respect of section 8 of the RMA).

Within the above framework, thorough and ongoing consultation has been carried out in the context of considering:

- The effects on the environment of the project
- Suitable and appropriate approaches to avoiding, remedying or mitigating adverse effects
- Refinements to the proposed alignment of the new road, in order to minimise adverse effects while delivering on the Waka Kotahi objectives
- Developing the project alongside tangata whenua as partners
- The views, concerns and matters of importance to landowners, stakeholders and the community.

3.2 Land Transport Management Act 2003 (LTMA)

The LTMA provides for an integrated approach to land transport management planning and funding. Transport authorities and agencies are required to demonstrate a sense of social and environmental responsibility, which includes considering the views of affected communities and providing early and full opportunities for persons and organisations to contribute to land transport programmes. Section 18H requires Waka Kotahi to establish and maintain opportunities for Māori to contribute to decision-making processes. While this applies to funding from the NLTF, and so strictly does not apply to the Project, it is still a matter that Waka Kotahi has considered.

Waka Kotahi as a funder of roads operates under LTMA. Waka Kotahi is required to demonstrate a sense of social and environmental responsibility, which includes:

- The need to minimise adverse effects on the environment
- The views of affected communities
- The need for early evaluation of land transport options and alternatives for achieving objectives
- Provision of timely opportunities for individuals and organisations to contribute to land transport programmes.

The Waka Kotahi approach to engagement and consultation for the project is consistent with these requirements.

3.3 Public Works Act

The Public Works Act 1981 (PWA) gives the Crown power to acquire land from private landowners for public works. Public works may include works such as roads, schools, police stations and railways. The PWA sets out a process to be followed for the acquisition of land.

The Minister for Land Information and Toitū Te Whenua are responsible for administering the PWA. Many functions have been delegated to Land Information New Zealand (LINZ).

3.4 NZ Transport Agency Public Engagement Guidelines 2016

Waka Kotahi undertakes public engagement to ensure better-informed decisions, improve the Ō2NL project design and to assist it to deliver a state highway network that meets the needs of communities and the wider public. The extensive public engagement undertaken has also been consistent with Waka Kotahi obligations under the RMA and the LTMA discussed above.

The *NZ Transport Agency Public Engagement Guidelines (2016)*[3] set out the Waka Kotahi engagement guidance for deciding when and how to engage with the public. By actively engaging the public in its decision making, Waka Kotahi aims to gain a better understanding of how people, communities and organisations are affected by its decisions and how it should balance social, environmental, cultural and economic responsibilities.

The overarching Waka Kotahi approach to effective stakeholder engagement is to develop strong collaborative relationships with stakeholders using the following principles:

- We know why we are engaging and we communicate this clearly
- We know who to engage
- We know the history and background
- We begin early
- We are genuine
- We support and encourage best practice.

3.5 Te Ara Kotahi – Our Māori Strategy 2020

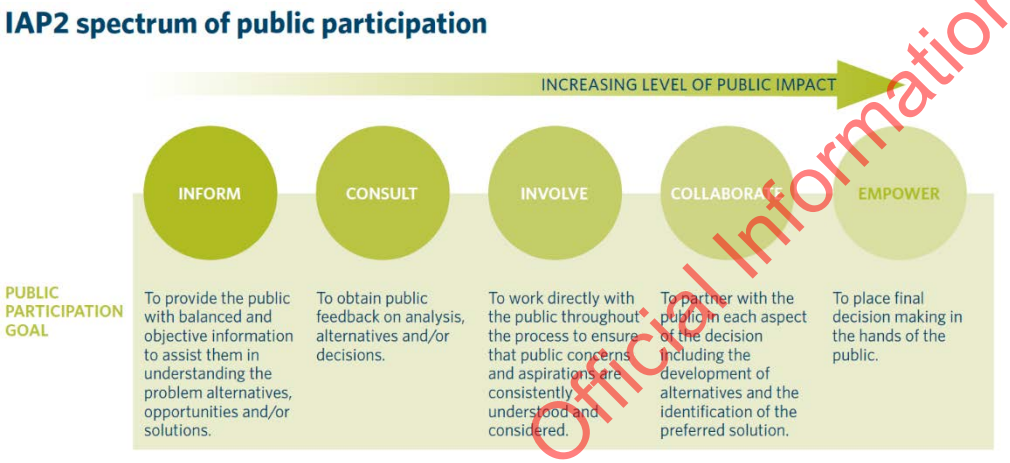
Te Ara Kotahi provides strategic direction to Waka Kotahi on how the Agency works with and responds to Māori as the Crown's Treaty partner. The strategy outlines five strategic pou (pillars) that support te whakakitenga (the vision):

- Partnership – We recognise and respect Te Triti o Waitangi and will promote a partnering approach in our work with Māori.
- Leadership and culture – We are respected by Māori and value Te Ao Māori views in the work we do to enhance the delivery of the land transport system.
- Engagement – We will engage effectively with Māori to build strong, meaningful and enduring relationships to achieve mutually beneficial outcomes.

- Empowered organisation – We support our people to have the capability, capacity and confidence to partner and engage successfully with Māori.
- Strong and vibrant Māori communities – We support the development of strong and vibrant Māori communities and will work with Māori to identify opportunities to enhance Māori social, cultural, environmental and economic wellbeing in the work we do.

3.6 International Association of Public Participation (IAP2)

Waka Kotahi engagement for the Ō2NL project has been informed by the International Association of Public Participation ("IAP2") principles and public participation spectrum. The IAP2 spectrum is the basis of the Waka Kotahi Public Engagement Guidelines to ensure the level of participation people have in the decision-making process is clear. The IAP2 participation spectrum is shown in the diagram below.



4. Engagement Framework for the Ō2NL Project

For each phase of the Ō2NL project, the level of partner, landowner, public and stakeholder participation has been guided by the IAP2 participation spectrum approach. This approach specifically seeks that engagement transparently identifies the goals or outcome of the engagement process and determines how this outcome can be delivered through a spectrum of engagement processes ranging from informing (providing information and education) through to empowering (whereby decision making is handed to parties in the engagement process).

The Ō2NL project team developed a Communications and Engagement Strategy to guide the 'why', 'when' and 'how' of working with iwi and other project partners and engaging with key stakeholders and the public during initial phases of investigation and through to the current design and consenting phase. This strategy is consistent with Waka Kotahi Public Engagement Guidelines and commitment to apply the IAP2 participation spectrum approach discussed above.

4.1 Engagement Objectives

The communications and engagement objectives of all Waka Kotahi projects are to:

- Explain the background to the project and why it is required.
- Receive feedback from those parties and consider implications on the project.
- Advise the affected parties and communities of the potential extent of the proposed works as well as any potential effects and mitigation measures.
- Ensure key target audiences and stakeholders have an accurate understanding of how the projects fit into strategic regional development.

- Provide consistent information.
- Engage genuinely and constructively with key stakeholders/target audiences.
- Minimise uncertainty and dispel misinformation.
- Maintain and enhance existing relationships.
- To comply with legislative requirements and apply best practice to consultation for the purpose of informing RMA processes, including any relevant statutory instruments (including Wildlife Act, Heritage NZ Act, Public Works Act and Climate Change Response Act) and Waka Kotahi principles.

4.2 Engagement Principles

The Ō2NL project has sought to collaborate and build consensus with the project's Iwi Partners and key stakeholders. Project engagements with iwi partners are underpinned by the following principles that Waka Kotahi and mana whenua will:

- acknowledge the relationships that upholds the rangatiratanga of the te taiao, and the relationship that partners have to each other within Horowhenua;
- acknowledge where we agree on values, effects and mitigation and seek workable solutions where we don't;
- consistently behave with respect, integrity and courtesy; and
- communicate openly, with respect, with direction and focus

Other Ō2NL project engagement principles are as follows:

- **Whole-of-programme communications** - to help avoid engagement fatigue and confusion, communications are always supported by whole of project context and include information about other work that Waka Kotahi is undertaking in the region. This recognises that the same community and stakeholders can be affected by multiple projects – including safety improvements and speed reviews on the existing highways in the area, as well as the new Ō2NL highway.
- **Proactive and regular communication** - regular updates to the community and seek opportunities for dialogue and information-sharing, including face-to-face. Proactively share information by publishing key documents and provide answers to likely questions on the project web pages. Through newsletters and events, proactively provide information on known areas of interest.
- **Transparent** - transparent about programme and process so that key stakeholders and the community can come to the same conclusions about the work programme as the project team. This includes sharing timeframes for key milestones and updates on progress, replying promptly and thoroughly to queries and creating opportunities for face-to-face conversations with the Project Team.
- **Take a long-term view of relationships** - the proposed new highway has a long history with the region's stakeholders and the community and so it is important to recognise past engagement and confirm that feedback has been considered. Taking a long-term view to relationships will provide direct and regular engagement with key stakeholders and the community to help provide visibility of concerns.
- **Be approachable and available** – to engage with the audience, communications are straightforward, well-structured, concise and use plain English. The project team is contactable via a freephone number and project email address. Responses are timely, sympathetic, helpful, frank and detailed.
- **Think regionally and nationally as well as locally** - support the bigger picture story about progress with transport infrastructure in the region to provide context.

4.3 Engagement Methods

A wide range of engagement tools and channels have been utilised. An integrated approach to communications and engagement planning saw a mix of channels used to provide multiple touchpoints and engagement and feedback options. From March 2020 to September 2022, engagement method options reflected the Covid 19 Alert Levels / Protection Framework as well as the community response to the pandemic; with additional reliance on online options, in particular Zoom meetings.

For further details about the channels used in the 2022 engagement can be found in Section 6 of this document and in Appendix IX: Ō2NL April/May 2022 engagement collateral and promotion.

- **Iwi engagement –** The Ō2NL project team began engaging with iwi partners in 2012. Initially, conversations were with iwi as key stakeholders albeit with considerable levels of input during the IBC investigation phase as reported in the Part E Consideration of Alternatives. In 2019 Waka Kotahi, Muaūpoko Tribal Authority and Ngāti Raukawa ki te Tonga began discussions about a partnership approach to the ensuing investigation and construction phases of the project. From October 2019 investigations to be undertaken in partnership with increasing involvement in the DBC investigations. Notably this entailed the commencement of the development of a Cultural and Environmental Design Framework and formation of investigation and design principles, as well as principles around working together.

  The partnership approach has matured and developed over time. Key interfaces to allow iwi to participate, engage, inform and shape ongoing investigations now incorporate governance, management and operational activities.

- **Project Reference Group and Ō2NL Community Groups -** While there are very few recognised community groups within the vicinity of the project, it was possible to establish a forum to allow the community to interact and engage with the project team on a regular basis at both local venues and virtually (from 2020). It is recognised that these groups are not representative of the entire community but they provide useful insights.

  A Project Reference Group (PRG) was formed in May 2017, which comprised of key stakeholders, iwi and community members. The PRG met regularly with the project team and were involved in the MCA process for shortlisting corridor and alignment options.

  In June 2020, to better support the ongoing investigations of the project, the PRG was expanded into four different Ō2NL Community Groups, representing the communities of Manakau, Ohau, Levin and north Levin. This allowed more detailed discussions about specific locations and their requirements to occur and to inform ongoing alignment investigations.

  Since July 2020, these Ō2NL Community Groups have continued to meet on (approximately) a bi-monthly cycle and are provided with information about ongoing environmental investigations as well as an opportunity to provide input into specific design aspects of the project, such as the location and connections of the SUP. Community Group insights contribute to the AEE and RMA process and to community relations with the project. The invite list for these meetings is more than 90 people and typically 40-60 people attend each round of Community Group meetings. It is open to anyone to attend Community Group meetings, which are advertised via the Ō2NL project (email) newsletter and occasionally other promotion.

- **Stakeholder meetings** – Meetings with key stakeholders (see Tables 2 and 3 below) provide an opportunity for the project team to present audience specific information to key stakeholder groups and to work collaboratively to develop solutions. These include face to face and online meetings (when appropriate) with stakeholders to discuss specific matters such as river management, water quality monitoring, and plans to improve local roads and infrastructure, as well as multi-disciplinary workshops to discuss the project, shared use path, intersection and local road improvements, the design framework, ecology and noise.

- **Landowner meetings** – The project team meets with and exchanges correspondence with property owners/ tenants both proactively and reactively when owners raise particular concerns. This is to inform property owners, listen to any concerns and issues they have, understand their

access requirements during construction and operation of the new state highway, and to facilitate land access and future land purchases. During property owner engagement periods, owners are invited to schedule meetings with the project team to discuss the project and process any queries related to their property.

- **Dedicated phone** – A free phone number (0508 625 4636) is available to receive calls and answer queries from the public. This line received up to 50 calls per month in 2021/2022.
- **Email –** O2NL@nzta.govt.nz. This email is often the first point of contact for public and stakeholders to reach out to the project. It is also used to follow up on queries and liaise with landowners. Members of the public and stakeholders contact it significantly more during periods of engagement or following a project newsletter than when there has not recently been an update. However, the inbox is closely monitored to respond to all queries as they come in.
- **Ō2NL project website –** The website provides up to date and accurate information and is a key portal for people to have access to day-to-day information relating the project. Waka Kotahi aims to proactively make as much information and documentation as possible available on the project website: www.nzta.govt.nz/Ō2NL
- **Ō2NL project email newsletter** – This newsletter is emailed to a subscriber mailing list. Updates are provided for the community every four to six weeks and the newsletter is also made available on the website. People can subscribe to project updates via a sign-up form on the website or request newsletters using project inbound channels. As of December 2022, the newsletter has more than 1,900 subscribers.
- **Social media channels –** Queries on the Waka Kotahi Facebook and Twitter pages are forwarded to the project team and responded to on the platform or via email. Waka Kotahi social media channels are used throughout engagement periods to inform the public about the drop-in sessions and how to give feedback. The Waka Kotahi Wellington Facebook page has the largest reach of the social media channels with 52,000 followers.
- **Social Pinpoint** – This online tool is used during periods of public engagement for the community to learn more about proposed changes and leave feedback on the interactive map. Following use of a physical map at earlier engagement events, the interactive Social Pinpoint map was used during the August 2020 draft preferred alignment engagement to provide an online option. Members of the public can view feedback provided by other users and it is made available to view on the project website. During the 2020 engagement, there were more than 1,300 unique users to the Social Pinpoint and 269 comments were provided as feedback. This feedback was consolidated with emails, conversations, survey responses and phone calls also received during engagement.
- **Survey Monkey** – This online tool is used for online surveys during periods of public engagement. Paper-based versions of online surveys are also available.
- **Local Project Office presence in Levin** - In December 2020, an Ō2NL Project Office was established in Levin, providing a local base for the team to work and meet with stakeholders. The office has a display area to view plans that has been open to the public during engagement phases and for occasional open day since July 2021 (subject to COVID restrictions) and allows members of the public to come and speak to the project team.
- **Public information events** - Numerous public information events and open days have been held during key engagement phases to enable the public to view plans and designs, ask questions and discuss the project with team members directly and to provide input and feedback. These events are advertised on the project website, local newspapers, radio ads and billboards. Engagement events for the new highway have been held at venues in Ōtaki, Manakau, Ohau, Levin and Koputaroa. For example, 10 face to face events were held during the four-week engagement phase for the draft preferred alignment in 2020.
- **Advertising –** Public information events are promoted using external advertising channels. During periods of engagement, print, radio, outdoor and social media advertising are booked to inform the

general public that there is project update and that feedback is open. All advertising is local to the Horowhenua and Kāpiti regions.

- **Engagement collateral –** Engagement collateral is written and designed for all engagement periods to inform the public of the latest project updates in an easy-to-understand manner. Collateral will differ between different engagement periods, however, usually includes display boards (printed boards for events and also published on the project website), brochures, flyers, roll-out maps and feedback forms.
- **Media release** – Media releases are issued on the first day of an engagement period to announce drop-in sessions and the feedback window opening. Media releases are also issued outside an engagement period if there is an important project update like a funding decision.

- **Communications and Engagement Database** - All communications and engagement activities with key stakeholders and the public are recorded for internal use.

5. Partners and Stakeholders

There are numerous partners, key stakeholders and groups involved in the Ō2NL project. Participants include those with interests in land, asset owners, landowners, people with interests in the Ō2NL project's design and development, and others with broader ecological, tourism and economic interests.

5.1 Partnership with Tangata Whenua

As set out in the Waka Kotahi Public Engagement Guidelines, Iwi/Māori are recognised as the Treaty partner by the Crown, including specifically in the LTMA.

The Ō2NL project is being developed by Waka Kotahi, Muaūpoko Tribal Authority (Muaūpoko) and the following hapū of Ngāti Raukawa ki te Tonga: Ngā Hapū o Ōtaki (on behalf of Ngāti Kapumanawawhiti), Ngāti Hikitanga, Ngāti Huia ki Poroutawhao, Ngāti Huia ki Mātau, Ngāti Kikopiri, Ngāti Ngarongo, Ngāti Pareraukawa, Ngāti Takihiku, Ngāti Tukorehe and Ngāti Wehiwehi (Ngāti Raukawa).

Waka Kotahi has worked in partnership with Muaūpoko and Ngāti Raukawa as Iwi Project Partners since early 2020 when Ō2NL project funding was confirmed and work on the Detailed Business Case (DBC) investigations programme commenced. Through this partnership, core principles for the project have been established and applied across project development processes. The core partnership principles developed for the project are to:

- Tread Lightly, with the whenua
- Me tangata te whenua (treat the land as a person)
- Kia māori te whenua (let it be its natural self)
- Create an Enduring Community Legacy

Hapū and iwi partners of Muaūpoko and Ngāti Raukawa have led the project team's efforts to incorporate identified cultural values with the overall outcomes and local values, and is acknowledged and reflected in the development of the Cultural and Environmental Design Framework (CEDF) that has assisted to finalise the alignment and concept design of the Ō2NL project. This is further enhanced by the Cultural Impact Assessments (CIA) that have been prepared for the project.

The project team met with iwi during the corridor options, and route alignment assessment processes. This has intensified during the current phases and is focused on the twin objectives of forming and maintaining lasting relationships built on trust, and to embed the Māori world view in the Ō2NL project.

Project partners (Waka Kotahi, Muaūpoko Tribal Authority and hapū of Ngāti Raukawa ki te Tonga) have together been considering the aspects that make up the DBC including the relevant delivery strategies, including procurement, property, and RMA / consenting strategies. For example, ongoing exploration in these areas supports the inclusion of a hapū/iwi delivery objective which relates to enhancing the mana o te taiao as well as recognition of tino-rangatiratanga of our hapū and iwi partners.

Waka Kotahi recognises a relationship that upholds the rangatiratanga of te taiao (environment), and the relationship hapū have to their waterways and water bodies, whenua (land) and each other within Horowhenua. A central component of this project is the recognition that iwi and hapū have an inalienable connection to te taiao and a responsibility for its health and wellbeing.

The project partners are committed to ensuring that because of this relationship, the health and wellbeing of te taiao impacted by the Ō2NL project will be improved by the application of agreed principles – this will bring benefits for the overall ecosystem, that improve overall wellbeing for whānau, hapū, iwi and the wider community. Hapū and marae are integral to the success of the relationship and the project, working together in a collaborative manner.

There has been regular contact with iwi via phone, email and face-to-face/virtual meetings. Iwi partners have been working alongside the project team in the undertaking of ongoing investigations including attendance at weekly project team meetings and involvement in RMA planning team hui.

Key interface aspects of iwi involvement include:

- Co-creation of a draft Cultural and Environmental Design Framework (CEDF) – this process commenced in October 2020 and has entailed numerous workshops to develop a preliminary draft CEDF that was issued to iwi for whānau review in December 2021. The preliminary draft and draft CEDF have informed the concept design of the project and associated infrastructure.
- Weekly workshops have been convened since May 2021 where detailed matters are presented and worked through, including geometric, bridge and stormwater design and specialist topics such as groundwater, ecology, air and water quality, construction methodology including erosion and sediment control, spoil sites and material supply sites.
- Access to project resources including technical reports and advice, draft plans/designs and drawings and draft technical reports. This includes the ability to discuss matters with expert/specialist advisors, project designers, planning team and support, and request drawings and support for discussions with whānau and hapū members.
- Attendance and participation in the ecology, natural character and noise workshops, and the provision of information and helping to shape outcomes
- Attendance at Project Steering Committee (PSC) since February 2022.

The partnership approach has highlighted the range of interests in the Ō2NL project. Key cultural interests include how the project interacts with wai (including ground water), maunga, spiritual pathways, what the impacts are on the environment (wetlands, rivers, stands of vegetation and terrestrial invertebrates, such as snails and lizards, birds and other fauna) and how the project will contribute positively to the environment and community. Opportunities for furthering a partnership approach are being developed through iwi discussions.

5.2 Local Government

The Ō2NL project sits across four local and regional council boundaries to include:

- Horowhenua District Council (HDC)
- Horizons Regional Council (HRC)
- Kāpiti Coast District Council (KCDC)
- Greater Wellington Regional Council (GWRC)

A Project Steering Group was established in November 2017, comprising representatives from Waka Kotahi and the relevant councils – changing depending on the stage of the project. The current group, the Project Steering Committee was formed when the Ō2NL programme was established in late 2019. Originally internal-only, Horowhenua District Council has been involved since late 2020. Following initiation of the DBC regular and task-specific meetings were held.

Following the selection of a preferred alignment, effects-based investigations commenced and the outputs from these investigations enabled an iterative process of design refinement to occur. During this phase

consultation and engagement exercises with community and stakeholders occurred as described in the following table.

Stakeholder	Purpose	When and How
Kāpiti Coast and Horowhenua District Council briefings	To share information with elected representatives and senior staff about the project and to share in particular milestones in programme leading up construction and road opening.	Meet periodically as information becomes available through investigations. Weekly or more catchups with Horowhenua District Council managerial staff.
Kāpiti Coast and Horowhenua District Council Road Controlling Authority	To share information about the project and in particular to discuss design and Project interfaces with local road networks. To discuss and agree assumed condition of the existing state highway network once the new highway is open, including revocation options and principles.	Revocation workshops in October 2021, December 2021, February 2022. Level crossing improvement investigations hui, and site visit during period June 2021 – February 2022. Transport modelling assumptions discussions, including assumed improvements to the local road network.

5.3 Regulators and Government Organisations

The project team has also engaged with relevant regulatory authorities and Government organisations. This includes the four councils identified above, in their capacity as regulators under the RMA (as distinct from their role as partners in the project). The project team also engaged with Department of Conservation and Heritage New Zealand as relevant regulators.

Stakeholder	Purpose	When and How
RMA Officers Meeting (Kāpiti Coast and Horowhenua District Council, Horizons and Greater Wellington Regional Council officers and planning representatives)	To discuss administrative and mechanical aspects of consenting pre-lodgement and post-lodgement phases. To provide information about the project and to align scope and purpose of effects assessments with RMA purposes	Monthly since February 2021 Project briefing (May 2021) Project site visits (May 2021 and August 2021) Regular e-mail updates on programme Electronic distribution of draft technical reports, design drawings and supporting information in June and over the period August – December 2021 Attendance at noise, ecology shared use path and CEDF development workshops (2020 – 2022)
Department of Conservation	To provide information about the project and to align scope and purpose of effects assessments with RMA purposes. To check consistent understanding of the values of ecology	Ecology workshops Project site visits Monthly progress catchups

	systems and the effects on them are understood and to agree an approach to responding to those effects.	Attendance at ecology shared use path and CEDF development workshops (2021 – 2022) Electronic distribution of draft technical reports, design drawings and supporting information in June and over the period August – December Attendance at ecology and CEDF development workshops (2020 – 2022)
Heritage New Zealand Pouhere Taonga	To provide information about the project and to align scope and purpose of effects assessments with RMA purposes. To check consistent understanding of the values of heritage and the effects on them are understood and to agree an approach to responding to those effects.	Quarterly updates. Electronic distribution of draft technical reports, design drawings and supporting information in August 2021 and June 2022. Attendance at designation condition workshops.
Ministry of Transport and New Zealand Treasury	NZ Upgrade Programme and the Ō2NL project team have engaged with Ministry of Transport and New Zealand Treasury officials to create awareness on the review and assurance processes that Waka Kotahi would be conducting on the DBC and to streamline the review processes from joint Ministers' offices.	Engagement throughout the development of the DBC, with engagement activities being highest between December 2021 and June 2022.

5.4 Other key stakeholders

The table below summarises key stakeholder groups that have an interest and/or are affected by the Ō2NL project and with whom specific engagement that has occurred. A number of key stakeholders have been involved in relevant technical aspects and environmental assessments. Some groups (such as Forest and Bird and the noise groups) have also been involved in the scoping and methodologies of the technical aspects of the project and had the opportunity to provide feedback and meet with the project team and relevant specialists to discuss any key issues.

Stakeholder	Purpose	When and How
Road users groups - Police, Fire, Ambulance, Wellington Regional Transport Committee, Automobile Association, NZ Road Transport Association, Road Transport Forum NZ, Heavy Haulage.	Quarterly briefings in respect of the projects design specification, connections and interchanges.	Approximately quarterly on-line /hui briefings / discussion in respect of the status of the design and investigations.
Forest and Bird	To provide information about the Project and to align scope and purpose of effects assessments	Ecology workshops Project site visits

	with RMA purposes. To check consistent understanding of the values of ecology systems and the effects on them are understood and to agree an approach to responding to those effects.	Attendance at ecology shared use path and CEDF development workshops (2021 – 2022) Electronic distribution of draft technical reports, design drawings and supporting information in June and over the period 2021-2022. Attendance at ecology and CEDF development workshops (2020 – 2022)
Ō2NL noise mitigation group and Manakau noise group	To share information about the Project and to discuss and agree approaches to managing the effects of noise on existing and planned dwellings	Meet periodically as information becomes available through investigations.
Community group meetings	To share information about the project's design and effects assessments processes. To provide information on programme.	Meet bi-monthly since March 2021.

5.5 Stakeholders and Partner List

Below is a list of all partners and stakeholders that have been contacted and engaged with.

Stakeholders and Partner Groups	
Tangata Whenua Partners	Ngāti Raukawa ki te Tonga Muaūpoko
Community	Directly affected landowners (within the proposed corridor) Affected landowners (along existing alignments) Wider Community
Regulatory Authorities/ Organisations	Horizons Regional Council Greater Wellington Regional Council Horowhenua District Council Kāpiti Coast District Council Community Boards
Transport Industry	Wellington Regional Transport Committee Automobile Association NZ Road Transport Association Road Transport Forum NZ Heavy Haulage

Statutory agencies	Ministry of Transport New Zealand Treasury Land Information New Zealand Department of Conservation Ministry for the Environment NZ Historic Places Trust Pouhere Taonga Ministry of Education KiwiRail
Community / Business / Interest Groups	Rural road users NZ Fish and Game Forest & Bird Ō2NL noise mitigation group Regional commuters Cyclists, horse riders, pedestrians Schools Businesses
Emergency services	NZ Police NZ Fire Service St John's Ambulance Rural Fire Service Ministry of Civil Defence
Utilities	PowerCo Transpower NZ Vector Gas TelstraClear Chorus/Telecom Vodafone NZ

5.6 Landowners

'Landowners' refers to those with property within the preferred alignment and proposed designation area, as well as those who were previously located within an alignment or corridor (prior to the selection of the preferred corridor).

Waka Kotahi has proactively engaged with landowners throughout the investigation phases of the Ō2NL project. This purpose of this engagement has been:

- To ensure that the phase of investigation is understood
- To provide information on what the next phases will consider
- To provide an indication of overall timeframes.

A key part of this engagement is the collecting of information from the landowner to understand their property; to inform ongoing investigations; and to provide, as necessary, additional support for landowners during the process. Ahead of any major announcement, letters and/or emails were sent to all affected landowners with offers to meet directly with them, to ensure they had an opportunity to discuss the project and process any queries related to their property. Landowners are also invited to contact the project team at any time.

5.1.1. Pre-2018 engagement

- In 2013, landowners who were identified to be directly affected by the project at the time were contacted and a total of 85 meetings were held between April and July. A further 25 meetings were held with landowners in November and December 2013.
- Further letters were sent out to landowners between April 2014 and November 2015 relating to the proposed SH1/SH57 connection.
- Additional property owner updates including letters in June 2016 and May 2017.

5.1.2. Engagement from 2018-2022

On **19 January 2018**, letters were sent to 490 landowners that were identified as owning a property affected or potentially affected by one or more of the corridor options. From January through to March 2018, the project team held more than 300 meetings with approximately 400 landowners. A property owner information sheet was also provided to further explain the process should their property be affected by the project. Details of this engagement with landowners can be found in the Ōtaki to north of Levin Indicative Business Case – December 2018 (Appendix L).

In **December 2018**, the preferred corridor was announced, and letters were issued to all 253 landowners with properties within the boundary of the corridor. Letters were also sent to landowners in the shortlisted options but not in the preferred corridor and nearby property owners outside the preferred corridor but identified at previous engagement. The project team held more than 160 meetings with landowners between December 2018 and February 2019.

In **October 2019**, letters were sent to landowners within the preferred corridor with an update on delays to the project and to inform them about the Detailed Business Case. This was followed up with a letter in **January 2020**, to announce the NZ Upgrade Programme's commitment to fund a $817 million four-lane highway, and firm up on the project's timeline.

In **August 2020**, Waka Kotahi announced the draft preferred alignment. All landowners within the preferred corridor were informed whether they were in or out of the draft preferred alignment through letters including individual maps. Landowners were informed that while this announced provided increased certainty about the location of the road, the was still a chance land within the preferred corridor would be affected. Follow-up phone calls were made to further check in with landowners and book meetings. In August/September 2020, the project team held more than 110 meetings with landowners. Further details on engagement with landowners during this stage can be found in the Ōtaki to north of Levin Multi-Criteria Analysis published in July/August 2020.

In **March 2021**, the refined draft preferred was announced and letters were sent to all landowners within the preferred corridor. The properties where the extent of which they were in the alignment changed were told why the change had taken place, for example earthworks, local road connections or water courses. Landowners were invited to get in touch if they had further questions at this stage and 12 meetings took place between March and June 2021.

In **October 2021**, landowners were contacted to discuss detailed Ō2NL project arrangements and ensure that properties that are likely to be only partially acquired can continue to be used during construction and operation of the new state highway. These discussions have focused on access, water supply and any other utility or service infrastructure requirements. At this stage, some properties were identified as being needed to be purchased in entirety – generally because the whole or large part of the property was in the draft alignment. These landowners were invited to start talking with property consultants about purchasing. There were 25 landowner meetings in November 2021.

In **December 2021**, the preferred alignment was announced, providing further certainty for landowners ahead of consenting. Letters were sent to all landowners within the preferred corridor, and they were informed that at this stage the preferred corridor would be removed from plans and only those within the preferred alignment would receive landowner communications from this stage. Landowners affected by this NoR have been involved extensively in the processes described above, including numerous one-on-one meetings, and discussions. More recently, these discussions have focussed on sharing Project design information and proposed designation boundaries to check that the boundary is understood and for

Waka Kotahi to understand if there are any particular concerns with the proposed boundary so that practical discussions to resolve issues can commence.

In **2022**, liaising with landowners transitioned from the project team's responsibility to each landowner being assigned an individual property consultant. These property consultants work closely with landowners to work through issues and concerns and address property owners' needs.

5.7 Community groups/Project Reference Group

Community Group insights contribute to the AEE and RMA process and to community relations with the project.

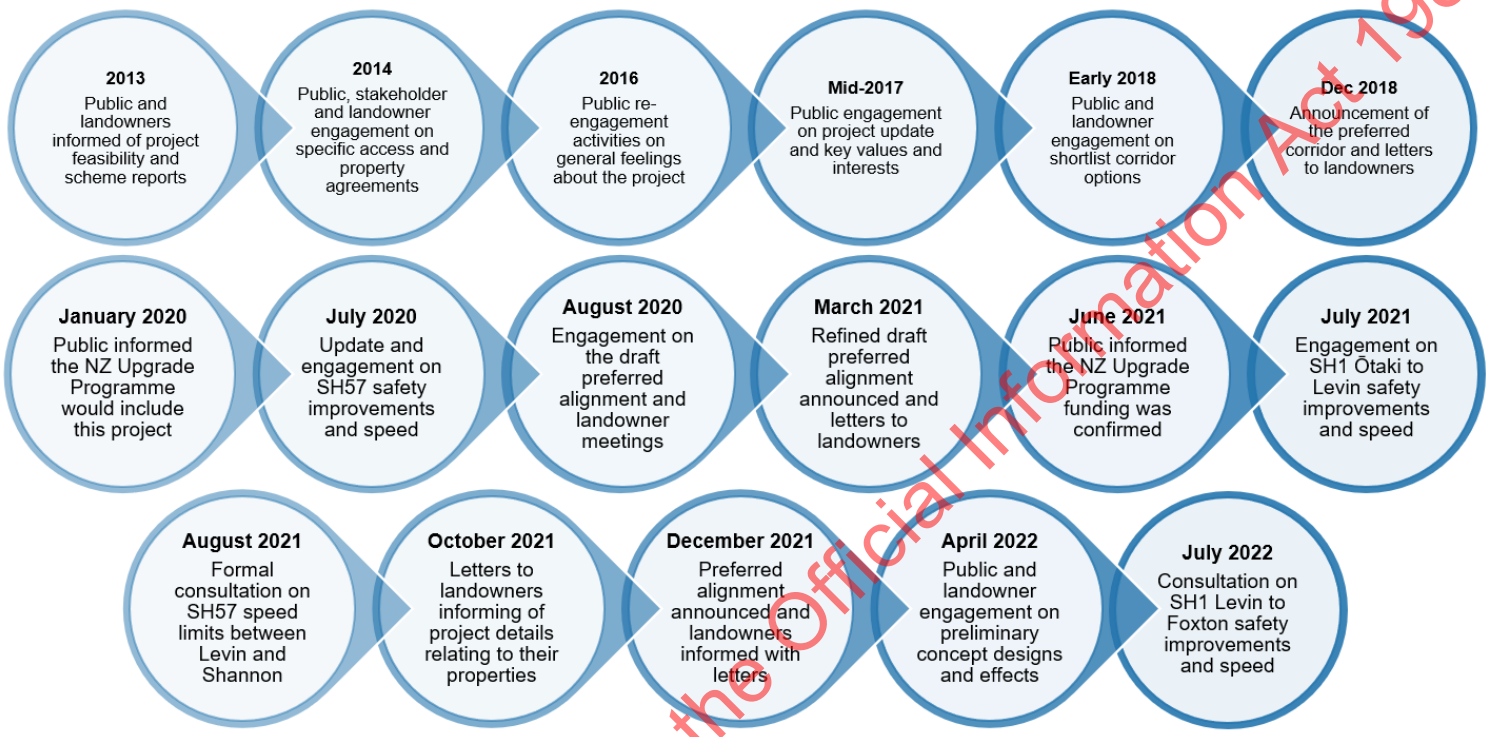
The project team and the PRG met before the start of the 2017 engagement on "Consultation on Community Values and Interests" as well as during and after that engagement ended. The PRG met a further four more times in preparation for, and during, the 2018 "Shortlist" engagement period and were then involved in the 2018 "MCA Process". The topics covered at the Community Group meetings since the launch of the different area groups in mid-2020 are listed in the table below.

Topic	Date
PRG recap and new group establishment	29 July 2020 (Levin & North) 30 July 2020 (Manakau & Ohau)
Draft preferred alignment engagement	25 August 2020 (Manakau & Ohau) 26 August 2020 (Levin & North)
Managing noise	16 September 2020
Noise, feedback themes and design process	20 October 2020 (Manakau & Ohau) 21 October 2020 (Levin & North)
Recap, local roads and shared use path	12 April 2021 (Ohau) 13 April 2021 (North) 14 April 2021 (Manakau) 15 April 2021 (Levin)
Design update, ecology and noise	28 June 2021 (Ohau) 29 June 2021 (North) 30 June 2021 (Manakau) 1 July 2021 (Levin)
Recap, noise, air quality and ecology	6 & 7 September 2021 (Online)
Construction and archaeology	10 November 2021 (Manakau) 11 November 2021 (Levin)
Safety improvements and highway design	14 February 2022 (North) 15 February 2022 (Levin) 16 February 2022 (Ohau) 17 February 2022 (Manakau)
Noise and air quality in Manakau	24 March 2022 (Manakau)
April engagement launch	3 May 2022 (Online – combined meeting)

6. Phases of engagement and feedback

Engagement and consultation have been undertaken at key stages of the Ō2NL Project since 2011, to help inform the project team as the selection of the final alignment and design of the proposed highway progressed.

The timeline of engagement with the community is also shown in the timeline framework image below.



6.1 Phase One – Assessment of corridor options 2011-2017

For further details about the period of engagement summarised in this section, refer to appendices I, II, III, IV, V.

In **March 2011**, a Consultation Plan was prepared by Waka Kotahi with the aim of engaging with stakeholders and the wider community of the scope and programme for the Ō2NL project. This engagement also intended to involve affected parties in refining the preferred option and identifying appropriate mitigations.

The options investigations for the 2011 – 2017 period were proposed to follow a four-stage consultation process:

Stage 1 (Area/Corridor) between May 2011 - September 2011 – information collection and active input was sought from key stakeholders on the area and potential corridors; public was informed of later opportunities for their input.

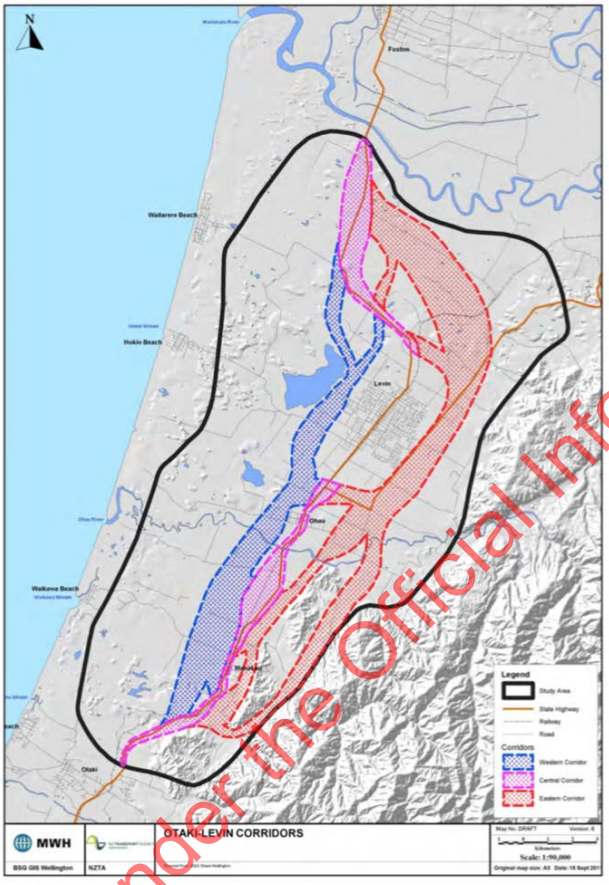
Stage 2 (Route Options) between June 2012 - August 2012 – the release of broad route options for public/community input through press releases and announcements of open days; aim was to gain information from public/community to inform decision-making on options.

Stage 3 (Preferred Route) between April 2013 - July 2013 – the release of the preferred route option, and engagement with those parties likely to be directly affected by the preferred corridor/route.

Stage 4 (Refinement of Preferred Route) between August 2013 - November 2015 – on-going liaison with affected parties including discussions relating to specific access and property agreements, exploration of and any agreements on mitigations etc.

6.1.1. Stages 1 and 2

In **July 2011**, Waka Kotahi prepared a Scoping Report to identify a preferred alignment for a new highway between north of Ōtaki and north of Levin. This Scoping Report summarised previous studies and assessments for this part of the State highway between 1989 - 2010, and identified a number of corridors west, through and east of Levin for assessment, with the corridors recommended for further analysis shown below:



These corridors where then divided into sections and a multi-criteria analysis (MCA) scored the various corridors/sections on a range of cultural, environmental and engineering criteria. A shortlist of options was developed from the MCA, and a recommendation that four corridors were brought forward for further investigation, with further consultation with key stakeholders and the wider public to assist with decision-making.

In **August 2013,** Waka Kotahi published a Consultation Report that describes and reports on the consultation undertaken between April 2011 and July 2013 as part of Stages 1 – 3 of the Consultation Plan outlined above.

It is important to note that during this time the scope of the Ō2NL project had been modified from a full expressway to targeting safety and efficiency improvements on the existing highways, while retaining a long-term four-laning option between Ōtaki and Levin. Therefore, engagement with key stakeholders and the community focussed on a series of specific improvements relating to locations along SH1 and SH57.

Methods used to engage with key stakeholders was primarily through letters, phone contact and collaboration meetings. Methods used to engage with the wider community included:

- Waka Kotahi website included maps, press releases, links to Council websites, frequently asked questions, and information on contacts; also, an email address set up to capture feedback from the public.
- Permanent ‘shop front’ display at the Horowhenua District Council offices in Levin with information similar to what was included on the Waka Kotahi website.

- Project updates with background information on the possible highway route options, and community feedback was invited.
- Media releases.
- Open days in local communities.

6.1.2. Summary of key themes

Stage 1 and 2 engagement activities revealed the following key themes:

- Confirmation of constraints that had been identified in the early stages of the project and added information on other constraints that were considered relevant.
- Local knowledge assisted with understanding the values of the area. Of note was that the area around Lake Horowhenua has many ecological and cultural constraints, along with geological constraints.
- Need for ongoing consultation and liaison.
- Need for east-west links across the communities to be maintained, including east-west.
- Ecological corridors.
- Historic Treaty claims being progressed in the area.
- Need for walking and cycling facilities.

The inputs and results of the Stage 1 investigations resulted in a modified approach to the project, and so Stage 2 consultation focussed on the specific areas. The Stage 2 consultation process concluded with the receipt of feedback to assist in the development of detailed options and the identification of preferred options.

6.1.3. Stage 3

Stage 3 engagement resulted in significant positive feedback and general support for a staged approach to safety improvements between Ōtaki and Levin.

Submissions were received from all four councils that outlined their preferences and issues that needed to be addressed as the project developed. The submissions from councils were generally supportive of the approach being taken, subject to refinements.

The New Zealand Historic Places Trust identified heritage buildings of value (Kimberley Hospital; Manakau Store; Bevan House and Garden; Ohau Post Office) and a new wāhi tapu site near Taylors Road and stated the need for an archaeologist for the next stage of the project.

6.1.4. Summary of key themes

A summary of the key themes affecting the whole route from the first part of Stage 3 engagement included the same matters summarised above from the Stage 1 and 2 engagements, plus:

- Uncertainty that the roading proposals could have a negative effect on property values and /or the ability to sell in the short term, particularly for those landowners who currently have their properties on the market.
- Landowners wanted certainty on the preferred options as soon as possible. This was most applicable to the SH1/57 connection route options.
- Concern about property values dropping in the medium to long term and the risk of land values decreasing when property negotiations with affected landowners and Waka Kotahi get underway.
- Concerns about future business prospects in the area, especially for those landowners who farm and live on their property.
- Concerns around access onto the new highway.

- People would like to see more focus on cycling both nationally and locally.
- Issues of community severance.
- Difficulties accessing neighbouring properties, especially where farming operations are affected.
- Concerns around the potential effects on fertile agricultural land given the large number of market gardening and horticultural operations in the vicinity of the proposed routes. These effects apply not only to the taking up of land for the highway corridor, but also the diagonal severance of some properties making them impractical to farm.

6.1.5. Stage 4

In **April 2014,** Waka Kotahi published a Supplementary Consultation Report that records the engagement undertaken from July 2013 to March 2014 as part of Stage 4 of the Consultation Plan outlined above.

Stage 4 involved ongoing public consultation, liaison with affected parties, discussions relating specifically to any specific access and property agreements, exploration of and any agreements of mitigations etc.

This stage of consultation involved provision of information (newsletters and letters to affected landowners); approximately 25 individual meetings with those likely to be affected by a new option for the connection between SH1 and SH57; two open days; displays in the Levin Library; a further collaboration meeting intended for key stakeholders and iwi groups and an additional hui.

6.1.6. Summary of key themes

A summary of the key themes affecting the whole route from the first part of Stage 4 engagement included the same matters summarised above from the Stage 3 engagement, plus:

- Concerns that the emphasis is on new roads and little thought is given to other transport options throughout the area, but particularly in Levin; and
- The timing of construction – 5-10 years is thought to be too long to wait for these changes to happen.

In **February 2016,** Waka Kotahi published a second Supplementary Consultation Report that records the engagement undertaken from April 2014 – November 2015 as part of Stage 4 of the Consultation Plan outlined above.

Over that time, the scope of the project was also modified to one of progressively upgrading the state highway to create a combination of 2+1 and 4 lane sections with intersection and safety improvements that achieve objectives of delivering a suitable level of travel time, safety and capacity improvements appropriate to future demands.

The engagement in this part of Stage 4 focussed on the Waitarere Beach curves; SH1/SH57 connection; and Manukau and Ohau safety improvements. Engagement was through newsletters, letters to affected landowners, and meetings with individual organisations and small group meetings as requested. Key themes were related to the focus areas for improvement:

- Concern at the length of time before the project will be approved and constructed.
- Safety in relation to local schools.
- Loss of land (including Māori land).

In **Mid-2016**, further investigations were undertaken on how to improve the corridor from Ōtaki to north of Levin.

Consultation/re-engagement exercises undertaken in mid-2016 provided valuable feedback for the Project. No routes were consulted upon, instead people were asked to provide their likes and dislikes, issues, opportunities and ideas about transport within the project area.

Key outcomes were:

- There are a number of features unique to the Horowhenua District: highly productive soils, village character, marae, rural lifestyle, spiritual connection between Lake Horowhenua and the Tararua Ranges, heritage buildings.
- Positive comments about the recent safety improvements in Ohau and Manakau, but many more comments highlighting other concerns, like the narrow bridges and lack of safe passing opportunities.
- There was strong support for the need to bypass Levin and other townships/villages.
- There was some concern about removing passing traffic and potential trade from Levin, but the majority recognising the need to reduce congestion and to have heavy vehicles out of the town centre.
- Some people talked about routes to the east of Levin, and generally communities located to the east of SH1 / SH57 considered a route to the west of Levin should be developed. It was considered important to find a route that minimises the impact on residential and agricultural land. Some commented on the need to continue the project further north.

6.2. Phase Two – Re-assessment of route options

For further detail about the period of engagement summarised here, refer to Appendix VI.

In **August 2017,** Waka Kotahi published an Engagement Summary Report which records the engagement undertaken from May – July 2017 which updated the community on progress since the 2015 engagement and to clarify the scope of the Ō2NL project and update key messages. The community was consulted on their perspectives to help Waka Kotahi understand community values and interests, including cultural, environmental, business and social issues. The aim of this was to help the project achieve the best outcome for the region and for road users who travel through the region.

This information together with the Waka Kotahi technical information was used to develop 23 possible corridor options. A series of seven public open days, drop-in events and five community events were convened, and supported by information boards, an in-person map and Social Pinpoint. Key statistics from these events are:

- 1,676 people attended open days, drop-in sessions and community meetings in June and July 2017
- 553 pins and stickers were placed on maps indicating features of interest/concern
- 217 feedback forms were completed
- Newsletter was issued in two languages – English and Te Reo Māori
- 1,300 newsletters were sent to households, businesses, and landowners at the start of the consultation period.

The community advised Waka Kotahi on the following:

- Eastern corridor has significant challenges, given high quality soils, rural lifestyle homes and proximity to Manakau and Levin.
- Western corridor is shorter route, but ground conditions will be challenging and significant historical and cultural issues.
- Integrated cycleway and native planting areas would be huge benefit to local communities and local biodiversity, which would help offset effects of construction.
- Bypass of Levin and other townships / villages would reduce congestion and improve amenity especially in Levin town centre.
- Concerns that bypassing Levin could have economic effect on town centre businesses.
- Concern about safety on current state highways, notably narrow bridges, safe passing, intersections.

- Unique features of Horowhenua need to be recognised including village character, productive soils, marae, rural lifestyle, Tararua Ranges, Lake Horowhenua and heritage buildings.

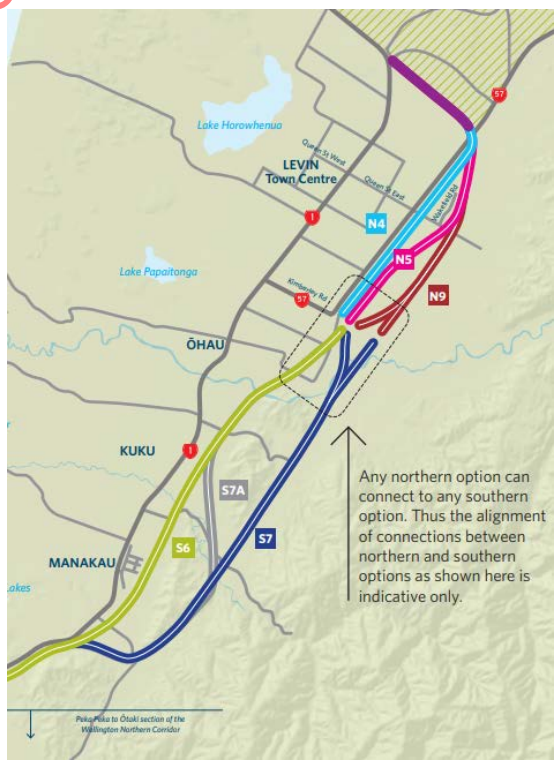
In **September 2017,** Waka Kotahi published the Ō2NL community multi criteria analysis (MCA) report that explained the process of identifying and then assessing a long list of corridor options, and identified a shortlist of options for consultation (see Phase Three below).

As was published in this summary of feedback, western options were reconsidered ahead of public engagement on shortlisted corridor options. However, the clear outcome of the investigation process was that all western options should not be advanced. These options did not provide sufficient benefits and were consistently the worst performing options from the 2017 MCA process. This was shared in a project update in February 2018.

In **January – March 2018**, the Ōtaki to north of Levin community was consulted on the shortlisted options. Key statistics from the events include:

- More than 300 meetings with landowners
- 8 community-led events, meetings and huis 8 Waka Kotahi information sessions
- More than 1,410 people attended information and community meetings
- More than 1,370 visitors to the pop-up shop
- 1,630 newsletter subscribers
- 585 submissions received via feedback forms, online forms and email
- 490 letters sent to landowners
- 19,000 newsletters sent to households, businesses and landowners.

Feedback from this process was collated and key findings are summarised below and include reference to additional investigations that were commissioned in response to concerns raised.



Comments on corridor segment options included:

- S6: some support because of lifestyle benefits, resilience, journey time savings and agreeing that it best met the Project objectives. Some oppose because negative social effects on Manakau community, severance and impacts on dwellings
- S7: some favoured option as had fewer negative effects on the community and dwellings at Manakau even though it would cost more. Longevity would justify the higher cost. Some opposed because crossed fault line (resilience issues), severed large areas of productive land, known areas of ecology and landscape value.
- S7A: limited support for option but some considered that it was a good compromise between S6 and S7. Others thought that negatives outweighed positives and cost was prohibitive.
- N4: some supported because it was shortest, more direct and provided best connection into Levin and so best met project objectives. Some supported because it fitted with district development plans, notable urban development to east of Levin. Some opposed because of effect on residential property, ecological values, productive land and heritage values.
- N5: Not many people commented on this option. Some supported because it connected well with southern options. Some opposed because of negative effects on the community and residential dwellings.

- N9: Some supported because the option effected the least number of dwellings and/or it had good fit with southern option S7. Some opposed because of the potential effect on planned future development and growth in this area.

Additional investigations requested included:

- Social impact assessment to determine relative impacts on the lives and livelihoods of local residents of the corridor options (Response: social impact assessment commissioned as requested)
- Consider effects on all properties not just those being acquired (Response: effects on all properties considered)
- Assess the effects on proposed development to the East of Levin (Response: urban design assessment commissioned to consider potential effects and discussed with HDC)
- Identify and consider potential effects on urupā and wāhi tapū (Response: work with iwi and landowners to identify sites of cultural importance);
- Noise effects on Manakau residential properties (Response: specialist noise assessment undertaken)
- Review of the MCA process requested (Response: peer review of MCA process undertaken).

The feedback from the consultation, including additional investigations / studies commissioned in response to concerns, informed selection of a preferred corridor option which is reported in the IBC. In December 2018, a preferred corridor approximately 300m was announced, and investigations began to identify a preferred alignment within the 300m preferred corridor.

6.3. Phase Three – Part 1 – August-September 2020

For further detail on this engagement period, refer to Appendices VII and VIII.

In **August 2020**, the draft preferred alignment was announced. The announcement noted we were eight months into an 18–24-month process to identify the preferred alignment for the new highway and launched a four-week consultation phase. Input was sought from property owners, stakeholders, and the wider public.

Property owner discussions were largely focused on individual property impacts. Community input sought included current travel patterns and how these might be altered by the new highway and walking and cycling path and associated local road changes. Specific feedback was invited in two areas where alternative local road concepts were shared.

Communications and engagement activity in August 2020 included:

- **Property owners:** Letter on draft preferred alignment status and offer of one-on-one meeting with the project team. A map was enclosed for properties within the draft preferred alignment.
- **Stakeholders:** Update and briefing.
- **Public:** Media release, press advertising, project newsletter to 1,700+ subscribers, meetings with four Ō2NL Community Groups. Ten community drop-in events held across Manakau, Ohau, Levin and Koputaroa during August/September.
- **Previous submitters on Ō2NL (2018 engagement):** Email to advise of community consultation.

In the August 2020 communications to property owners, we set out the following next steps / timings:

> Following property owner, iwi, stakeholder and community input, and further technical assessments, Waka Kotahi will re-consider the draft preferred alignment to decide whether it will refine the alignment.
>
> We will be in touch early next year (2021) to let property owners know the outcome of this, including what any changes mean for individual properties. Property owners within the alignment will be invited to meet with us again at this time, to provide any further feedback.

The refined draft preferred alignment will then be considered by Waka Kotahi for adoption as the preferred alignment later next year (2021).

Active property acquisition is expected to start in 2022.

During this **August-September 2020** engagement with the community on a draft preferred alignment, feedback was sought on how people would use the new highway and connections. Options for connecting local roads (including options for Kimberley Road area and around Waihou and McDonald Roads), and considerations for a shared path were also shared. Waka Kotahi published an Engagement Summary Report with the findings of this engagement in March 2021 [Appendix VIII].

Key statistics from these events included:

- 800 attendees at drop-in sessions
- 99 property owner meetings
- 1,304 visitors to the Social Pinpoint online map
- 269 Social Pinpoint comments
- 26 survey responses
- 68 email feedback

The community was asked specific questions about the alignment:

Access to the new highway is currently planned via large roundabouts north of Levin and SH57, and an interchange at Tararua Road. The new PP2Ō expressway will have connection points for limited movements north and south of Ōtaki.

In response to this, the community expressed the following opinions listed below:

Community Comments	Waka Kotahi Response
A full interchange at the SH57 connection would be better suited to the high traffic volume.	The benefits of a roundabout were outlined and include: a smaller footprint within the tight constraints; and the ability to slow traffic leaving the new median-separated highway for the existing SH57 which has a higher safety risk.
A full diamond interchange makes sense though it is important to ensure it is built to cope with the high volume of traffic	The final form of the interchange will be determined through the current business case process.
Given the current expressway interchanges are so far apart, it would be good to have additional (small) interchanges around Manakau to meet the needs of the forecasted population growth.	While forecast traffic demand doesn't support an interchange currently, Waka Kotahi are looking into options to ensure an interchange at south Kuku is not precluded in the future.

For local roads, the concept plans shown to the community showed options to provide connections to integrate the new highway and local road network to serve urban areas, including creating new local road links, intersections and cul-de-sacs. Concepts shared with the community included options in the Kimberley Road area and around Waihou and McDonald Roads.

In response to this, the community expressed the following opinions:

- 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.

- It would connect the community to Ō2NL and Levin if there was a connection across the new highway at Tararua Road and Muhunoa East Road with a new link road to the east of the new highway.

For walking and cycling, a shared path will be created. It's proposed that this will generally be on the western side of the new highway with improved links to central Levin, other townships and key recreational areas. In response to this, the community expressed the following opinions:

- They would like the shared path to be connected to a local cafe which can be easily accessed to and from the shared path.
- They would like the paths to connect to all main river reserves and link to other paths alongside the river.
- They would like the paths to be multi-use and allow horses as well as walking and cycling. The multi-use pathways should also be continuous.
- They would like parking areas at various points along the paths.

6.4. Phase Three – Part 2 – April-May 2022 engagement

For further details of feedback received, and the channels of engagement refer to Appendices IX and X.

In **April and May 2022**, Waka Kotahi commenced the third phase of community engagement for the Ō2NL project. The engagement aimed to provide an opportunity for the community and landowners to feed back on the preliminary concept designs for the proposed new highway, to help ensure it serves the community well and that any effects are managed appropriately.

Topics up for discussion included the possible layout of the proposed new highway within the preferred alignment; stormwater ponds; native landscape planting of earthworks; landscape planting - grassed areas, natural character planting, ecological planting, visual planting; spoil sites; material supply sites and construction compounds.

More than 300 people came along to drop-in sessions around the highway area, there were more than 9,000 hits on the preliminary design fly-through video and 86 people completed the survey. The engagement was widely publicised using a range of communication channels. Stakeholders and the local community have consistently demonstrated concerted interest in the project and concern for their community, which was evident in the depth of feedback during this engagement.

Overall, the feedback was positive. People were pleased that the proposed project intends to make travel from Ōtaki to north of Levin safer and more resilient, with increased transport choices for the area's growing population.

Concerns around highway traffic noise generated robust feedback, and some parties wanted to see equestrian access to the shared path.

6.1.1. Engagement methodology

Stakeholder engagement for this phase of the project started on 28 April with a media release advising of the upcoming engagement initiatives and closed on 26 May.

Engagement methods included:

- Survey and email
- Project newsletter
- Open days in local communities
- Individual meetings
- Website updates
- Media releases

- Collateral material – brochures, display boards, posters
- Advertising – print, digital, radio, billboards

The Waka Kotahi Ō2NL project website was the reference point for communications materials and included maps, frequently asked questions and background information.

Collateral – display boards, brochure, newsletter

A series of 17 information display boards were created for people to view the plans at the public events and online. The boards provided an overview of the project, purpose, process, timelines and intentions. They emphasized road safety, environmental effects and impacts, and managing the effects of construction.

They provided substantial information for the public to get a comprehensive overview of the project. A brochure was also created to support the display boards and used for the public to take away with them. A project newsletter announced the start of the engagement period to the 1,900 email subscribers. The newsletter directed people to the project website for further information about the latest plans, included the display boards and brochure, and listed the engagement events.

Advertising

The drop-in events were promoted using external advertising channels including newspapers, radio, social media and billboards. The intention was to raise local awareness of the engagement process and encourage people to participate in the drop-in sessions. All channels directed people to the website for further information on events, the project, and how to provide feedback. The advertising campaign ran from 29 April to 22 May to coincide with the public events and the feedback window.

Radio – A generic advertisement with a consistent, direct and simple key message throughout the campaign reinforced the engagement purpose to generate interest and get more feedback. The first two weeks of engagement, a 30-second spot ran, and a 15-second spot ran for the final two weeks of engagement. In both, a call to action sent people to the website for further information. The radio campaign reached Kāpiti and Horowhenua audiences on Coast, NewstalkZB, The Hits and ZM.

Print – Advertisements ran in three newspapers with the schedule of upcoming drop-in sessions and the project website link for further information. Print ads were featured weekly from 29 April to 20 May in the Manawatū Standard, Horowhenua Chronicle and Kapiti News.

Billboards – Three locations were identified for the billboards that ran for the length of the engagement period. The billboards encouraged people to visit the website to get information on how to participate in the engagement drop-in sessions. Billboard locations: SH1 Levin (northbound and southbound) and SH1 Ōtaki.

Digital – A digital ad ran on Stuff.co.nz from 28 April until 22 May, geotargeted to users in Kāpiti and Horowhenua. The copy of the ad indicated there was an update on the project and the clickthrough link directed users to the project website.

Media release

On 28 April 2022, Waka Kotahi issued a media release announcing the beginning of the engagement period and inviting people to learn more about recent work on the project. It promoted the series of drop-in sessions held throughout May, where the public could get further information about the preliminary concept designs for the project and provide feedback.

Social media

Waka Kotahi social media channels were used throughout the engagement period to inform the public about the drop-in sessions and how to give feedback. The timetable of the drop-in sessions and a link to the website were shared on the Waka Kotahi NZ Transport Agency Wellington Facebook page on 2 May. This post generated 128 reactions, 42 comments and 34 shares.

On 25 May, a second Facebook post shared a shortened version of the preliminary design fly-through video. This post also reminded people that online feedback was closing on Thursday 26 May. After the

engagement period ended, a follow-up video filmed during an engagement event with Linda Stewart, Michael Smith and Alex James was posted to Facebook on 8 June.

Reach: 234,126 (total people who saw the post)

Comments: 157

Shares: 58

Reactions: 632

Views: 100,414 (the Waka Kotahi Wellington Facebook page has 52,000 followers).

The full-length preliminary concept design video was published on the Waka Kotahi NZ Transport Agency YouTube channel on 4 May 2022. This video was unlisted so only those with the link were able to view – the link was shared on the project website, indirectly through the project newsletter and organically through community Facebook groups. As of October 2022, it has been viewed 9,367 times. Statistics captured shortly after the engagement period ended in May showed 85% of people were still watching at one minute, and 73% were watching until the end – which is well above normal for Waka Kotahi YouTube videos.

Events

A series of drop-in sessions were held from 5 May to 21 May 2022. Eleven public events including one Zoom meeting was held throughout the community and an estimated total of 267 people attended.

The community was invited to find out more about the new highway, talk with the project team and provide feedback. It was emphasised that public feedback and local knowledge are important contributions to ensure the new highway serves the community, and that Waka Kotahi appropriately manages adverse effects.

Location	Date	Attendance
Project office	5 May 22	35
Poroutawhao	7 May 22	13
Project office	7 May 22	25
Speldhurst	10 May 22	42
Zoom	11 May 22	7
Ohau	14 May 22	30
Manakau	14 May 22	21
Masonic	19 May 22	15
Project office	19 May 22	33
Ōtaki	19 May 22	11
Project office	21 May 22	35

Feedback was invited at these events and topics of interest included:

- Landscape/visual
- Noise/vibration
- Ecology/social
- Shared pathways
- Safety and emergency access

6.1.2. Feedback themes

We received feedback throughout engagement from surveys, phone calls, emails, online submission and public events. A variety of topics were identified as key themes across all feedback channels. The issues raised were addressed in FAQs posted to the website and responses made to individuals.

Project team responses to representative feedback can be found in Appendix X. This includes comments received via email, the online survey and in-person.

Shared pathway (74 comments)

The majority of comments relating to the shared pathway indicated general support for the path, however a significant number of responses also wanted to see the shared path include a bridleway. Other comments were concerned with east-west connection and access from the local road network. There were 74 responses relating to this theme (26 in email submissions and 48 in the survey).

Example comments:

> “Can there be easy pedestrian access to Speldhurst from the shared pathway?”
>
> “Can horses be accommodated on the shared pathway?”
>
> “Can there be a more direct linkage of the two halves of Kimberley Rd?”

Noise and vibration (53 comments)

A number of respondents who were concerned about an increase in noise and vibration also raised their belief that mitigation has not been adequately addressed and that noise modelling will be higher than what was presented in the public material. There were also comments about noise associated with roundabouts and interchanges and during construction. There were 53 responses relating to noise and vibration (28 in email submissions and 25 in the survey).

Example comments:

> "Why are we using higher noise target levels than the World Health Organisation recommendation is <45dB?"
>
> "Why do the majority of the proposed expressway only have low-noise road surfaces proposed as the main mitigation of noise?"
>
> "Will the planned road surface adequately address noise pollution generated by engines, engine braking, trucks, horns etc?"
>
> "Will there be more planned barriers or planted dirt bunds for the expressway to block noise and view of the expressway?"

Interchanges and highway connections (36 comments)

A significant number of comments relating to interchanges questioned why there are two roundabouts planned at the northern end of the new highway, suggesting interchanges instead. Reasons listed for this suggestion included safety concerns, traffic flow and noise relating to heavy vehicles slowing to give way.

There were 36 responses relating to interchanges and highway connections (5 in email submissions and 31 in the survey).

Example comments:

> "I'm concerned that the 2 x roundabouts shown near Levin will slow the traffic and cause bottlenecks."
>
> "The proposed reconnection for Kimberley Road should be an overbridge and not a new local road connecting Kimberley Road to Tararua Road."
>
> "The Otaki junction should be a full junction instead of half."
>
> "There has been talk of a local interchange at Manakau but with issues around finding the space and the number of vehicles using this interchange I feel its better to access Manakau and Waikawa from the old SH1."

Queen Street East reconnection options (29 comments)

Queen Street East is one of the roads intended to serve the Tara-Ika growth area. During engagement the two connection options being considered for reconnecting Queen Street East over the new highway were shared. The public were asked to indicate their preference between the following options:

Option A creates a longer road with a longer gradient as it goes up and over the new highway. It has an increased journey of 630m for those travelling to Levin town centre via Queen Street East compared to current travel distances.

Option B is the more direct option although it has a steeper bridge at 8% gradient.

Many responses to this question were either unrelated to the project or more general about new highway connections. Of the responses that indicated a preference, Option B was clearly favoured while some respondents said they had no preference. While Option B was favoured, some respondents raised concerns about noise, safety, traffic volumes and water. There were 29 responses relating to the Queen Street East reconnection options (12 in email submissions and 17 in the survey).

Example comments:

"Option A will appropriately direct the main body of traffic directly to the arterial main entrance road to Tara Ika rather than through a road on our property which is not appropriate for the historic context."

"Option A is a better fit with the wider landscape environment and cultural views of Tararua nga maunga and pathways to Punahau."

"Will Option B be a large source of noise and light pollution once the majority of Tara-Ika residents use this in the future?"

"Support Option B for the Queen Street interchange as it reduces the disruption to SH57 traffic by limiting it to only 1 roundabout instead of 2."

Support for project (28 comments)

Comments of support for the project included people who wanted to see the project start sooner if possible, and those who expressed support for the new highway but commented on issues they'd like to see further addressed or know more about. Twenty-eight comments received had a positive sentiment towards the work being proposed (16 in email submissions and 12 in the survey).

Example comments:

"I am in favour of the O2NL expressway being constructed but the following issues are of concern to me…"

"The industry will be pleased to be able to use this section of new highway, as it will be much safer and efficient for the transport of oversize loads."

"Please get on with the construction."

"The entire project needs to be labelled urgent."

6.1.3. Emails and other feedback

Fifty-three email submissions were received by the project team during the engagement period. In addition, the project team held meetings with landowners and met the public at drop-in sessions throughout the engagement period. Verbal feedback (including phone calls) was recorded and the outputs and key themes from these valuable conversations have been shared with the project team. The topics raised in these feedback channels reflected the overarching themes throughout the entire engagement.

For detailed feedback and team responses see Appendix X.

6.1.4. Online survey

An online survey was conducted using Survey Monkey and 86 people responded. It was available from 5 to26 May 2022. The survey included questions covering:

- the highway design
- respondents' use of the highway and experience
- considerations for a shared path
- connectivity
- other aspects of the project such as ecology, landscape, noise, safety and more. '

Q1. Do you have any comments or feedback on the preliminary design for the new highway or the proposed changes to local roads in the area?

Answered: 71 Skipped: 15

Most respondents indicated they were in favour of the preliminary design. The concerns raised are reflected in the themes.

Q2. Two options are proposed for reconnecting Queen Street East. Do you have any comments or feedback you'd like to provide about your regular travel and experience of roads in this area?

Answered: 54 Skipped: 32

Key concerns raised from this question included safety, increased noise, and traffic volume. A large number of responses were about broader new highway connections rather than Queen Street East specifically.

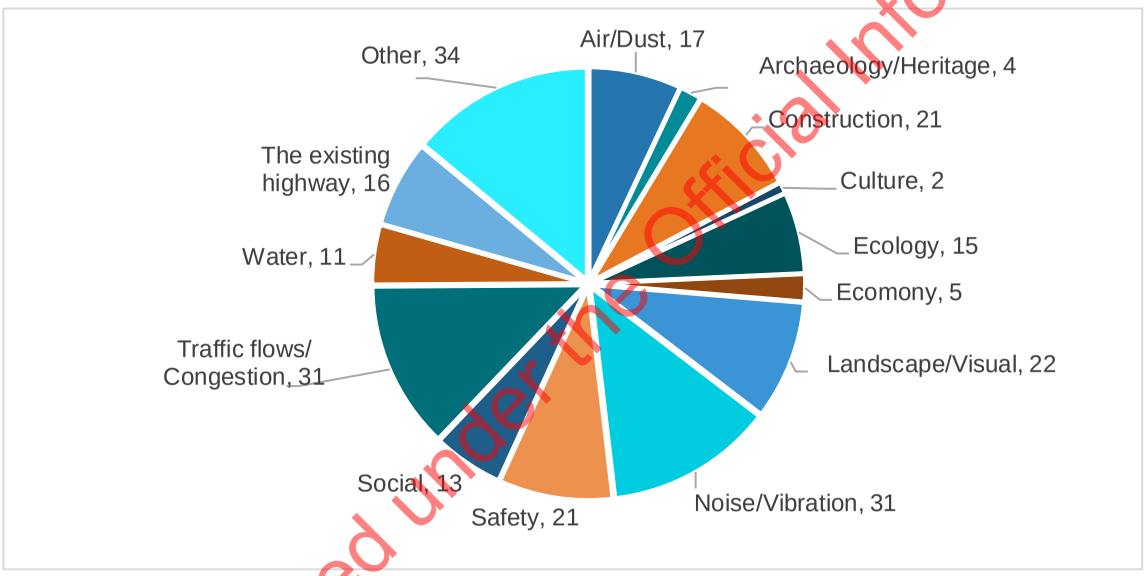
Q3. Do you have any comments or feedback on the shared path and connection points?

Answered: 69 Skipped: 17

A significant number of respondents indicated that they wanted the shared path to accommodate horse riding.

Q4. Do you have any questions or comments about these aspects of the project (Please tick all topics that apply)?

Answered: 86 Skipped: 0



Q.5 Please let us know your thoughts on these topics (previously ticked)

Answered: 55 Skipped: 31

The key areas of concern were around noise and vibration, traffic flows and congestion and 'other'. The 'other' selection specified responses expressed the following key themes:

- not having bridleways/horse access on the shared pathway
- natural beauty/environment
- ecology

Q.6 Do you have any other comments or feedback on this project?

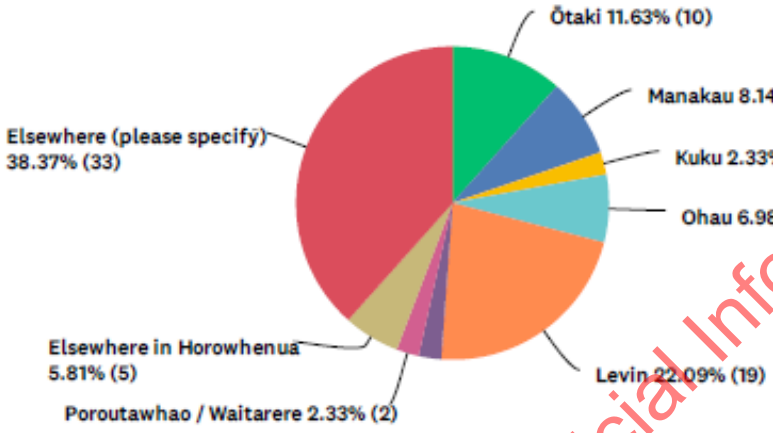
Answered: 37 Skipped: 49

There was a broad range of topics brought up by respondents in this section, including further questions about interchanges and roundabouts, ideas for working with landowners, future proofing, project timeline and ideas about the shared pathway.

Q.7 Where do you live?

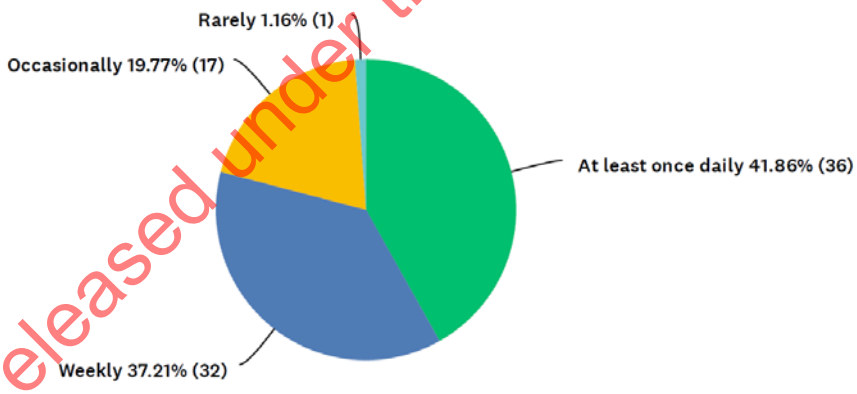
Answered: 86 Skipped: 0

The majority (33) of respondents answered 'other' to this question, with 19 responded of the respondents who answered 'other', a third specified Wellington, a third specified Kāpiti Coast, while others specified other locations in Horowhenua or preferred not to say.



Q.8 How often do you travel on the existing state highways in the Ōtaki to north of Levin area?

Answered: 86 Skipped: 0

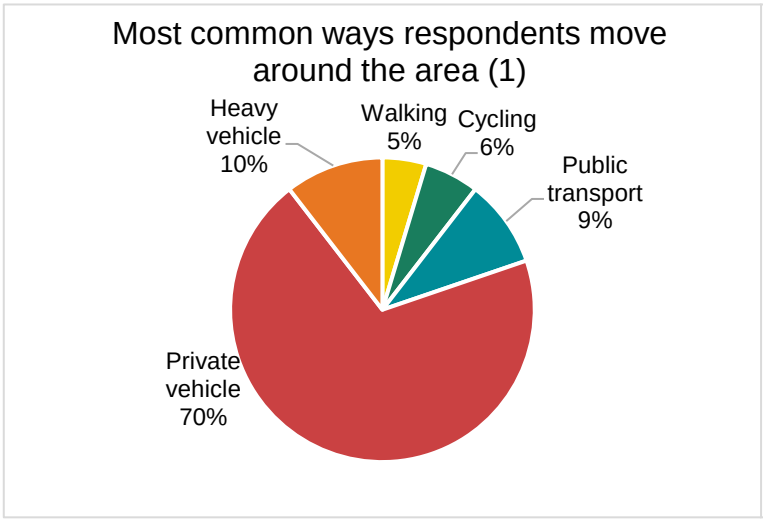


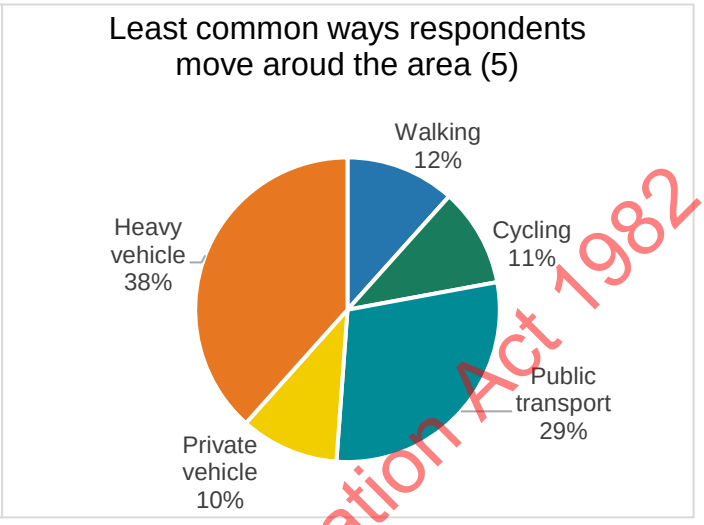
Q.9 Please rank how you typically move around this area 1 to 5 – with the most common way being 1 and the least common way being 5.

Answered: 86 Skipped: 0

The survey asked respondents to identify the most common to least common way they travel. Answers were ranked from one being most common to five being least common.

The majority of respondents (60) ranked travelling by private vehicle as their most common form of transport, with heavy vehicles coming in second with nine respondents ranking it as their most common way of travelling. Travelling by heavy vehicle was also the least common way respondents moved around with 33 respondents ranking it fifth. Thirty-five respondents ranked walking second; 35 respondents ranked cycling third and 27 respondents ranked cycling fourth.





7. Appendices

i. Ōtaki to North of Levin project consultation report: Consultation stages 1-3
ii. Ōtaki to North of Levin project consultation report: Consultation stage 4
iii. Ōtaki to North of Levin project consultation report: Consultation stage 4 (part two) April 2014-November 2015
iv. June 2017 engagement – summary of key points – Feb 2018
v. Project update on shortlist for consultation – Feb 2018
vi. Shortlisted corridor options engagement summary report Jan-Mar 2018 – December 2018
vii. Interim engagement summary – December 2020
viii. Engagement summary report Aug-Sept 2020 – March 2021
ix. Collateral and promotion April-May 2022 engagement
x. Feedback and team responses April-May 2022 engagement

Appendix IX Ō2NL April/May 2022 engagement collateral and promotion

Appendix IX.A Ōtaki to north of Levin project update – 28 April 2022

WAKA KOTAHI NZ TRANSPORT AGENCY | Ōtaki to north of Levin

Project update

Ōtaki to north of Levin project update – April 2022

We're working to build a new highway for regional and through traffic by the end of the decade, as we focus on making travel from Ōtaki to north of Levin safer and more resilient, as well as increasing transport choices and supporting economic growth in the region.

During May, we'll be holding a number of drop-in sessions to share more information about the new highway and what is next for the project. Find out more below.

View of SH57 looking north-west towards Levin.

New highway engagement open

Partnering with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga, we've been working with landowners, community groups, key stakeholders and Councils to continue the technical investigations to identify the preferred alignment of the new highway.

From this mahi we have developed preliminary concept designs for the new highway which we are sharing with you. We'd like to hear feedback from you about what's planned in your area. Your feedback and local knowledge can help ensure the highway serves your community effectively and we are managing any effects appropriately.

Our latest **brochure** shares more information on what is new on this project, including maps of highway connections and changes to local roads.

Next week, we'll be sharing **more information online**. Feedback will be open until **Thursday 26 May, 2022.**

We look forward to seeing you at our drop-in sessions, where you can find out more and talk with our project team - full schedule below.

While we have a long way to go from our current design to complete, detailed design, we've developed core design principles which will continue to guide our work. We will:

- Tread lightly, with the whenua
- Create and enduring legacy

Location	Date	Time
Ō2NL Levin project office 171 Oxford Street, Levin	Thursday 5 May	2pm - 6pm
Poroutawhao Hall 790 State Highway 1, Levin	Saturday 7 May	9:30am - 11:30am
Ō2NL Levin project office 171 Oxford Street, Levin	Saturday 7 May	1pm - 3:30pm
Ohau Hall 14 Muhunoa West Road, Ohau	Saturday 14 May	9am - 11:30am
Manakau School 9 Mokena Kohere St, Manakau	Saturday 14 May	1pm - 4pm
Masonic Village Café 685 Queen Street, Levin	Thursday 19 May	8am - 10am
Ō2NL Levin project office 171 Oxford Street, Levin	Thursday 19 May	Noon - 3:30pm
Ōtaki Memorial Hall Next to the Otaki Library, Main Street, Ōtaki	Thursday 19 May	5pm - 7:30pm
Ō2NL Levin project office 171 Oxford Street, Levin	Saturday 21 May	9:30am - noon

Join us for an Ō2NL online meeting

To give everyone an opportunity to hear more about the Ō2NL new highway project we will also be hosting an online meeting with our project team, via Zoom.

This is a chance for you to ask questions in a virtual environment if you're unable to attend our in-person sessions.

- **Wednesday 11 May, 2022,** 7pm-8pm

Registration is required for this event. Please **click this link** to register your name and email address and you will recieve a confirmation email with details of how to join the online meeting.

Appendix IX. B Ō2NL Advertising Campaign

Print advertising placements

Manawatu Standard: Wednesday 4 May, Wednesday 11 May, Monday 18 May
Horowhenua Chronicle: Friday 29 April, Friday 6 May, Friday 13 May, Friday 20 May
Kapiti News: Wednesday 4 May, Wednesday 11 May, Wednesday 18 May

A new highway for Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer, more resilient and increasing the transport choices for the area's growing population.

During the month of May, we'll be holding a number of drop-in sessions so we can share more information on the new highway and what is next for the project.

Your feedback and local knowledge can help ensure the new highway serves your community the best way possible and helps us manage any effects appropriately. Join us at one of the drop-in sessions.

Ōtaki to north of Levin new highway drop-in sessions

Location	Date	Time
Ō2NL Levin project office 171 Oxford Street	Thursday 5 May	2pm-6pm
Poroutawhao Hall 790 State Highway 1, Levin	Saturday 7 May	9:30am-11.30am
Ō2NL Levin project office 171 Oxford Street	Saturday 7 May	1pm-3:30pm
Ohau Hall 14 Muhunoa West Road, Ohau	Saturday 14 May	9am-11:30am
Manakau School 9 Mokena Kohere Street, Manakau	Saturday 14 May	1pm-4pm
Masonic Village Café 685 Queen Street Levin	Thursday 19 May	8am-10am
O2NL Levin project office 171 Oxford Street	Thursday 19 May	Noon - 3:30pm
Ōtaki Memorial Hall next to the Library, Main Street, Ōtaki	Thursday 19 May	5pm-7:30pm
Ō2NL Levin project office 171 Oxford Street	Saturday 21 May	9:30am-noon

Find out more: www.nzta.govt.nz/O2NL-new-highway

WAKA KOTAHI NZ TRANSPORT AGENCY | Ōtaki to north of Levin | New Zealand Upgrade Programme | Te Kāwanatanga o Aotearoa New Zealand Government

A new highway for Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer, more resilient and increasing the transport choices for the area's growing population.

During the month of May, we'll be holding a number of drop-in sessions so we can share more information on the new highway and what is next for the project.

Your feedback and local knowledge can help ensure the new highway serves your community the best way possible and helps us manage any effects appropriately.

Join us at one of the drop-in sessions.

Ōtaki to north of Levin new highway drop-in sessions

Location	Date	Time
Ohau Hall 14 Muhunoa West Road, Ohau 5570	Saturday 14 May	9-11:30am
Manakau School 9 Mokena Kohere Street, Manakau	Saturday 14 May	1-4pm
Masonic Village Café 685 Queen Street Levin	Thursday 19 May	8-10am
Ō2NL Levin project office 171 Oxford Street	Thursday 19 May	12-3:30pm
Ōtaki Memorial Hall next to the Library, Main Street, Ōtaki	Thursday 19 May	5-7:30pm
Ō2NL Levin project office 171 Oxford Street	Saturday 21 May	9:30am-noon

Find out more: www.nzta.govt.nz/O2NL-new-highway

WAKA KOTAHI NZ TRANSPORT AGENCY | Ōtaki to north of Levin | New Zealand Upgrade Programme | Te Kāwanatanga o Aotearoa New Zealand Government

A new highway for Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer, more resilient and increasing the transport choices for the area's growing population.

During the month of May, we'll be holding a number of drop-in sessions so we can share more information on the new highway and what is next for the project.

Your feedback and local knowledge can help ensure the new highway serves your community the best way possible and helps us manage any effects appropriately.

Join us at one of the drop-in sessions.

Ōtaki to north of Levin new highway drop-in sessions

Location	Date	Time
Masonic Village Café 685 Queen Street Levin	Thursday 19 May	8-10am
Ō2NL Levin project office 171 Oxford Street	Thursday 19 May	12-3:30pm
Ōtaki Memorial Hall next to the Library, Main Street, Ōtaki	Thursday 19 May	5-7:30pm
Ō2NL Levin project office 171 Oxford Street	Saturday 21 May	9:30am-noon

Find out more: www.nzta.govt.nz/O2NL-new-highway

WAKA KOTAHI NZ TRANSPORT AGENCY | Ōtaki to north of Levin | New Zealand Upgrade Programme | Te Kāwanatanga o Aotearoa New Zealand Government

A new highway for Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer, more resilient and increasing the transport choices for the area's growing population.

During the month of May, we'll be holding a number of drop-in sessions so we can share more information on the new highway and what is next for the project.

Your feedback and local knowledge can help ensure the new highway serves your community the best way possible and helps us manage any effects appropriately.

Join us at the drop-in session.

Ōtaki to north of Levin new highway drop-in session

Location	Date	Time
Ō2NL Levin project office 171 Oxford Street	Saturday 21 May	9:30am-noon

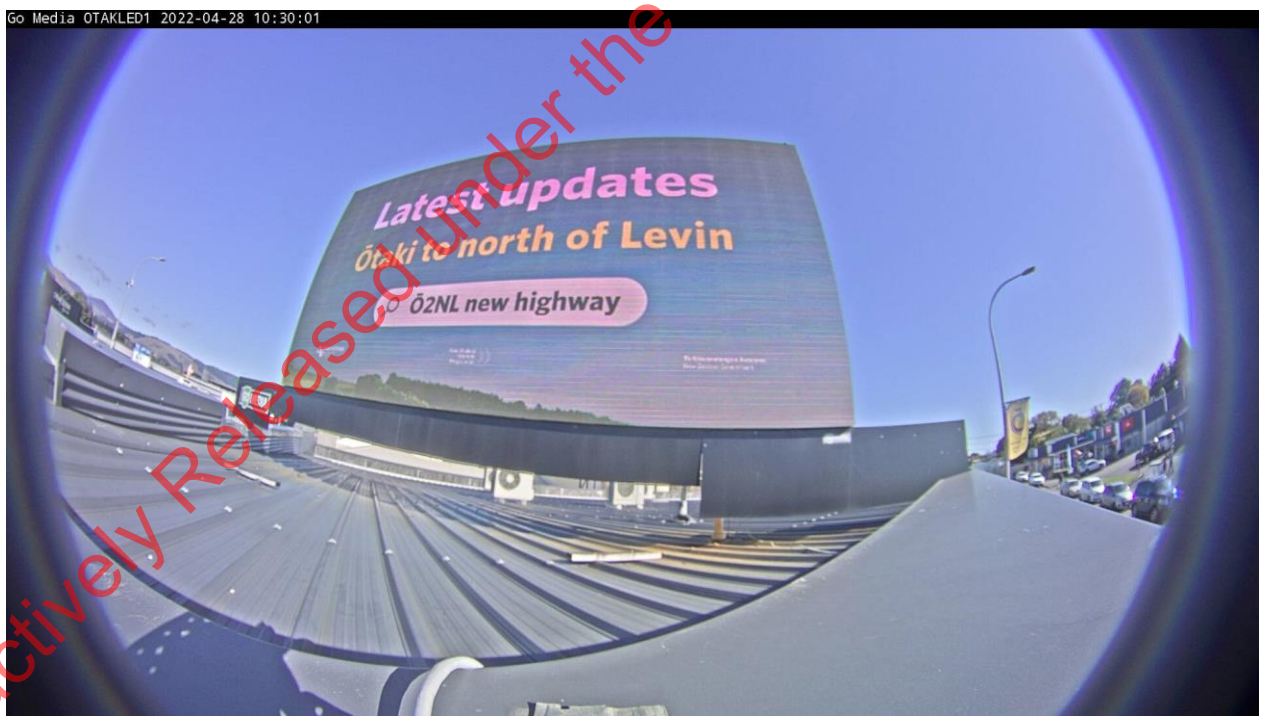
Find out more: www.nzta.govt.nz/O2NL-new-highway

WAKA KOTAHI NZ TRANSPORT AGENCY | Ōtaki to north of Levin | New Zealand Upgrade Programme | Te Kāwanatanga o Aotearoa New Zealand Government

Appendix IX.C Ō2NL Advertising Billboards

28 April until mid-May

SH1 Levin northbound
SH1 Levin southbound
SH1 Ōtaki



Appendix IX.D Ō2NL Advertising Radio & Digital

Radio

28 April – 12 May: 30 second radio spot (Coast, NewstalkZB, The Hits, ZM)
13 May – 26 May: 15 second radio spot (Coast, NewstalkZB, The Hits, ZM)

Digital

Stuff.co.nz (geotargeted to Kapiti/Horowhenua users) from 28 April until 22 May

Length	Script
30 second spot	Waka Kotahi NZ Transport Agency is working to make travel from Otaki to north of Levin safer and more resilient with more transport choices. During the month of May, they'll be holding drop-in sessions to share information on the new highway with updates on the project. Your feedback and local knowledge can ensure the new highway serves your community the best way. Join them at one of the drop-in sessions. Find out more at NZTA dot GOVT dot NZ slash O2NL.
15 second spot	Waka Kotahi NZ Transport Agency's working on a new highway between Otaki and north of Levin, and they're holding drop-in sessions this month to get your feedback and local knowledge. Find out more at NZTA dot GOVT dot NZ slash O2NL.

Location	Artwork	Click-through link
Stuff.co.nz		http://www.nzta.govt.nz/o2nl

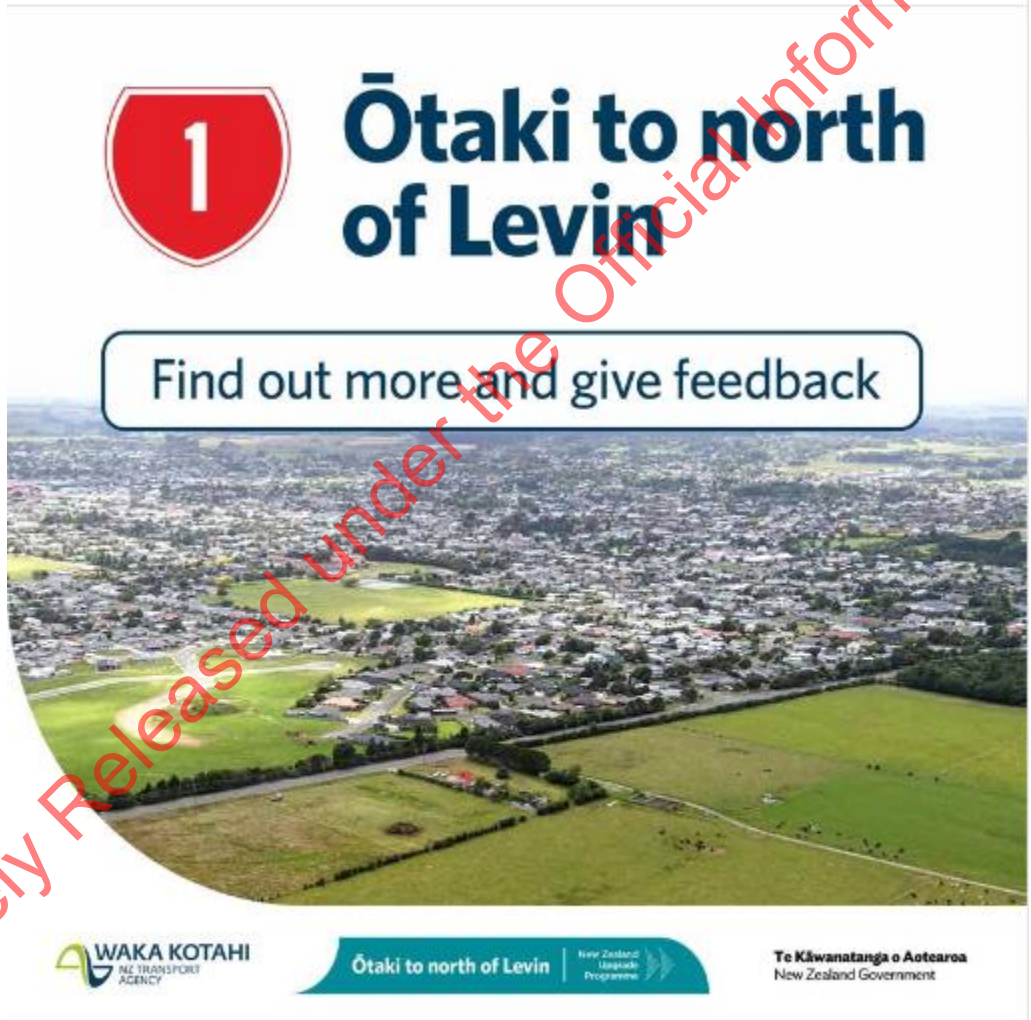
Appendix IX.E Social Media

Waka Kotahi NZ Transport Agency Wellington
2 May ·

Throughout May we're hosting a series of drop-in sessions to chat with you about the new Ōtaki to north of Levin highway and what's next for the project.

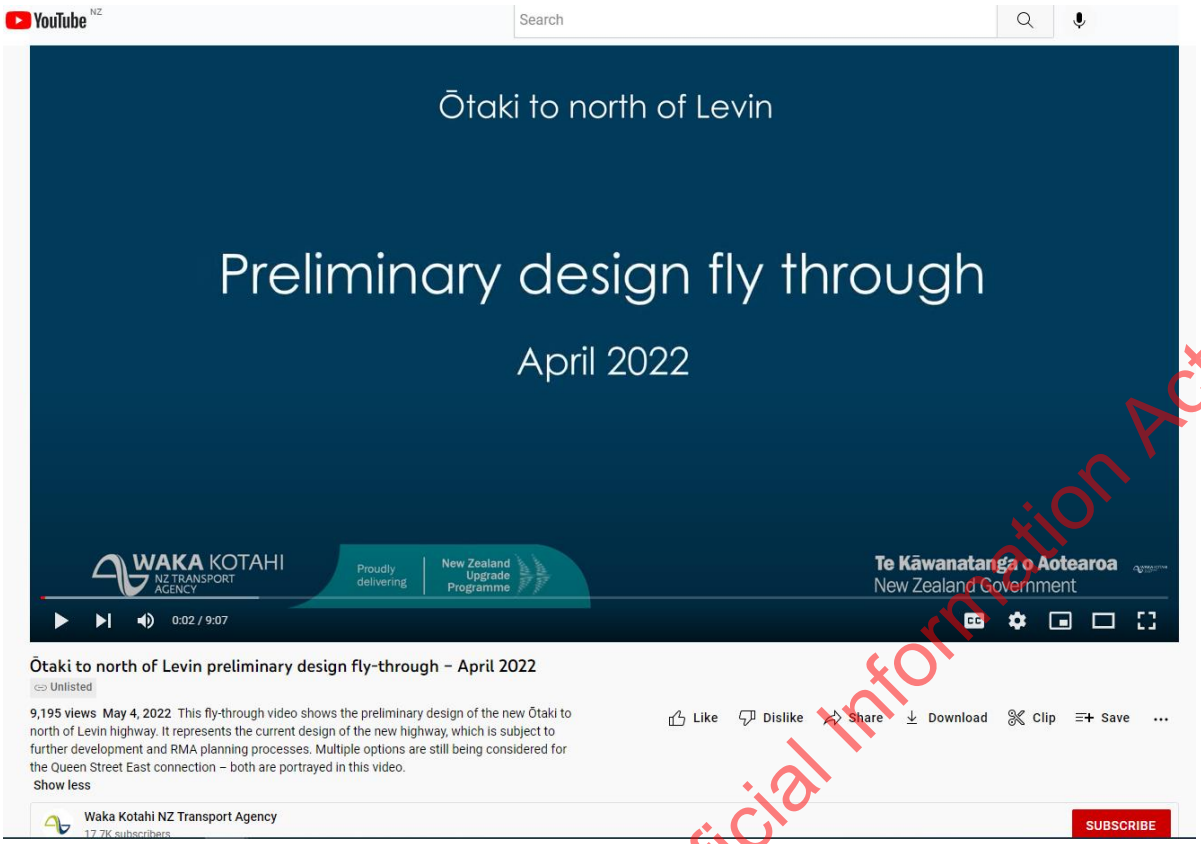
Working with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga, landowners, community groups, key stakeholders, and councils, we've developed preliminary concept designs for the new highway which we'd like your feedback on. Come and see us at one of our drop-in sessions listed below, or visit our website for a copy of our latest brochure: www.nzta.govt.nz/O2NL-new-highway

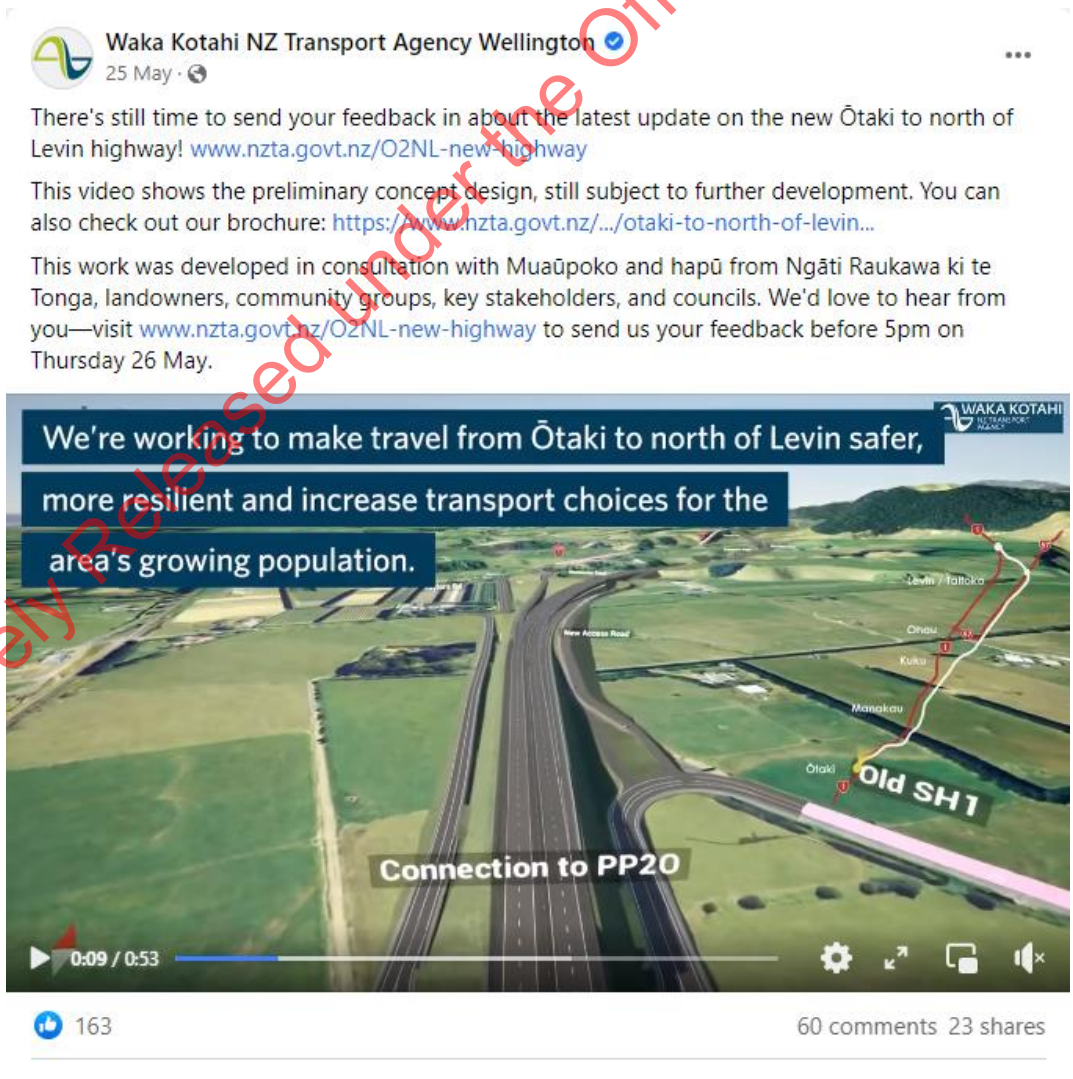
- Thursday 5 May, 2pm-6pm: Ō2NL Levin project office, 171 Oxford Street, Levin
- Saturday 7 May, 9:30am-11:30am: Poroutawhao Hall, 790 State Highway 1, Levin
- Saturday 7 May, 1pm-3:30pm: Ō2NL Levin project office, 171 Oxford Street, Levin
- Saturday 14 May, 9am-11:30am: Ohau Hall, 14 Muhunoa West Road, Ohau
- Saturday 14 May, 1pm-4pm: Manakau School, 9 Mokena Kohere St, Manakau
- Thursday 19 May, 8am-10am: Masonic Village Café, 685 Queen Street, Levin
- Thursday 19 May, 12pm-3:30pm: Ō2NL Levin project office, 171 Oxford Street, Levin
- Thursday 19 May, 5pm-7:30pm: Ōtaki Memorial Hall, next to the Otaki Library, Main Street, Ōtaki
- Saturday 21 May, 9:30am - noon: Ō2NL Levin project office, 171 Oxford Street, Levin



Barbara Edmonds MP and 127 others

42 comments 34 shares





Waka Kotahi NZ Transport Agency Wellington

10 June ·

The Ōtaki to north of Levin four-lane highway will provide safer, more resilient transport options between Horowhenua and Kāpiti, funded by the NZ Upgrade Programme.

We know how important this project is to the community, and how strongly people want to see construction underway. Our Ō2NL team has just finished presenting the preliminary concept designs to the community and are continuing to refine plans, including how we deal with noise, environment and property.

We'll use your feedback to help make sure the new highway serves the community effectively, ahead of lodging consents and Notice of Requirement for the project later this year.

Find out more about Ō2NL at https://www.nzta.govt.nz/.../o2nl-proposed-new-highway.

Barbara Edmonds MP and 469 others

157 comments 58 shares

Appendix IX.F Brochure

1 Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer and more resilient while increasing transport options by building a new highway for regional and through traffic by the end of the decade.

Partnering with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga, we've been working with landowners, community groups, key stakeholders and Councils to continue the technical investigations to identify the preferred alignment of the new highway. From this mahi we have developed preliminary concept designs for the new highway which we are sharing with you. We'd like to hear feedback from you about what's planned in your area.

While we have a long way to go from our current design to complete, detailed design, we've developed core design principles which will continue to guide our work. We will:

- Tread lightly, with the whenua
- Create an enduring legacy.

Find out more and have your say

Your feedback and local knowledge can help ensure the highway serves your community effectively and we are managing any effects appropriately. We will be hosting events in May where you can learn more about this project and talk to the project team.

For details on these events visit **www.nzta.govt.nz/O2NL-new-highway**

You can also find out more or have your say online before **Thursday 26 May 2022.**

Email **O2NL@nzta.govt.nz**
Phone **0508 625 4636**

A safer, more resilient SH1

The new highway will dramatically improve safety for those moving around or through the Horowhenua District and lower North Island.

In the last five years 72 people have been killed or seriously injured in crashes along the existing SH1 and SH57 in the region, making it one of the country's most dangerous sections of road to drive.

The expected cost of the project is $1.5 billion (including contingencies), funded through the NZ Upgrade Programme. The new 24-kilometre four-lane highway will support population growth and economic prosperity in Horowhenua and enhance the resilience of the state highway network as well as providing safer options for people who choose to walk or cycle.

Our outcomes

- Improving safety
- Building network resilience
- Supporting economic growth
- Enhancing walking and cycling

What you told us in 2020

In August/September 2020, we sought feedback from the Horowhenua community on the draft preferred alignment of the new highway.

We wanted to hear how people would use the new highway and connections, including local road connections, and the shared path. The project team spoke with about 800 people at events or meetings and gathered more than 350 items of feedback to assist with the next phase of the project.

Along with further technical investigations, feedback from this engagement (including landowners, stakeholders and the public) was used to inform the refinement of the new highway alignment, with the announcement of the refined draft preferred alignment in March 2021 and the preferred alignment in December 2021.

What we've done since we last spoke

As part of our investigations, we have undertaken environmental assessments to inform the design process. These included:

- Ecological assessments of birds, bats, invertebrates, local flora and fauna and freshwater habitats in the area
- Assessments of the natural and landscape character
- Noise and vibration, and air quality investigations along the proposed route
- Geotechnical surveys and investigations into the nature of the land
- Ongoing investigations of groundwater, rivers and streams, archaeology, and built heritage

We have also considered how the project could impact on the local road network, and how it will integrate with the proposed Tara-Ika development, and the rail crossings in Levin.

Work is well underway on the detailed business case and the preparation of applications required for consent and operation of this project.

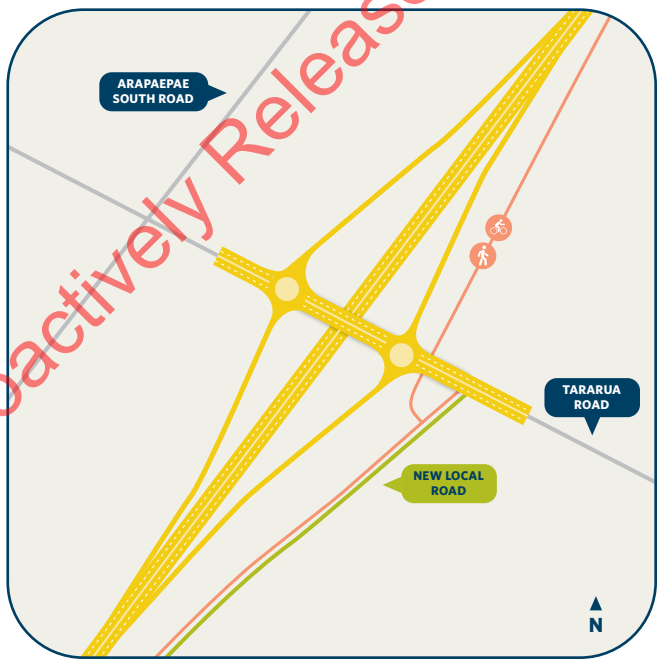
Joining and leaving the new highway

As part of the ongoing concept design process, we are looking at highway connections. Regional and through traffic using the new highway will be able to connect to key community facilities via local roads in the area using interchanges or large roundabouts.

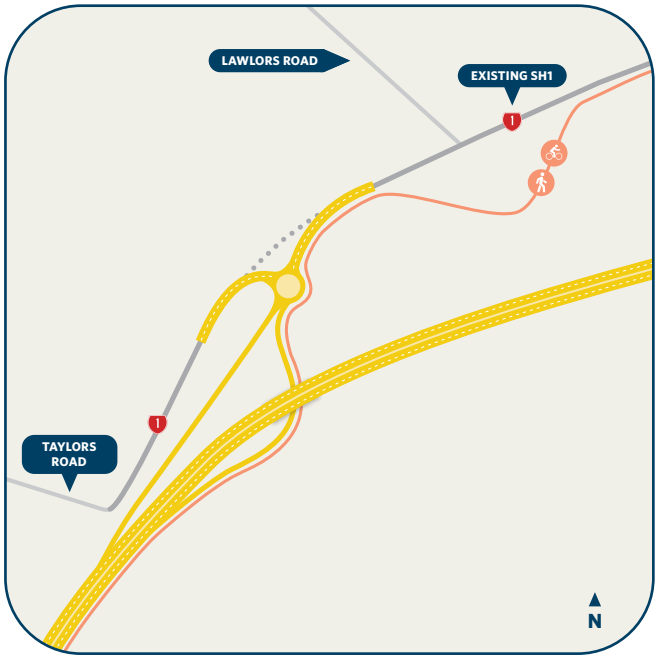
New highway
Existing road
Road removed
New shared user path
New cul-de-sac
New local road

New dual-lane roundabout to connect the new highway to the existing SH1 near Heatherlea East Road. Avenue North Road will connect to the existing SH1 in the south and will end in a cul-de-sac at the northern end.

New dual-lane roundabout to connect the new highway to SH57.



Grade separated diamond interchange at Tararua Road.



A half interchange with south-facing ramps is also planned near Taylors Road and the connection to the new Peka Peka to Ōtaki expressway.

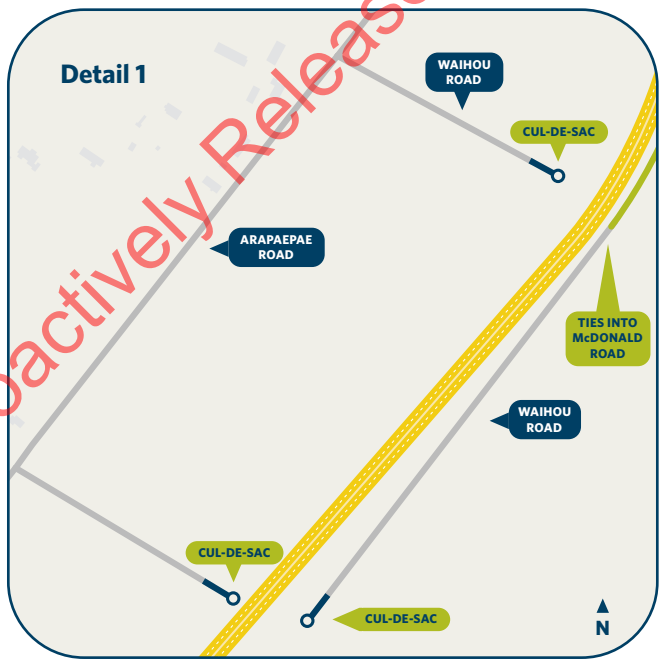
New and altered local roads

In August 2020, we shared options for reconnecting local roads to the new highway. With our preliminary designs, we can now share a bit more information about what these connections will look like. Designs include creating new road links and intersections.

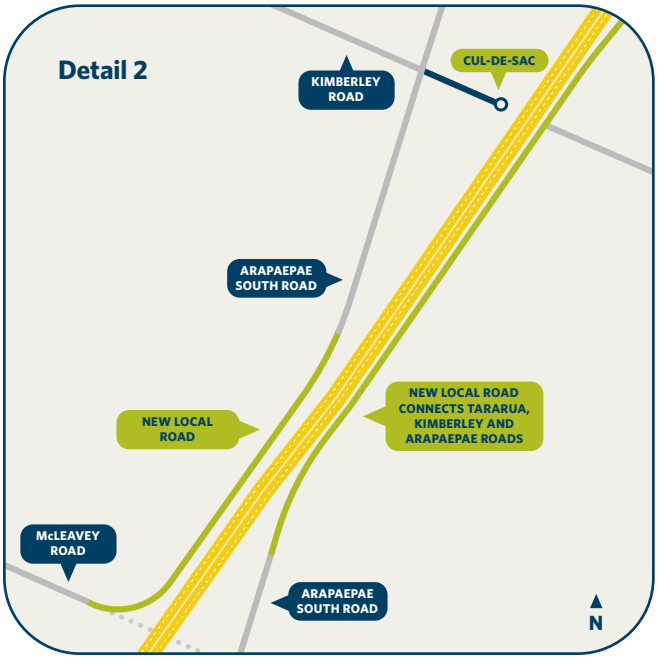
East-west connections will be retained with:

- Overpasses at Honi Taipua Road, North Manakau Road, Kuku East Road, Muhunoa East Road and Tararua Road (part of the interchange)
- Underpasses at link to existing SH1 near Taylors Road, South Manakau Road and Sorensons Road
- Option to reconnect Queen Street East is being investigated

Some local roads will no longer connect in the same way when the new highway is built, and will need to be reconfigured with cul-de-sacs. Avenue North Road, Waihou Road, Arapaepae South Road and Kimberley Road will need to be reconfigured.



Waihou Road



Kimberley Road and Arapaepae South Road

New opportunities for walking and cycling

As part of this project, we'll create a shared path for people who choose to walk or cycle.

Currently, our plans for the path will run adjacent to the new highway with easy and convenient access to townships and local roads.

In the south the current plan is for the shared path to be to the west of the new road, crossing to the east near Ohau to provide better connections for the communities there.

The path is proposed to form part of the network within Tara-Ika, with walking and cycling paths into Levin proposed on Queen Street East and Tararua Road.

The new shared path will extend the walking and cycling network provided by the Kāpiti Expressway in the south.

Designing with neighbours in mind

The new highway will mean a number of changes in the local environment which have been identified through the recent environmental assessments.

During the design process, we have been working through ways to address these changes.

Noise

The potential change in the noise environment has been raised by communities and we have been working with them to share information and ideas that help to address noise impacts.

We have carried out initial noise assessments, including field measurements to inform project design investigations. The design of the road will include noise mitigation features that meet or exceed the New Zealand Standards, with the aim of allowing people to comfortably enjoy the environment and their properties. Features include:

- Low-noise open graded porous asphalt (OGPA) will be used to surface the entire length of the project
- Additional depth OGPA which will help reduce noise further, for 14km of the highway – this new form of treatment provides a higher standard than any other previous roading project in the North Island
- Avoiding audible rumble strips near houses
- Careful design of bridge joins to make them less noisy
- Installing high concrete safety barriers, in some locations, rather than wire barriers to further reduce noise from the road

Changing Environment

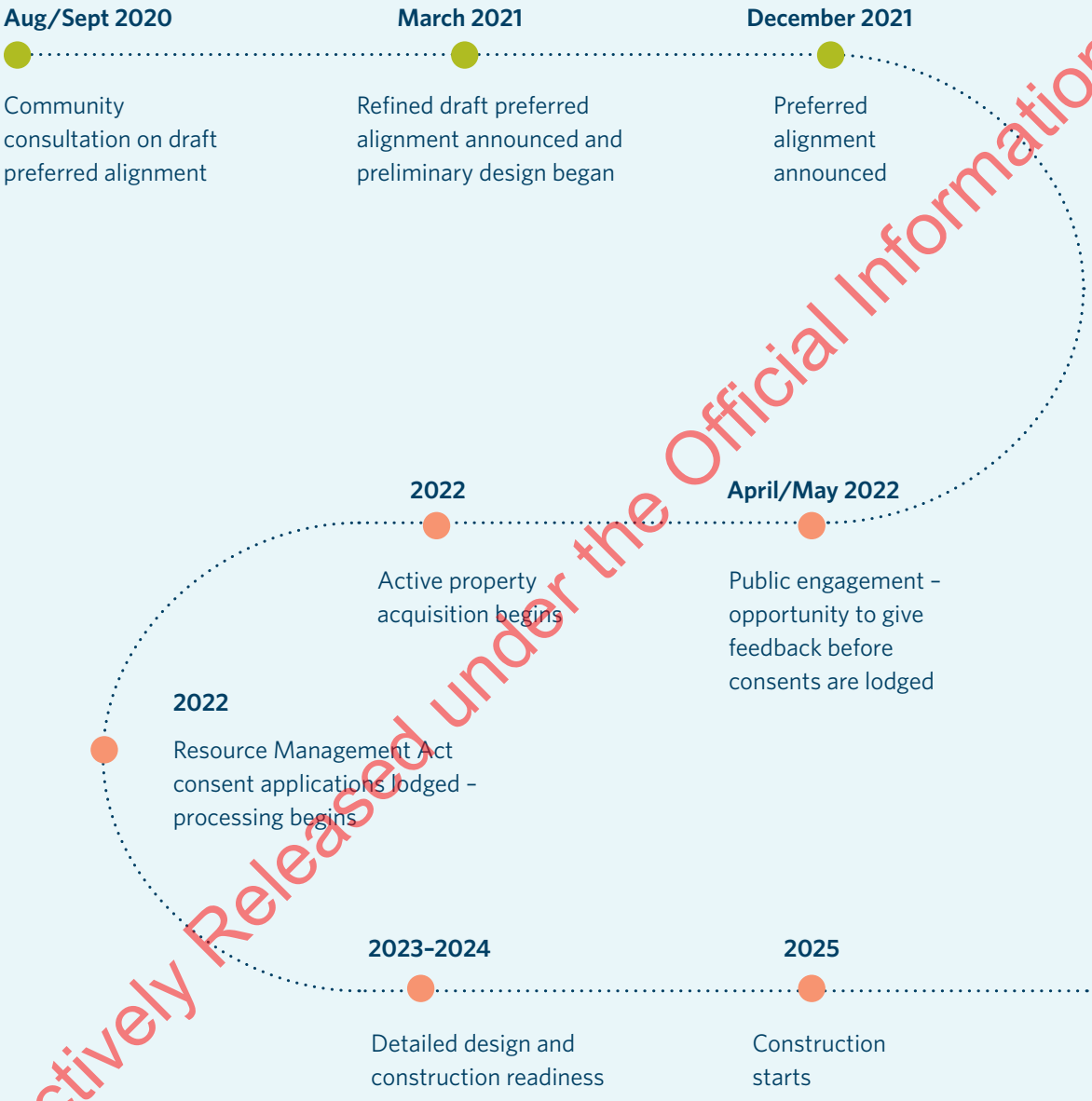
The new highway will cross a number of streams and rivers, and will also have some effects on wetlands and vegetation. These changes also affect the landscape and visual character of the area.

There are many ways we can address these changes during the design process. We are looking at bridge crossings over waterways, using 'fish-friendly' culverts, and diverting streams and recreating natural channels with planting. You can learn more about how we are managing changes and effects of the project at our community events or on our website.

Timeline of the next steps

We're talking with you about the preliminary designs now so we can show you the work that has been done since we last shared our progress with the community in 2020.

Your feedback during that engagement has helped inform the design work of the last 18 months, and we'd like to hear from you if you think there is anything we have missed before we lodge the consents and Notice of Requirement for the new highway this year.



For more information about the new highway scan this QR code

www.nzta.govt.nz/O2NL-new-highway

Appendix IX. G Display Boards

Managing the effects of construction

Managing construction noise and dust

Where the proposed route is close to houses, people may be affected by noise and dust from construction. Steps will be taken to limit these effects on homes and properties. Methods for managing these effects include:

- Water spraying on site and on haul roads to manage dust from earthworks
- Wheel wash and cover sheets over trucks
- Stabilising exposed areas including through rolling, mulch and planting
- Careful management of equipment and working areas, and construction traffic activity
- Temporary noise barriers and muffling of otherwise noisy machines
- Considerate construction equipment choices
- Managing hours of work including daily start up and close down procedures
- Maintaining communication with nearby property owners to ensure 'no surprises' and identify potential issues at an early stage

A construction environmental management plan will be prepared to establish processes for managing effects. This will require constructor compliance and set out the management methods, as well as monitoring, review and corrective action processes.

Photo: PDP.

Construction – erosion and sediment control

Before construction starts, we will install devices to reduce and to catch sediment runoff from earthworks areas before it can reach a stream or river. These devices typically remove 85% of sedimentation from water before discharging to a stream/river. Construction methods are also used to reduce sedimentation and include stabilising earthworks and careful management.

Maintaining community connections during construction

The construction of the proposed highway has the potential to disrupt access to properties and connections to communities. We will manage construction traffic to ensure people can still travel to and from their homes. We will aim to reduce or avoid delays to your journeys but acknowledge that this will not be possible at all times.

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Protecting our heritage & history (Tū ai te tangata)

The land around this project is rich in cultural history. Sites of cultural or historic significance are places of special importance to New Zealanders. These sites contribute to our knowledge of our history and may include artefacts and physical remains of past activities.

As part of our research to identify cultural or heritage sites, we've searched historical documents and databases, some dating back as far as 1840, and visited sites of interest.

Photo: Archaeology Solutions.

Archaeological sites

The Heritage New Zealand Pouhere Taonga (HNZPT) archaeological values framework has been used to determine archaeological values and assess potential effects on those values.

Our investigations have determined there are no listed archaeological sites within the proposed highway alignment.

There's one verified and one potential archaeological site identified in the vicinity of the proposed highway. There's also evidence of three Māori hunting camps at the southern end of the project that'll be protected and investigated further.

There is always a chance previously unidentified, or unknown, archaeological sites could be uncovered during construction. However, the area has low archaeological potential because, prior to the late 19th century, the landscape was almost entirely covered in a dense podocarp forest with the main settlements being mostly located in the dune-country to the west of the proposed highway.

Built heritage

Investigations have found no heritage sites, buildings or structures within the new highway alignment – and no statutorily listed heritage sites, buildings, or structures located in the vicinity.

While not located within the proposed highway alignment, the Ashleigh Homestead on Queen Street East was assessed as being of regional significance, and measures are proposed to be put in place to manage potential noise, vibration and dust effects during construction.

Selection of an eastern route avoids the coastal areas that contain numerous pā and kāinga, hunting and cultivation grounds, battle sites, urupā and midden and therefore avoids what would likely be significant adverse effects on cultural values. The new highway alignment has also been refined to avoid effects on a small number of verified pre-1900 historic houses.

Understanding the landscape, streams and rivers

We have assessed the landscape surrounding the proposed alignment of the new highway, identifying existing landscape and natural character values – relating to rivers, streams, and wetlands.

Building the road in the east avoids significant landscape features including lakes, sensitive sand dune country, and Levin township. However, the new highway will have some landscape, visual and natural character impacts.

In line with our core principles to tread lightly, with the whenua and to create an enduring legacy, we are proposing measures to soften the visual impacts of the highway and reduce the effects on the landscape and natural character. The approach is to showcase the landscape through a design that provides views to elevated landmarks, beyond the highway, highlighting significant places and using endemic native plants.

We aim to restore and enhance the landscape to 'let it be its natural self' by:

- Reconnecting streams with forest remnants and wetland through the use of planted riparian corridors upstream and downstream of the highway
- Using culverts and bridges that maintain naturalised stream flow, aquatic habitat and fish passage upstream and downstream
- Delivering a net improvement in water quality in rivers and streams, and water flowing to lakes
- Enhancing existing forest stands as remnants and ecological stepping stones
- Reconnecting local roads across the highway
- Reinforcing ki uta ki tai – from mountains to sea. This could include a journey narrative through interpretative signs to recognise areas of importance and their history
- Identifying opportunities of mahinga kai, rongoa and food forests

Visual impacts will be managed and reduced through a variety of carefully designed planting options, for example plant species that:

- Screen the highway and traffic on it
- Soften and filter views
- Emphasise the foreground to increase perspective depth

Photo © www.eosecology.co.nz

Looking after our communities – Air & Water Quality

Air quality

Once the new road is open there will be a significant reduction in traffic on the existing state highway network. Most traffic will prefer to use the new road as it will allow vehicles to move efficiently at consistent speeds.

Overall, there will be a positive impact on air quality, as the improved traffic flows will result in reduced emissions and significantly fewer vehicles on the existing state highway.

We plan to manage effects from vehicle emissions through a number of design approaches including maximising buffer distances to sensitive receivers; using landscape to help filter emissions; minimising gradients of the new road; and by controlling vehicles speeds and flows.

Stormwater treatment and surface water quality

Permanent stormwater treatment devices will be installed to catch runoff from the new road carriageway and treat it to a high level before it is discharged to natural water courses. Around 80% of all particles and contaminants which gather on roads will be removed using naturalised swales, stormwater pond systems/ constructed wetlands and engineering treatments.

The current state highway network has no specific treatment for runoff and so shifting traffic onto the proposed new highway will result in a small overall improvement in water quality in the region.

The proposed new highway runs in a north/south direction while the main surface water catchments flow east/west, from the mountains to the sea. The project crosses the Waitohu Stream, Waikawa Stream, Kuku Stream, Ohau River and Koputaroa Stream.

The new highway includes numerous culverts and bridges that maintain current flows of water across the road. Culverts are oversized and embedded to allow a naturalised stream bottom to form, providing fish habitat and maintaining current flows rates. In larger storm events, the new highway will throttle some stormwater flow and help reduce potential downstream flooding.

Wetlands planting on Peka Peka to Ōtaki. Photo: Mark Coote.

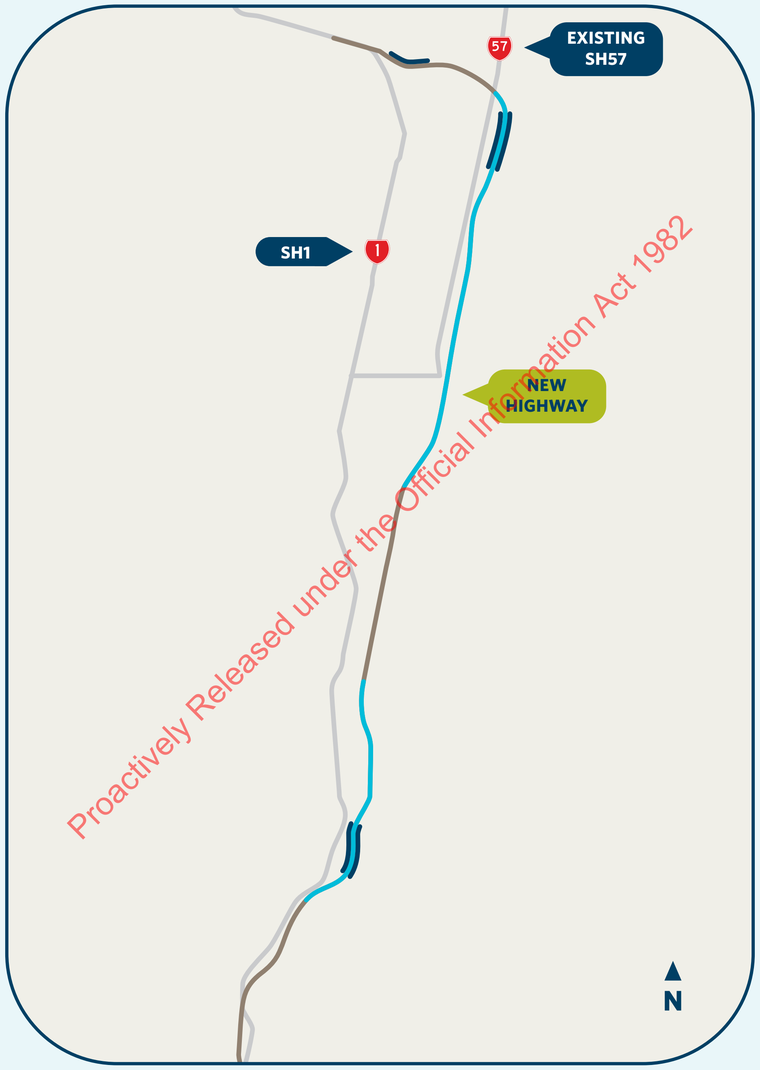
Looking after our communities – Noise

Managing noise

The potential change in the noise environment has been raised by communities and we have been working with them to share information collected through noise monitoring and ideas that help to address noise impacts.

The design of the road will include noise mitigations features that meet or exceed the New Zealand Standard (NZS 6806), with the aim of allowing people to comfortably enjoy the environment and their properties.

- Low-noise open graded porous asphalt (OGPA) will be used to surface the entire length of the project
- Additional depth OGPA will help reduce noise further for 14km of the highway – this new form of treatment provides a higher standard than any other previous roading project in the North Island
- Audible rumble strips will not be used near houses
- Careful design of bridge joints to reduce noise (avoiding mechanical expansion joints)
- Installing barriers in some locations will help reduce the spread of noise from the road corridor



New highway surface map.

Looking after our environment

The new highway alignment largely avoids indigenous forest habitats, and instead passes through land that has been mostly cleared and converted to pasture. There are some small isolated pockets of indigenous vegetation, wetlands, and streams that will be adversely affected.

Our ecologists have surveyed the entire project area and its surrounds and have recorded numerous indigenous bird species, two land snail species, two skink species, peripatus (velvet worm), freshwater fish and invertebrates species. They have also found a range of pest plants and animals.

How we plan to manage the effects of construction on our indigenous fauna and flora:

Vegetation

- Mark out areas of vegetation to be retained
- Search for and capture geckos, snails and peripatus ahead of vegetation clearance to relocate to equivalent or better habitats
- Identify times when vegetation can be removed so as to minimise potential effects on bird nesting and breeding seasons
- Collect vegetation cleared for future reuse

Streams and rivers

- Create temporary stream channels to maintain water flows and fish passage when working in a stream
- Search and capture freshwater fish and invertebrates in the affected stream reaches and relocate up or downstream
- Avoid working during fish spawning and migration periods
- Minimise duration of work in streams
- Prevent spillages from machinery and equipment into or near streams
- Comprehensive erosion and sediment controls to minimise sediment runoff to adjacent streams

Creating an enduring legacy

Despite these measures there will be an effect on our streams, wetlands and native bush. We will plant and then protect areas from further loss and development, including the exclusion of livestock from streams and wetlands. These measures will provide a net gain in indigenous biodiversity, compared with the existing state.

- Approximately 45 ha of native vegetation planting which will be set aside and protected in perpetuity
- Approximately 8.5 ha of wetland habitat rehabilitated and restored
- Approximately 9.5 kilometres of stream fenced to prevent stock access and planted up to provide riparian buffering and improve aquatic habitats

Material supply sites will be rehabilitated to include terrestrial and wetland planting, together with areas of open water that can provide enduring benefits to local communities.

Economic effects of the new highway

The construction and operation of this road will have a range of economic benefits associated with population and urban growth, employment, and economic activity. The overall net GDP impact of the project is estimated at $1.157 to $1.258 billion.

Population growth

Horowhenua is experiencing population growth, with an additional 16,000 people expected to be living in the district by 2040, and more than 760,000 people living within an hour's drive.

This project will support additional population growth in Horowhenua as travel time to Wellington reduces. A growing population means a larger district economy, with more employment opportunities.

Economic activity

Improving the transport connections from Levin is expected to help unlock economic benefits including an increase in jobs and incomes, as a result of improved accessibility creating a greater ability for consumers and businesses to connect.

The new highway will reduce travel time and costs – improving reliability of travel times. This will expand the market size and improve cost effectiveness.

Effects on agricultural and horticultural activity

This project crosses rural areas and will affect some farming operations. Some farms will be disrupted by construction and lose productive land, while other properties may no longer be viable for current farming activities.

The potential disruptions and loss of productive land are being considered and overall any effects on productive land have been assessed as minor.

A thriving town centre

About 20,500 vehicles per day are modelled to travel through Levin town centre without the new highway by 2039 – but when the new highway opens this will reduce to current day numbers (about 15,900 vehicles). However, the traffic will have fewer heavy vehicles and stock trucks and instead vehicles will be local people and visitors to Levin Town Centre.

Signage at exits of the new highway will promote available services in Levin town centre to support local businesses.

The reduction in heavy traffic will increase the attractiveness of the town centre as a retail destination, with a potential increase in tourism. It'll improve the town centre experience, make it easier to find car parks and provide a safer environment for people to bike and walk.

1 Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer and more resilient while increasing transport options by building a new highway for regional and through traffic by the end of the decade.

Partnering with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga, we've been working with landowners, community groups, key stakeholders and Councils to continue the technical investigations to identify the preferred alignment of the new highway. From this mahi we have developed preliminary concept designs for the new highway which we are sharing with you. We'd like to hear feedback from you about what's planned in your area.

While we have a long way to go from our current design to complete, detailed design, we've developed core design principles which will continue to guide our work. We will:

- Tread lightly, with the whenua
- Create an enduring legacy.

A safer, more resilient SH1

The new highway will dramatically improve safety for those moving around or through the Horowhenua District and lower North Island.

In the last five years 72 people have been killed or seriously injured in crashes along the existing SH1 and SH57 in the region, making it one of the country's most dangerous sections of road to drive.

The expected cost of the project is $1.5 billion (including contingencies), funded through the NZ Upgrade Programme. The new 24-kilometre four-lane highway will support population growth and economic prosperity in Horowhenua and enhance the resilience of the state highway network as well as providing safer options for people who choose to walk or cycle.

The process so far

What you told us in 2020

In August/September 2020, we sought feedback from the Horowhenua community on the draft preferred alignment of the new highway.

We wanted to hear how people would use the new highway and connections, including local road connections, and the shared path. The project team spoke with about 800 people at events or meetings and gathered more than 350 items of feedback to assist with the next phase of the project.

Along with further technical investigations, feedback from this engagement (including landowners, stakeholders and the public) was used to inform the refinement of the new highway alignment with the announcement of the refined draft preferred alignment in March 2021 and the preferred alignment in December 2021.

What we've done since we last spoke

As part of our investigations, we have undertaken environmental assessments to inform the design process. These include:

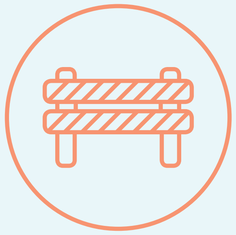
- Ecological assessments of birds, bats, invertebrates, local flora and fauna and freshwater habitats in the area
- Assessments of the natural and landscape character
- Noise and vibration, and air quality investigations along the proposed route
- Geotechnical and contaminated land surveys and investigations into the nature of the land
- Investigations of groundwater, rivers and streams, archaeology, and built heritage

We have also considered how the project fits with the local road network, including with the proposed Tara-Ika development, and existing rail crossings in Levin.

Work is well underway on the detailed business case and the preparation of RMA approval applications required for this project.

Our project objectives of improving safety, resilience, reliability of travel times and movement are also included in our considerations.

Our outcomes



Improving safety

Building network resilience

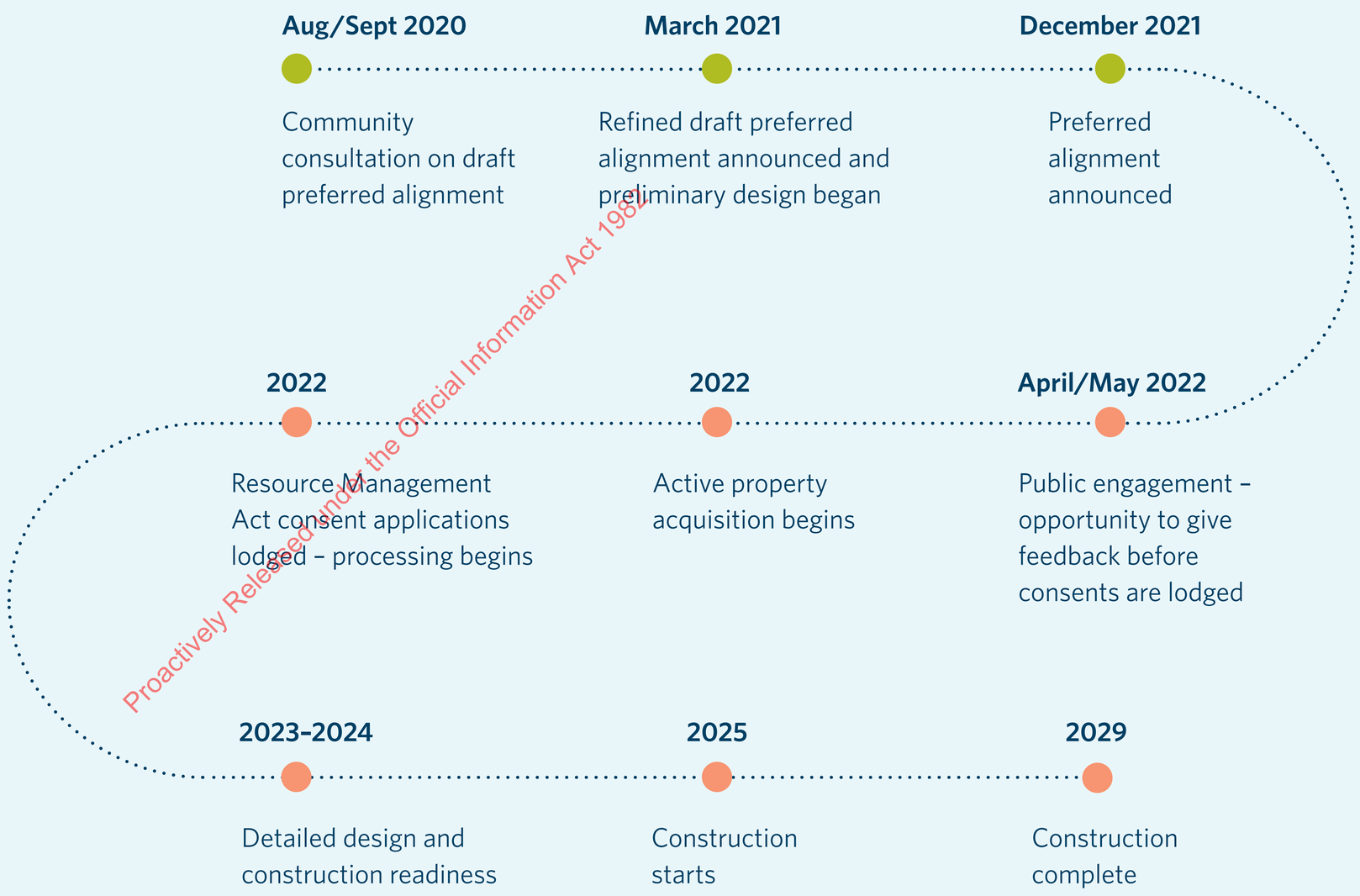
Supporting economic growth

Enhancing walking and cycling

Timeline of the next steps

We're talking with you about the preliminary designs now so we can show you the work that has been done since we last engaged with the public in 2020.

Your feedback during that engagement has helped inform the design work of the last 18 months, and we'd like to hear from you if you think there is anything we have missed before we lodge the consents and Notice of Requirement for the new highway this year.



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Tread lightly | Create an enduring legacy

Waka Kotahi is working in partnership with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga to develop the design of the Ō2NL project leading into its construction.

Cultural and Environmental Design Framework

The Cultural and Environmental Design Framework (CEDF) sets out the overarching design principles and vision that will be applied to the final design of the project. The CEDF has been developed in partnership with mana whenua and following discussions with councils and stakeholders, through a series of consultation workshops.

The purpose of the CEDF is to integrate the design elements of the Ō2NL project in response to context and agreed principles and design outcomes that flow from this. Te ao Māori, mātauranga Māori and te mana o te wai are placed at the centre of the design framework and the project.

You'll often hear us talking about our **core principles**, which will be reflected in our work. We will:

- **Tread lightly, with the whenua**
  - Me tangata te whenua (treat the land as a person)
  - Kia Māori te whenua (let it be its natural self)
- **Create an enduring legacy**
  - Kia Māori te whakaaro (normalise māori values)
  - Me noho tangata whenua ngā mātāpono (embed the principles in all things)
  - Tū ai te tangata, Tū ai te whenua, Tū ai te wai (elevate the status of the people, land and water)

The values within the partnership:

- **Te Tiriti** (spirit of partnership)
- **Rangātiratanga** (leadership – professionalism – excellence)
- **Ūkaipotanga** (care – constructive behaviour towards each other)
- **Pukengatanga** (mutual respect)
- **Manaakitanga** (generosity – acknowledgement – hospitality)
- **Kaitiakitanga** (environmental stewardship)
- **Whanaungatanga** (belonging – teamwork)
- **Whakapapa** (connections)

New and altered connections

As part of the ongoing concept design process, we are looking at highway and local road connections.

Regional and through traffic using the new highway will be able to connect to local roads in the area, and to State Highway 57 to Palmerston North, via interchanges or large roundabouts. The project does mean some changes to the way local roads serve the local community and this includes creating some new local road links, intersections and cul-de-sacs.

Transport benefits to the local community

The new highway will have positive social and community benefits for the wider Horowhenua. These include:

- Significant improvements in travel time reliability, and less disruptions with a more resilient road
- Walking and cycling path will link communities to other shared path facilities and extend the regional cycle network
- Improved safety on the existing state highway network and local roads reducing the likelihood and severity of serious crashes
- Reduced traffic on existing state highways, providing genuine local routes connecting communities – including Levin town centre

Traffic changes

About 20,000 vehicles a day currently pass through SH1 at Ohau, by 2039 this would increase to 29,500 without a new highway.

With the new highway, traffic numbers on the existing SH1 will drop to about 7,000 vehicles a day.

About 20,500 vehicles per day are modelled to travel through Levin town centre without the new highway by 2039 – but the new highway will reduce that number to 15,900 vehicles, similar to today's traffic numbers. However, this traffic will be local traffic or those visiting Levin and so all through traffic including heavy vehicles and stock trucks are expected to use the new state highway and not come through Levin town centre.

Connections – Levin North

New highway
Existing road
Road removed
New shared user path
New cul-de-sac
New local road

SH1 roundabout

New dual-lane roundabout to connect the new highway to the existing SH1 near Heatherlea East Road.

SH57 roundabout

New dual-lane roundabout to connect the new highway to SH57 and Arapaepae Road. The shared path will cross underneath the new highway at this roundabout.

Local roads

Access to some properties around Sorensons Road will be maintained using an underpass below the highway.

Avenue North Road will remain connected to the existing SH1 in the south but will end in a cul-de-sac rather than reconnect with SH1 at its northern end. (Shown on the SH1 roundabout map)

Connections – Levin

New highway
Existing road
Road removed
New shared user path
New cul-de-sac
New local road

Queen Street East reconnection options

In addition to serving current residents, the reconnected Queen Street East will be one of the roads intended to serve the Tara-Ika growth area. There are two connection options being considered for reconnecting Queen Street East over the new highway. Option A has an increased journey of 630m for those travelling to Levin town centre via Queen Street East compared to current travel distances. The design of Option B is steeper than normally wanted. Investigations are ongoing, and we welcome feedback on the options.

Option A

Connecting Queen Street East to the north of the current intersection creates a longer road, with a lower gradient as it goes up and over the new highway.

A separate walking and cycling overbridge would follow the line of the existing Queen Street East.

Option B

A more direct path to connect Queen Street East has a steeper gradient to cross the new highway.

A walking and cycling path would be included with the reconnected Queen Street East.

Waihou Road

Waihou Road will change when the new highway is built. Both east-west stretches from Arapaepae Road will end with cul-de-sacs. The north-south stretch will be extended to connect to McDonald Road and will end in a cul-de-sac to the south.

Connections – Levin South and Ohau

New highway
Existing road
Road removed
New shared user path
New cul-de-sac
New local road

Kimberley and Arapaepae Roads.

Kimberley and Arapaepae Roads

Kimberley Road will be bisected by the new highway. The road will end in a cul-de-sac just east of the Arapaepae Road intersection, while the eastern end of Kimberley Road will connect to both Tararua Road and Arapaepae South Road via a new link road to the east of the new highway.

Arapaepae South Road is also intersected by the new highway. Arapaepae South Road will connect with McLeavey Road to the west of the new highway. To the east of the new highway, it'll connect to Kimberley Road and the new link road in the north.

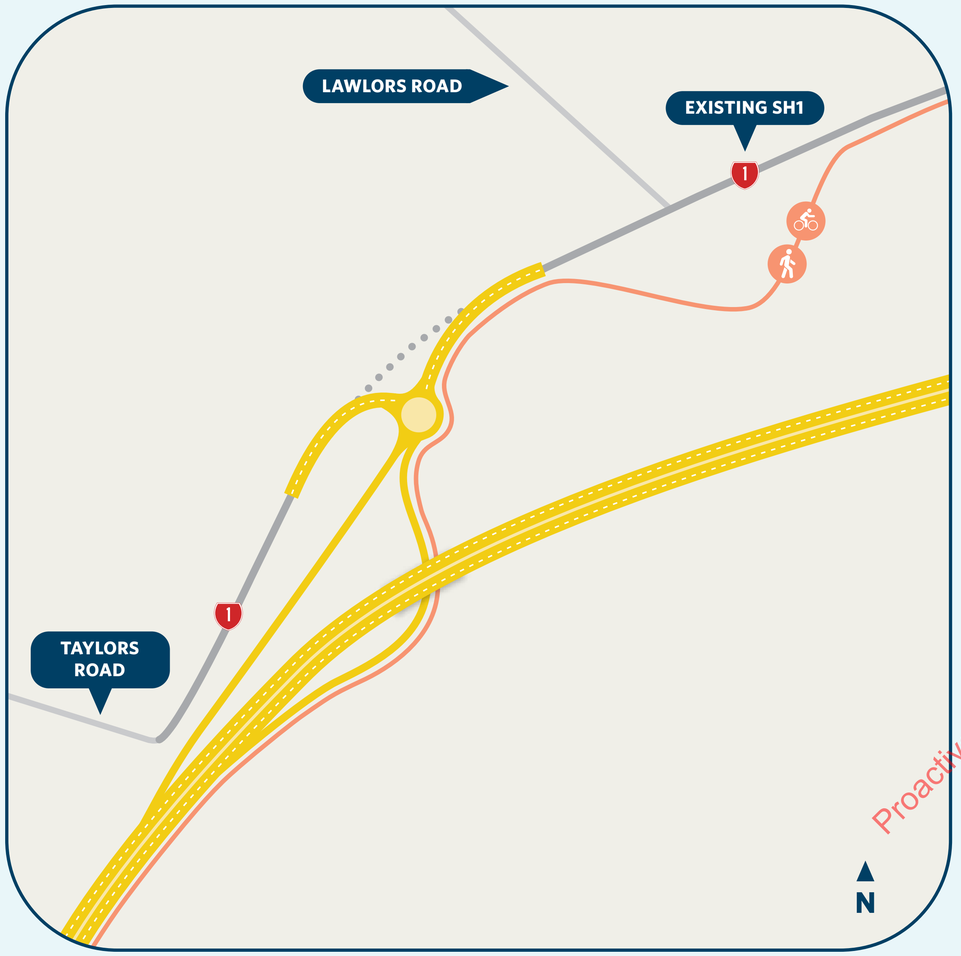
Other local roads

East-west connections are maintained with overpasses at Muhunoa East Road, Tararua Road (part of the interchange), and at Kuku East Road.

Tararua Road interchange

A grade separated diamond interchange at Tararua Road will be the main connection of the new highway to Levin and Tara-Ika.

Connections – Manakau and South



SH1 South half interchange.

New highway
Existing road
Road removed
New shared user path

SH1 South half interchange

A half interchange with south-facing ramps is planned near Taylors Road and the connection to the new Peka Peka to Ōtaki expressway. This provides links to the existing SH1.

Local roads

At Manakau, east-west connections will be retained with overpasses at Honi Taipua and North Manakau Road, and with an underpass at South Manakau Road.

WAKA KOTAHI NZ TRANSPORT AGENCY

Ōtaki to north of Levin | New Zealand Upgrade Programme

Te Kāwanatanga o Aotearoa New Zealand Government

www.nzta.govt.nz/O2NL-new-highway

Safety Improvements – Speed

State Highway 1, Ōtaki to Levin

Safety improvements

We are currently seeking funding for the proposed safety improvements on SH1 between Ōtaki and Levin.

These improvements include new median barriers and turnaround points south of Manakau, and side barriers and painted wide centrelines south of Ohau.

Earlier this year, we completed construction of safety improvements at Kuku that included removal of the passing lanes in both directions, and adding painted wide centrelines and wider shoulders. We also improved the road surface and installed safe-hit posts and rumble strips.

State Highway 57.

Speed

An 80km/h speed limit is in place between Manakau and Ohau. This temporary speed limit will be in place for the remainder of the year, as our review of permanent speed limits from Ōtaki to Levin is completed.

Feedback provided last year is being used to inform, along with a technical assessment of the road, the proposed speeds we will be sharing with the public during consultation in the coming weeks.

State Highway 1, Levin to Foxton

Safety improvements have been developed through public meetings and workshops with representatives from community groups and we have been working with key stakeholders and impacted property owners to progress this work.

Stretches of painted wide centrelines, side barriers and median barriers, turnaround areas and a new roundabout are all being proposed along this route. We'll be sharing the proposed changes more widely in late May 2022.

State Highway 57

Safety improvements

Construction is currently underway on infrastructure safety improvements on SH57 between the SH1 intersection and Heatherlea East Road. The safety improvements include a roundabout at the Queen Street East/SH57 intersection, stretches of side barriers and painted wide centrelines.

The final stages of construction of this work should be completed this year.

Speed

In August 2020, we consulted with the public on proposed speed changes on SH57 between the SH1 intersection and Shannon. We will have an update on this speed review later this year.

Appendix X. Feedback and Team Responses

The following table includes a selection of feedback received during the engagement period. It is reflective of the themes raised in the online survey.

Comment / Area of Interest	Comment / Response by Project Team
Access and Connections	
With the planned development of "Taraika", three major access routes were indicated, viz. Tararua Rd., Liverpool Rd extension and Queen St East. This would mean the need for direct connection across the Expressway: probably an elevated Liverpool Rd across the expressway and an elevated expressway across Queen St East. The close proximity of Arapaepae Rd and the Expressway severely limit the options for a suitable solution, but a solution must be found as Queen St East is a significant road and carries a large amount of traffic which is continuing to grow and with the development of "Taraika" can only continue.	The need to retain the connection between Queen Street East and Arapaepae Rd is acknowledged. Options to connect Queen Street East with Arapaepae Road have been identified and assessed, and the views of the community sought. The preferred alignment continues Queen Street East over the proposed highway just north of the existing alignment joining Arapaepae Rd through a roundabout at the same location as the current Queen Street/Arapaepae Rd intersection. Investigations are ongoing for the east-west arterial link between Tara-Ika and Arapaepae Rd.
A Taylors Road connection is already in place under-passing the end of the PP2O. I assume that the connection from Otaki town to the old SH1 travelling north is through the underpass, passing Taylors Road intersection, through the roundabout on your map to exit at the existing state highway. This will be a well-travelled route. There is no south-going exit to Otaki town shown from the new expressway. The PP2O-full-alignment-design.pdf does not show a south-going off-ramp here to get to the old SH1 and Otaki either. However, driving the road there is clearly already a formed road starting opposite the Taylors Road intersection going south from the proposed expressway to join with the old SH1 from Otaki. Using this would eliminate the "T" intersection near Te Manuao Road off of PP2O. Not in your control, but this alternative entry to Otaki would eliminate a sharp turn onto an urban road and mean a smoother traffic flow on a road which will still be heavily used. Bypassing Levin to the east you come to a new roundabout connecting to SH57. A roundabout in the middle of an expressway is not very safe, particularly for heavy commercial traffic that will have to slow to 15Km/hr on the expressway. SH57 to Palmerston North is a busy route going north to PN. The alternative is to go to the end of the expressway, up SH1 to the PN turnoff at Himatangi and then to Palmerston North which involves much more mileage and time. Most commercial traffic going to PN from the south would take the SH57 route. Therefore, I would suggest that the roundabout be replaced with a grade-separated diamond interchange at this point. Or if an	Connection from Ōtaki town to old SH 1 travelling north: There is an on-ramp provided as part of PP2Ō that will allow northbound traffic from Ōtaki to access the PP2Ō expressway. After crossing the Ōtaki River on PP2Ō, traffic will be able to exit the start of the Ō2NL highway and travel north on the existing SH1. Connecting to Ōtaki town from Ō2NL travelling south: Southbound traffic on the existing SH1 will be able to access Ō2NL through a roundabout, an underpass and an on-ramp onto the new highway. There is an off-ramp provided as part of PP2Ō that will allow southbound traffic to exit at Ōtaki town. SH57/Ō2NL Roundabout: A roundabout has been selected as it provides an excellent gateway transition from the new state highway back onto the current two-lane state highway network which has a much lower standard of design. This transition advises drivers that the environment is changing significantly and is therefore a proposed safety feature. When the Ō2NL new highway is open, drivers will travel from Wellington to Levin on four-lane, median separated highways and this roundabout will signal a shift from this new highway environment onto a much narrower two-lane road on SH57. Currently, the average daily traffic numbers north of Levin are 9,472 on SH57. Traffic modelling projections indicate a roundabout is suitable in this location. The Tararua Road interchange manages transitions on and off the new highway before this traffic separates – there are currently about 20,000 vehicles a day on SH1 at Ohau.

interchange at Queen Street is made then the SH57 road could start there which would eliminate the SH57 roundabout and replace it with an underpass.	Roundabouts also have a significantly smaller footprint than interchanges.
A lack of off ramp connection between south of Otaki to Tararua Rd in Levin makes it impossible for our heavy vehicles to use this new expressway from our quarry in Waitohu Valley Rd. It means we will have to use the existing road over dangerous bridges at Tatum Park & also pass through Levin. Plus if we are delivering aggregate to Shannon area we will need to cut back at South Roundabout. (Depending on Design at Tararua Rd Rail crossing).	Travelling north from your quarry in Waitohu Rd, you will have two options: • Option 1: Head north on Waitohu Valley Rd and join the existing SH1 to Tararua Rd (as you mention); • Option 2: Travel south on Waitohu Valley Rd to the existing SH1 just north of Ōtaki and take the new northbound on-ramp (just north of Ōtaki from the existing SH1) which accesses the northern end of the new PP2Ō highway and then joins the proposed Ō2NL highway which would avoid the current SH1 and Levin – while this option may be slightly longer, it would avoid the SH1 issues you have identified and would be on a 4-lane highway right through to the roundabout to SH57 and/or SH1 north of Levin. Coming from the north, both options outlined above would be available in reverse, with a new off-ramp being provided north of Ōtaki from PP2Ō to access the current SH1 (just north of Ōtaki town).
Having just read the latest info sheet about the Ō2NL project, I was very disappointed to see that where the new expressway and existing SH57 meet there is to be another roundabout rather than a flyover type off ramp. I submitted back in inital meetings this was a mistake. In this day and age to put roundabouts on a 100km/h motorway is ridiculous. Its like on the Taupo bypass where there are excellent half cloverleafs at Spa Rpad and Centennial Drive, yet on the busy SH5 junction and the one where land contours would have easily allowed a flyover for SH1 traffic, there a bloody roundabout. Getting back to north of Levin theres to be a roundabout to get on to this expressway from the north, and then within a couple of kms another for the SH57 on / off, connections?	SH57/Ō2NL Roundabout: A roundabout has been selected as it provides an excellent gateway transition from the new state highway back onto the current two-lane state highway network which has a much lower standard of design. This transition advises drivers that the environment is changing significantly and is therefore a proposed safety feature. When the Ō2NL new highway is open, drivers will travel from Wellington to Levin on four-lane, median separated highways and this roundabout will signal a shift from this new highway environment onto a much narrower two-lane road on SH57. Currently, the average daily traffic numbers north of Levin are 9,472 on SH57. Traffic modelling projections indicate a roundabout is suitable in this location. The Tararua Road interchange manages transitions on and off the new highway before this traffic separates – there are currently about 20,000 vehicles a day on SH1 at Ohau. Roundabouts also have a significantly smaller footprint than interchanges.
I think making it North of Foxton would be much wider. Foxton has schools along SH1 as well as dropping to a 50 zone. This will cause congestion and obviously isn't as safe if it were bypassed. Also the Waitarere Beach turn off will be much safer if the main traffic has been bypassed.	While your feedback relates to SH1 beyond the current Ō2NL highway project, we have recently held engagement for proposed safety improvements on SH1 between Levin and Foxton, and your comments will be incorporated into that process.
I suspect that with any roading improvements the traffic growth will occur from the north and that before too long there will be a case for a 4 lane from north of Levin to Foxton and beyond to	Waka Kotahi monitors traffic movements and growth and looks to predict traffic levels out to 2035 and 2050. As traffic growth occurs, the priority to upgrade and improve SH1 and SH57 north of Levin will change.

Sanson. A similar growth will come down along SH 57, capturing the freight gain from P/north and the northern wairarapa.	
Walkers differ from cyclists in two major respects. Firstly, to achieve the same distance, walkers will take four to five times longer. Thus the 22 km or so between the northern end of Ōtaki and the junction of Queen Street East and SH57 will take a walker around five hours. While the walker may carry snacks and water sufficient for the journey into the centre of Levin, this will not include hot or cold drinks. And part of the joy of walking is sampling local café and the locals themselves. I am pleased to see access to Manakau is part of the plan and suggest the southern access be along Tame Porati Street and the northern access continue along Mokena Kohere Street. The former is more of a local access within Manakau while HoniTaipua Street looks more like a street where vehicles might expect a faster passage. I also note access to Kuku (and on to the beach) using Kuku East Road. While there is not any currently significant retail activity at Ōhau, I note with appreciation the access to that locality using Muhunoa East Road. The difficulties come with access to Levin. As best as I can read the long plot map there is no walker access to any east-west road between Tararua Road and the major roundabout well north of the town. For this reason, I strongly urge the planners to locate the shared path to the west of SH1 and effectively mirroring SH57. Such a move would also avoid what, for me, would be a very depressing section between SH1 and the eastern bifurcation of Arapaepae Road, as noted above. I am sure this is a difficult issue on which to get a balance. Having watched the flyover and looked at the detail of the April 2022 long plot map laid over satellite imagery, I can see places where that good balance is achieved. However, there are a sections of the shared path where close proximity is for an extended distance, the most egregious being between McLeavey Road and Kimberley Road with SH1 to the immediate west and a bifurcated Arapaepae Road to the immediate east. For reasons given under “Access” below, I commend having the shared path be kept on the west side of SH1 from Muhunoa East Road until the roundabout north of Waihou Road.	Acknowledge support for access to Manakau and Muhunoa East Rd for walking/cycling. Access to Levin – walking/cycling access will be provided at Tararua Rd and Queen Street East. Investigations are ongoing for the east-west arterial link between Tara-Ika and Arapaepae Rd. We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south). Originally the walkway/cycleway was on west side of Ō2NL adjacent to Levin but was changed to the east side of Ō2NL in response to feedback and the opportunity to integrate Tara-Ika into the network.
Tararua Road interchange: [We] support this interchange.	Support noted.
Lack of Liverpool Street connection: a connection from Liverpool Street has not been incorporated into Waka Kotahi’s proposals. We strongly oppose this decision. The connection from Liverpool Street is an essential connection point. We requests that this connection be reinstated as part of the Ō2NL project.	Investigations are ongoing for the east-west arterial link between Tara-Ika and Arapaepae Rd.

We are concerned the proposed roundabout north of McDonald Rd will cause trucks to engine break and accelerate loudly. We are concerned the proposed roundabout north of McDonald Rd will increase risk of accidents with cars trying to turn from wrong lanes	In terms of truck engine breaking, the combination of good geometric design (including lane widths; lane markings) and landscape planting will encourage a smooth transition from the highway to a lower speed environment of the roundabout itself. This is predominantly on the Ō2NL highway itself, but will also be included on SH57. Roundabouts are designed to enable gradual slowing down so that engine brakes don't need to be used. Many modern trucks use electric retarders rather than compression brakes to provide supplementary braking. Roundabouts do not have a significantly higher crash risk than interchanges when considering all traffic movements. • Although a diamond interchange has no direct conflicts with the mainline flow, a typical diamond interchange has two roundabouts for access in addition to merges with the mainline traffic, compared to a single roundabout, which has larger volumes but fewer total conflict points. • The net impact means that the total number of crashes resulting in injury can be similar, with both being estimated at less than one injury crash every five years based on 2039 volumes.
It appears from your brochure that for Levin residents, the main entrance to and exit from the new highway will be via the proposed interchange on Tararua Road. Please advise what is planned for the intersection with Tararua and Arapaepae road. Will this be a roundabout or controlled in anyway. I understand that a new railway crossing is planned at the Levin end of Tararua Road beside Mainfreight. What will happen to the existing railway crossing at the end of Cambridge St and which is only about 500 meters north of the proposed new crossing? What are the details of the new intersection of the extended Tararua Road with the existing SH1? Will this be a roundabout or some sort of controlled intersection?	We're working closely with Horowhenua District Council officers to address the intersection of Tararua Road at SH57 / Arapaepae South Road. We're also working with HDC and KiwiRail to address the level crossing linking Cambridge Street South and SH1. Details on this intersection are yet to be finalised.
We have concerns about the noise with trucks engine breaking while slowing down at the roundabout and then exiting again. We have concerns about lighting and noise in general of cars slowing and accelerating out of the round about.	In terms of truck engine breaking, the combination of good geometric design (including lane widths; lane markings) and landscape planting will encourage a smooth transition from the highway to a lower speed environment of the roundabout itself. This is predominantly on the Ō2NL highway itself but will also be included on SH57. Roundabouts are designed to enable gradual slowing down so that engine brakes don't need to be used. Many modern trucks use electric retarders rather than compression brakes to provide supplementary braking.

	Regarding lights from cars using the roundabout, the proposed landscape planting is expected to have an added benefit of shielding the property from car lights using the roundabout heading north of SH57.
NZTA have "fixation" with "roundabouts". They appearing everywhere! Junctions 1& 15, Junction 1 & 29, 1& 5, 1 & 57, all along SH2 near Katikati. Most of these a "3 leg" junctions. These roundabouts are "just in case a vehicle is coming". They create noise in the middle of the night with truck engine braking and accelerations. Vehicles on the major road have to slow down dramatically just in case there is a vehicle coming from the minor road their right. Heatherlee road roundabout. During the hours of darkness it is likely that 90% of the traffic will be using State Highway 1, straight through. Why do they have to slow down just in case? I am certain that NZTA traffic engineers have NOT taken into account the excess diesel and CO2 emissions created by HGVs slowing down at these roundabouts. Please send me the data NZTA has regarding these "excess" emissions.	A roundabout has been selected as it provides an excellent gateway transition from the new state highway back onto the current two-lane state highway network which has a much lower standard of design. This transition advises drivers that the environment is changing significantly and is therefore a proposed safety feature. When the Ō2NL new highway is open, drivers will travel from Wellington to Levin on four-lane, median separated highways and this roundabout will signal a shift from this new highway environment onto a much narrower two-lane road on SH57. Currently, the average daily traffic numbers north of Levin are 9,472 on SH57. Traffic modelling projections indicate a roundabout is suitable in this location. The Tararua Road interchange manages transitions on and off the new highway before this traffic separates – there are currently about 20,000 vehicles a day on SH1 at Ohau. Roundabouts also have a significantly smaller footprint than interchanges. In terms of truck engine breaking, the combination of good geometric design (including lane widths; lane markings) and landscape planting will encourage a smooth transition from the highway to a lower speed environment of the roundabout itself. This is predominantly on the Ō2NL highway itself but will also be included on SH57. Roundabouts are designed to enable gradual slowing down so that engine brakes don't need to be used. Many modern trucks use electric retarders rather than compression brakes to provide supplementary braking.
With the at ground roundabout intersections (currently designed), with a new expressway with both SH 1 and SH 57. Could NZTA purchase additional land so that full on and off ramps (diamond shaped - similar to grade separated diamond interchange at Tararua Road.) Which can be built at a later date and with the land in the middle, the contractor can construct an 4 lane overbridge in the middle, without interfering with the north and sound bound traffic which can be dievert (temporary) onto the new on / off ramps (very similar to the christchurch airport memorial interchange construction). This is so that NZTA does not go back in time to have to re purchase more land from the owners. As I see it that NZTA should be able to foresee what be	Waka Kotahi is limited under the Public Works Act to only purchase land required for the Ō2NL project as it has been designed. For Ō2NL, roundabouts have been selected as they provide an excellent gateway transition from the new state highway back onto the current two-lane state highway network which has a much lower standard of design. This transition advises drivers that the environment is changing significantly and is therefore a proposed safety feature. When the Ō2NL new highway is open, drivers will travel from Wellington to Levin on four-lane, median separated highways and this roundabout will

the best long term solution and have allowed for it and can prove that they have looked into it and warrented for the extra land purchase (surplus land can be sub leased back to land owners)	signal a shift from this new highway environment onto a much narrower two-lane road on SH57. Currently, the average daily traffic numbers north of Levin are 9,472 on SH57. Traffic modelling projections indicate a roundabout is suitable in this location. The Tararua Road interchange manages transitions on and off the new highway before this traffic separates – there are currently about 20,000 vehicles a day on SH1 at Ohau. Roundabouts also have a significantly smaller footprint than interchanges.
Our other concern is the lights from the roundabout on the roadside and the cars will also cause an issue.	Lighting will be provided to the approaches and at the northern roundabout, and it is likely up to 50 – 60 columns will be required. Column heights are likely to be 12m, with 1m, 2m and/or 3m arms, depending on the carriageway width to be illuminated. Lux levels are expected to be 7.5 lux (minimum) on the carriageway and roundabout. The lighting will be required to meet category V in accordance with NZTA Standard M30 and AS/NZ 1158.1.1. Lighting columns will also be visible, and later stages of design will consider how to effectively remove direct light (spillage light) to all nearby properties. The proposed new roundabout at the northern end of the new highway will be approximately 2m above existing ground. Landscape and visual planting on the low batters will be provided to shield any visual view of the roundabout from nearby properties. The permitter of roundabout will be planted in tall indigenous planting (Kahikatea and other species) to restore small areas back to original forest cover. These landscaping measures will also assist to shield nearby properties from the lights of cars using the roundabout at night.
Thank you for connecting Arapaepae Rd south up to east Kimberley Rd so all the Muhunoa East traffic does not have to go past the Ohau school, and we still have connections around our river. Thank you for putting the shared pathway on the eastern side for the section of expressway north of the Ohau river. This is important so future connections down local roads and river walks and reserves including trig hill and Tara-Ika can all connect well. It is very disappointing that the problem of foot/bike/electric mobility scooter access from East Kimberley Rd and the shared path, to and from Speldhurst Estate has not yet been resolved. Please help us find a solution for this. Please consider a pedestrian overpass, or equivalent, as part of a solution. I think council needs to look long term at getting a shared pathway from Oxford St SH1 to Arapaepae Rd and then across the expressway somewhere very close to (if not on) Kimberley rd. If Levin keeps	We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south). Options were presented previously to the community for parallel roads or an overbridge for connectivity from Kimberley East Road. The majority of responses and feedback through engagement events was in favour of parallel roads as they provide better connectivity than an overbridge.

growing, this blockage to east-west flow of walking/cycling will be very unsatisfactory.	
We are concerned there is not easy pedestrian access to Speldhurst from the Shared pathway. We would like to see a more direct linkage of the two halves of Kimberley Rd. We feel that mitigation of noise pollution has not been adequately addressed. We are concerned that for the majority of the proposed expressway only low noise road surfaces has been proposed as the main mitigation of noise. We believe the planned road surface will not address noise pollution generated by Engines, Engine Braking, Trucks, horns. We feel there should be more planned barriers or planted dirt bunds for the expressway to block noise and view of the expressway. We feel that designing the new road to a target noise level of 57dB is not acceptable and will impact our enjoyment of amenity in our own outdoors environment given the World Health Organisation recommendation is <45dB. We are concerned you are using 24-hour averages for your noise modeling and feel day time noise at our properties will be greater than presented in your publications. We are concerned about the number of trucks that will use the new road including from the Mainfreight depot in Levin and the noise they will generate especially around Tararua Rd. We are concerned the Tara Ika sourced traffic was not taken into consideration in your 2039 Noise models presented	Access to Speldhurst from shared path: We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south). Shared path connection to east/west ends of Kimberley Rd: Options were presented previously to the community for having parallel roads or an overbridge for connectivity from Kimberley East. Most responses, and feedback through engagement events, was that the parallel roads provided much better overall connectivity than the overbridge. Low noise road surface: We anticipate that a combination of good geometrics and landscape design will allow for smooth acceleration and braking. This will adequately, along with open graded porous asphalt (OGPA) and noise barriers, address concerns relating to noise pollution generated by engines and engine breaking. Planted dirt bunds: At this stage of the design, dirt bunds are not proposed. More barriers and planted dirt bunds will be considered through the detailed design process, subject to land requirement and material being available. WHO standards vs NZS 6806: The World Health Organisation thresholds (50 dB as a 24h average - 45 dB at night) have been part of our noise considerations. While the project does not achieve levels below 50 dB at all locations, selected mitigation in the form of high-performance surfaces and noise barriers (where appropriate) to reduce noise levels at dwellings even if criteria from New Zealand Standard (NZS 6806) is achieved without specific mitigation. The design of the road will include noise mitigations features that mostly meet or exceed the NZS 6806, with the aim of allowing people to comfortably enjoy the environment and their properties. Use of 24-hour averages: The 24h average is an “energy average” and is not significantly affected by including periods with less noise. It is the standard practice for road traffic noise in New Zealand. The daytime noise levels will generally be 2 dB higher than the 24h average, and the night time levels 5 dB lower. Truck movements on Tararua Rd: Our traffic modelling has considered the heavy vehicle movements on the highway, at the Tararua Road interchange,

	and on Tararua Road up until Arapaepae Road. Noise from vehicles further along Tararua Road to Mainfreight (and future Industrial Growth Areas) has not been specifically assessed. It is noted that the majority of the area to the north of Tararua Rd between Arapaepae Rd and the existing SH1 is zoned Industrial in the District Plan, and therefore an increase in heavy vehicle movements along Tararua Rd can be expected. Tara-Ika: Traffic from the new Tara-Ika growth area has been taken into consideration in the 2039 noise models. The modelling assumes 3,700 new dwellings have been constructed and lived in at Tara-Ika by 2039.
Shared pathway	
The shared pathway passes very closely to [our property] for 580 metres – we are concerned about the loss of privacy and impacts to our amenity and security with this close location. Buffer Planting for privacy screening, bunds, walls etc need to provided within the designation of the expressway to achieve noise mitigation and privacy screening. We note you are proposing screening on the eastern side of the expressway, so this should be possible within the strip between the walkway and boundary of our property. We do not consider we should provide our land at our cost to mitigate the impact effects of Ō2NL. We strongly consider this is the responsibility of Waka Kotahi to mitigate. We are entirely convinced an effective screening and noise mitigation can be achieved by you within the parameters of the designation that will be aesthetic for the community, environment, and users of the walkway, and also provide mitigation to our land environment. We are concerned about the connection points in connection to [our property], the western access to our property and security along the route and at the northern point.	Comments noted. Planting will be further considered during the detail design phase and will be in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) which will address privacy and security concerns.
Please create excellent safe walking and cycling paths and roundabout crossings to get us safely over the Tararua interchange as this is essential to encourage eco and healthy travel. Please plan for a shared pathway the whole length of Tararua Rd, as well and right into town. This will connect town with future river pathways and the river reserves. Please work with council as a shared pathway along Tararua Rd from town to Arapaepae Rd should be fast tracked and brought in before the expressway. Tararua Rd West is rapidly changing from a quiet and safe country road into a busy and dangerous industrial road. It is already the only remaining safe east-west cycling route between McLeavey Rd and Meadowvale Dr, and is a lot easier to improve than Kimberley Rd. We want a safe cycle route so families and teens from Levin can bike to Kimberley reserve. The shared pathway can be easily continued along Arapaepae Rd to Kimberley Rd right now. This is because the	A safe walking and cycle pathway will be provided through the Tararua Interchange to allow east/west movement, and to link to the shared use path running along the eastern side of the Ō2NL highway at this point. A shared pathway along Tararua road is outside of the Ō2NL project scope and would need to be implemented by Horowhenua District Council. We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south). Options were presented previously to the community for having parallel roads or an overbridge for connectivity from Kimberley East. Most

safety barriers have been placed so far away from the power poles down Arapaepae Rd. I am thinking that in most places a tiny dirt mover could get in between the barrier and the poles and finish scraping the berm level where needed. Someone might need to drop a wee bit more metal in a few spots and then bicycle signs can be painted on the road so cyclists know they can bike outside the safety barrier and away from the traffic. This would be very cheap and would be of great safety benefit over the next few years while the road still carries the Highway traffic.	responses, and feedback through engagement events, was that the parallel roads provided much better overall connectivity than the overbridge.
I am concerned by the lack of a safe place to cycle or walk along side Arapaepae Road now that the barrier are installed. It appears there are places where the outside of the barriers are too narrow, not graded for biking and will become quickly overgrown with difficult or impossible access for mower or trimmers. Can you please confirm if the shared pathway will be completed in a timely manner to allow for safe transit of cyclists and walkers in the time before the expressway is completed.	The shared use path proposed as part of the Ō2NL highway will be constructed at the same time as the new highway which is due to open in 2029. We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south).
Please work with council and also with community members such as myself to support the long term development of a multiuse network of paths along the Ohau river. The section between the expressway and the clay banks swimming hole and Kirkaldie's bridge (and beyond) would be a great start! Just a bit of flat verge on the west of the expressway between McLeavey Rd and Muhunoa East Rd would mean residents of McLeavey Rd would be able to walk/bike/ride to the river and their favourite swimming hole. I think they will just form a natural trail with use.	Request noted – ongoing discussion with HDC will address this request.
Horse riding is so popular in our District and the adjoining district – easily as popular as cycling. Please include horses on the shared pathway.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
I would like to request that horse riding/driving access be allowed on all or parts of the adjacent shared pathway. In almost all of the track there would be little necessity to provide anything more than a reduced vegetation strip , replaced by a sand track to allow safe passing of cyclists and pedestrians and also allowing room for maintenance or emergency crews = win win. Often horses may not require access to bridges – rather a small track to the stream, (rivers may need "danger" or "no entry" signs, but some are crossable) The addition of allowed horse access will subsequently reduce the reliance of the many local equestrians frequently using large vehicles and horse floats to go	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.

in and out of the area for riding. We are all trying to reduce the high petrol and diesel usage – this will help!	
Can you tell me please why NZTA have (once again) excluded horses and riders from the Otaki to Levin and Kapiti to Wellington new motorway shared pathways? Seems a blatant discrimination against a chunk of society…. I thought NZ were proud to be inclusive – why is it that NZTA is not and are ostracising a key part of society? What is your defence this time for why you're discriminating and ostracising a rather large chunk of society instead of embracing and working with them to be fully supportive and inclusive of them in your shared pathway designs. It is an absolute disgrace they way NZTA is behaving.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
After reviewing the plans for the Ō2NL expressway I would like to know why there has not been a bridleway included in the plans? The two expressways to the south have included them so surely it makes sense to continue it?? As horse riders, we are constantly battling to be included in plans. This is a prominent recreational and sporting activity in our region, especially being a rural area. We have as much right as cyclists and pedestrians to be included in your plans. How can we ensure that our voices are heard?	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
Hi, It would be fantastic if horse riders and carriage drivers could be included as part of a multi use pathway	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
I am emailing to request that horse riders and carriage drivers be included in the permitted users of the multi-use pathway from Otaki to north of Levin. I am a horse rider living in Manakau and will most certainly use the path regularly once it is built. I have previously lived in Otago and ridden many times over the rail trails there that are shared by walkers, cyclists and horse riders and drivers amicably without major issue. If we can do that in one part of the country I believe we can do it up here as well. I look forward to our inclusion in your planning and creation of a fantastic community resource.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
we are also horse riders like many around this area, you are putting the new highway through current horses paddocks and at the moment we are excluded. The new pathway is going right past my own driveway and horse paddocks. Both of my children would absolutely love to be able to ride there ponies safely to school which a multi-use pathway would allow them to do. They go to a country school and this would be there dream come true riding there with me. It would also give us the access to more riding with friends and reducing our carbon footprint as all of us could hack out together	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.

from our own properties rather than using our floats to go anywhere safe to ride. Please consider the area you are putting the new highway in is rural and there are a lot horse riders round that would absolutely love the opportunity to use this track too.	
I would like to register my opinion that horse & rider being given equal rights on the multi use pathways proposed for the Otaki to Levin expressways .	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
I am writing to ask that horse riders and horse carriage drivers are included in the use of the shared pathway for the new motorway north of otaki. I have been terribly disappointed to find out that horse riders can't use the shared pathway for Transmission gully and am hoping we can avoid this happening going north. I live at Te Horo and drive a mini horse and ride as well. I would really enjoy using the shared pathway for both in the future.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
This MUST also accommodate horse riders. This shared pathway passes through horse country, yet horseriders have not been considered. This needs to be changed.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
Extremely disappointed to hear that the new shared pathway does not include horses! We live in Forest Lakes Road and were really hoping to be able to use the shared path. As it sits, we have very limited riding up here in our road. My daughter and I both ride and would love to see the option available up here to ride on the shared pathway.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
As one of the many horse riders in the area I am dismayed to see that horse riders and carriage drivers are excluded from the shared pathway. Especially because the multi-use pathway in Kapiti is widely used by horse riders. Horowhenua has a large population of recreational horse owners and as one of them I request that you change the "shared" pathway into a multi-use pathway as in Kapiti.	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
I understand there will be three users for much of the shared part. The two listed are walkers and cyclists. The third is horses and their riders. The area around this project is highly rural and horses and riders could be expected to use the shared path. I assume Waka Kotahi are making explicit provision for all three modes. Speaking as a walker the best surfaces I experience include: Ara Harakeke between Whenua Tapu south to the HT weigh station: this has been in place for the 10 years I have been	The current proposal is for the path to be sealed but this is subject to further stages of design prior to confirmation. The type of material used for the path surface is also subject to further design – for example it could be chipseal or alternatively asphaltic concrete. The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with

a user – the seal has well embedded chips; Remutaka Rail Trail – Station Drive from Tunnel Gully to Kaitoke – light chip on ground; Hutt River Trail – east side from Silverstream Bridge to Trentham Park – light chip on ground; Te Ara o Whareroa, QEII Park, Kapiti – similar to Ara Harakeke but more recent. At the presentation I was told there would be a chip seal, the same as on the shared path for the PP2Ō project. Having walked the western section of that path several times my strong request is that finish NOT be used. As I have experienced it the chips are loose and, for a walker oversized. The effect is to create a surface on which my shoes can easily slide. For me, a way to mitigate a potential fall is to take short steps and intently focus on foot placement to the almost total exclusion of anything else. That is not sustainable over 20 km or more. I am unable to personally comment on the needs for horses. From what I have seen in QEII Park, I believe the surface of a well-maintained bridleway may well be suitable for walkers. However, the effects of pump action, indicate much maintenance would be needed if cyclists used such a surface. I commend a review of the surface proposed and look towards those noted above.	many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.
We have visited the Levin drop-in centre, viewed the latest maps and spoken to staff there. It appears that the walkway/cycleway is too close to our boundary. These are our concerns: We frequently engage in pest control which involves the use of a firearm for the eradication of rabbits. Our privacy will be infringed if a pathway is as close as it appears. We moved away from the city to enjoy the quiet isolation of a rural area. The viewing of cyclists and pedestrians on our boundary is not conducive to this. When we spoke to a staff member at the drop-in centre we got a disparaging remark suggesting we should start planting more trees to secure our privacy. The eastern boundary we are talking about has a magnificent view of the Tararuas. We have purposely planted, on advice from a landscape designer, low growing shrubs.	Thank you for attending a Levin drop-in session and apologies for your disappointing experience which we have discussed directly. The alignment of the shared user path has moved in the final consenting design and is now on the eastern side of the stormwater pond near Kuku East Road. This alignment is still subject to change.
I seek to be conscious of all road/path users at all times. I do encounter some cyclists who do not appreciate the path is shared. I assume it is similar experiences that have prompted both Wellington, Porirua and Hutt cities to post signs that say either “Pedestrian Priority” or “Cyclists must give way to pedestrians”, or both. In QEII Park the Greater Wellington Council have signage giving priorities on the paths as Walkers, then Horses with Cyclists giving way to the first two. Given the area this shared path is in I commend Waka Kotahi to establish similar signage at all entry points. One of the most enjoyable experiences I had was when	Comments noted – signage on shared use path will be developed at the detail design stage of the project.

walking part of the Voie Verte de l'Armagnac. This was a former local railway now converted to a walking and cycling trail named, in English, the Green Way of Armagnac. I walked about 10 km of this well bushed way to Gondrin. Every 500 metres there was a stop of some sort with a seat at the km markers. The verdant bush gave many opportunities for calls of nature to be responded to discreetly and safely (I have both a trowel and toilet paper in my pack). I commend this style to Waka Kotahi for use along this shared path.	
We are concerned there is not easy pedestrian access to Speldhurst from the Share pathway. We would like to see a more direct linkage of the two halves of Kimberley Rd.	Access to Speldhurst from shared path: We understand that Horowhenua District Council is investigating an option to develop a shared pathway along Arapaepae Road which will link up to a shared path crossing of the new highway at Tararua Road (1,300m north). There is also a shared path crossing of the new highway at Muhunoa East Road (1,900m south). Shared path connection to east/west ends of Kimberley Rd: Options were presented previously to the community for having parallel roads or an overbridge for connectivity from Kimberley East. Most responses, and feedback through engagement events, was that the parallel roads provided much better overall connectivity than the overbridge.
By the end of the decade there's estimated to be 1000 people living here. I haven't seen any plan to build a cycleway/walking path down to SH1 so we could safely walk or use cycles or mobility scooters into Levin. This would be a great way to reduce cars and emissions. If an internal bus service is being planned for Levin with the new subdivision being built, could a circuit bus include this new subdivision and Speldhurst? Even just 3 or 4 times a day would be most helpful.	Any new walkway/cycleway along existing SH1 would be a Horowhenua District Council (HDC) matter once the existing state highway is replaced by the Ō2NL highway. Similarly, any future bus service would be an HDC/Horizons matter.
Please leave enough room beside the shared pathway (or somewhere equivalent) for horses to be ridden as there will still be a lot of lifestyle properties, and being able to travel along this route without upsetting the pathway will be important as it is part of various loups we already ride. A one metre wide strip beside the shared path or quiet local road will do (but if some sections of it were a 3 m wide verge that would be just lovely!) We want the Ohau River paths to be multiuse, so please allow somewhere convenient for horses to be able to get down to the river and path. Horses currently travel between Kimberley and Muhunoa East roads along Arapaepae Rd while doing a circuit around the river. There is a slightly dangerous section on Arapaepae Rd where there is little verge just south of the blind hill. It would be great if horses could have a flat strip beside the shared pathway so they did not have to use this section of road. Or could you improve the section of road? Once it is safer, horses will definitely	The current scope and funding allocation for the Ō2NL project does not provide for a bridle path to be included as part of the NZ Upgrade Programme. We are engaging with local equestrian organisations along with many other groups and, should the scope of the Ō2NL project change to provide for a bridle path to be included, we will work with them to progress options as appropriate.

travel more frequently along the section between Tararua Rd and Kimberley Rd to access river loops etc, so again, please allow for a strip of dirt or grass beside the shared path of the new connector road. Please allow for a strip of dirt or grass to continue beside the shared path at least as far as Waihou Rd. I am sure that the cost /benefit analysis will support this as the terrain is so favourable. Please note that horses will also be ridden across the expressway at Muhunoa East Rd (or under by the river) and occasionally at Tararua Rd (and even at Queen St East Rd). They can walk on the road bridges with the traffic, (but it would be safer if there was room with the pedestrians). If travelling on the road, they need a bit of verge space at the start and end to wait on if a truck goes past etc. Pony club and the showgrounds are on the western side. Not everyone who has a pony in the east can afford a horse float, and so leaving bits of verges and creating wide overbridges would be good, and will hopefully fit in with the design plans anyway.	
Air / Dust	
We are concerned air quality across our land environment will be impacted both during construction and beyond. What approach will you be taking to mitigate for and manage air/ dust pollution our land environment including our closely located organic heritage fruit trees. No measurements have been taken so no base line data exists at our location. How will you mitigate and manage during construction the effects of heavy machinery, exhaust fumes etc that will be carried by the predominantly westerly prevailing winds and directly impact us. We are concerned effects and mitigation is not adequately identified and taken into account.	<u>Air quality</u> – We have been monitoring PM_{10} (particulate matter) about 200m away from this location, closer to SH57 than this property will be to the new highway. Monitoring has indicated very low levels of air pollutants. This along with our modelling indicators that there will be negligible air quality impacts from vehicles using Ō2NL. <u>Construction dust</u> – to be managed using usual dust mitigation including: • Water spraying on site and on haul roads to manage dust from earthworks • Wheel wash and cover e.g., over trucks on vehicles travelling on public roads • Stabilising exposed areas through rolling, mulch, planting, or other methods • Careful management of equipment and working areas • Careful management of construction traffic activity (on and off site) Maintaining communication with adjacent property owners to ensure ‘no surprises’ and identify potential issues at an early stage. A Construction Air Quality Management Plan (CAQMP) (part of the Construction Environmental Management Plan – CEMP) establishing processes for managing effects will be prepared and will require constructor compliance. Some dust may travel beyond the boundary of the Ō2NL construction footprint in particular wind and weather conditions but these air quality effects can be appropriately mitigated The CEMP will also include a complaints and corrective action procedures so should any issues arise during construction then these can be discussed and resolved.

	Dust effect on fruit trees – It is extremely unlikely given the mitigations measures that are proposed that the construction dust will have any adverse effects on fruit trees. This is supported by the fact that the ecological report has not identified any effects on sensitive native vegetation anywhere along the scheme. This does not meant that there may not be additional dust on trees on some occasions, but that any increase in dust will not result in any effects. In the event that dust settles, it will only be present until either it is blown away by further winds or it rains and is washed off. Vehicle emissions – vehicle emissions are to be managed through a number of design approaches including maximising buffer distances to sensitive receivers; minimising gradients of the new road; and by controlling vehicles speeds and flows.
Living so close to the project I can imagine that it will be hell with dust, noise and vibration during the building of this road	Dust, noise and vibration management techniques mean that effects will be appropriately managed, noting that there will be periods of noise and dust from construction activity.
Archaeology / Heritage	
We consider the measures proposed are not adequate to mitigate the effects of the project on the heritage values of [our property] and to the amenity values of this site for health and well-being, and we are the future will be diminished. There is no mitigation for noise even though the new highway passes by very closely to [our property]. The ambience of the setting which contributes to the heritage values is under threat. We consider mitigation has not been adequately addressed. Planting mitigation proposed by yourselves did not address the cumulative injurious effects we are facing including potential loss of our land without compensation. We ask that mitigation to the heritage site is provided within your own designation footprint.	Comments noted. The highway in this area is close to the existing ground level. Noise barriers of different height were evaluated in this location. The evaluators noted that bunds are undesirable in this location, due to the significant extra fill required and the area being a high flood risk location, where bunds would complicate flood flow paths. There may be an opportunity in the detailed design phase to include landscaping or property boundary fencing that would further improve noise outcomes in this location. Planting associated with the shared use path will be further considered during the detail design phase and will be in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) which will address privacy and security concerns. Detail design would also consider the feasibility of planting on the land to be designated between the shared use path and property boundary to further address privacy and amenity concerns. Any planting proposed beyond the designation boundary on private land would need the agreement of the landowner.
The new highway will result in permanent cumulative multifaceted injurious negative effects to our property and family. We are very concerned mitigation has not been adequately addressed. Subject to which reconnection options for Queen Street East is chosen we have the potential for double negative impact.	Noted. Adverse effects on this property have been assessed by relevant technical experts and mitigations have been proposed to ensure any adverse effects are mitigated to acceptable relevant standards. Technical reports will accompany the Notice of Requirement and resource consents, and a summary of the effects will be provided in the AEE accompanying approvals sought.

	The effects assessed include historic heritage; visual and amenity; noise; vibration; and air quality.
No heritage and archaeology categories were considered in the Queen Street Reconnections MCA, so was this included under your culture category? Preservation of historic heritage is a matter of national importance so this would be an important consideration.	Heritage and archaeological categories were included in the Queen Street East reconnections MCA, and the same criteria was adopted as other MCA processes.
Construction	
We are concerned about the impacts of construction- noise, vibration, dust etc, over the long span of time that building the expressway will take – a significant period since our involvement began in 2017 to the estimated completion in 2029 . How will you mitigate for the effects of this during construction and beyond.	Construction activities are required to comply with New Zealand Standard 6803:1999 – which set the levels to be met at residential neighbours to the project work on weekdays, Saturdays and Sundays and Public Holidays. Construction noise will normally be limited to daytime hours and may be seasonal. Details of the noise will be communicated clearly and discussed with our neighbours to understand how the noise can be managed. The duration and frequency of construction activities will vary. The distances to any houses are such that no vibration effects are predicted.
Ecology	
Ecological studies undertaken at the consent of the landowner were not shared with us the landowner prior to release – this was disappointing. Ecological studies took no account of liabilities and safety at our location and have placed significant liabilities on us as private land owners. Increases in pests alongside highway corridors will impact us, as your pest control only requires you to reach a pest control measure down to 3%, and then pest management stops. In the long term – there will be increases in rats, pukekos, stoats and weasels that will threaten ecology.	Targeted pest controls for the new reserve areas and restoration planting areas will be addressed in Ecological MP.
We are concerned there is cumulative injurious economic effects to affected landowners/ land especially with the interface of the Tara Ika and expressway planning process. For ourselves this will be ongoing as negative effects including noise will impact the majority of our land area. All buildings on our land in the future will need sound proofing because we are now in the white zone for noise It will be more expensive and less desirable to build on land located directly next to the expressway – economic impacts and constraints are liabilities that are not fairly/ adequately mitigated for or compensated for. We are concerned that as a result of the expressway at this location we have/ are facing impacts to the	Comments noted. These economic concerns are being dealt with directly with the landowner. The World Health Organisation thresholds (50 dB as a 24h average – 45 dB at night) have been part of our noise considerations. While the project does not achieve levels below 50 dB at all locations, selected mitigation in the form of high-performance surfaces and noise barriers (where appropriate) to reduce noise levels at dwellings even if criteria from New Zealand Standard (NZS 6806) is achieved without specific mitigation.

sustainable use and management of our land, through ongoing constraints you have continued to try to place on our land, and impacting possibilities for development via the Tara Ika Plan change process, that we have had to respond to. Waka Kotahi has sought an ongoing series of constraints that impact our land value and creating injurious effects and liabilities The ability to develop our land has been impacted by the interface of both processes.	The design of the road will include noise mitigations features that mostly meet or exceed the NZS 6806, with the aim of allowing people to comfortably enjoy the environment and their properties. Use of low noise road surfaces: In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
Landscape / Visual	
We request that landscape and visual planting to provide visual screening our land environment, including bunds or walls for noise mitigation, be provided within the highway designation. We are concerned about loss of privacy, loss of amenity and impact to the landscape environment both during and after construction and ask that appropriate and more adequate mitigation be provided.	Planting associated with the shared use path will be further considered during the detail design phase and will be in accordance with the principles of Criminal Prevention Through Environmental Design (CPTED) which will address privacy and safety concerns. Detail design would also consider the feasibility of planting on the land to be designated between the shared use path and property boundary to further address privacy and amenity concerns. Any planting proposed beyond the designation boundary on private land would need the agreement of the landowner.
From a visual aspect we will be faced with our once country outlook now being a concrete structure. What planting will be viewed from our property?	The proposed new SH1/SH57 roundabout will be raised above the existing ground level. Landscape and visual planting on the fill slopes will be provided to help shield any visual view of the roundabout from the property. The current draft landscaping plans propose that part of the perimeter of the roundabout will be planted in tall indigenous planting (such as Kahikatea and other species) to restore small areas back to original forest cover. Lighting columns will also be visible, and later stages of design will consider how to effectively remove direct light (spillage light) to all nearby properties.
Physical barriers and planted earth bunds used for noise reduction will also eliminate much of the negative effects of the	The possibility of constructing the proposed highway below ground from Tararua Road to north of Queens Street was investigated, but is not feasible

highway. Keeping the road below grade at the Tararua Road interchange would also help maintain the spectacular view of the Tararua Ranges from Tararua Road west of the interchange. Liverpool Street overpass – Tarika masterplan shows Liverpool Street being extended East to provide another road to connect the new subdivision to Levin. This needs to be included in the design for the new highway as it would not be practical to build this after the highway was completed. There needs to be a safe route for pedestrians and cyclists on Tararua Road to cross the new highway. This will become more important as the industrial area to the west grows and workers in the area (including Kimberly Road) chose to leave their cars at home.	due to the effects on groundwater flows connected to Punahau/Lake Horowhenua. Investigations are ongoing for the east-west arterial link between Tara-Ika and Arapaepae Rd. A safe walking and cycle pathway will be provided through the Tararua Interchange to allow east/west movement, and to link to the shared use path running along the eastern side of the O2NL highway at this point.
Noise / Vibrations	
We are concerned there is no plans for noise barriers to be constructed along the majority of the expressway especially near houses and newly developing urban areas including Tara Ika. We think the planned barriers only being 6km in total when there is ~48km of expressway sides is not adequate	The mitigation design is related to the scale of effects, rather than the length of the project. Noise barriers are proposed where they are most needed and provide the most benefit to neighbouring properties. The noise modelling results show that no additional noise mitigation is required and that barriers are not required for road safety or operational reasons. In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
We are very concerned that no noise mitigation has been provided for [our property] apart from the low noise road surface, along the extent of the highway. There are no measures to mitigate the effects to our land environment, or indoor and outdoor amenity. We are very concerned that mitigation of noise pollution has not been adequately addressed. We are very concerned that for the majority of the proposed expressway only low road noise surfaces have been proposed as the main mitigation of noise . The proposed low noise road surface only addresses tyre noise . It will not address noise pollution generated by engine, engine	Comments noted. The highway in this area is close to the existing ground level. Noise barriers of different height were evaluated in this location. The evaluators noted that bunds are undesirable in this location, due to the significant extra fill required and the area being a high flood risk location, where bunds would complicate flood flow paths.

braking , trucks, horns and the like. We strongly consider Waka Kotahi needs to use some additional tools from their noise mitigation tool kit including bunds and walls to protect people from the adverse effects of exposure to road noise. Having attended a number of different community meetings about noise it is evident this is a concern that still needs to be addressed . The new Tara Ika planned residential area needs to be mitigated for noise and where the expressway passes closely by properties Waka Kotahi needs to provide mitigation so health, well-being and outdoor amenity is protected from the negative effects of road noise . We believe there should be more planned barriers or planted bunds to block noise and view of the expressway. We strongly consider that designing the new road to a target level of 57 dB is not acceptable and will impact enjoyment of outdoor amenity given the World Health organisation recommendation is <45dB. We are concerned you are using 24-hour averages for your noise modelling and feel day time noise at our property will be greater than your presented publications. Please note quotations direct from your NOR Section between Tararua Road to Queen Street East where you discuss assessment effects of this section of the proposed expressway. You have discussed the adverse effects on people exposed to new road noise and the negative long term negative impacts. Stated pg. 72 "The area between Tararua Road and Queen Street East is classified as an urban area…… The assessment of effects of the proposed designation is more conservative than this and includes all dwellings where noise from either the existing or future state highway network would exceed 50 dB LAeq(24h) . In open areas this can extend up to 350 metres from the road." The long- term health effects are then discussed. "Long term health effects: pg. 85. Health effects from road-traffic noise are assessed with reference to the World Health Organisation 'Noise Guidelines for the European Region (2018)' ("WHO Guidelines"). The WHO Guidelines note that there is a correlation between road-traffic noise and high annoyance, sleep disturbance and ischaemic heart disease." "High annoyance and sleep disturbance can be caused directly by road-traffic noise". "Noise levels above 50dB LAeq(24h) are considered to produce an increased risk of adverse health effects." The NZS 6806 2010 Road Traffic Noise criteria you quote is outdated and does not align with your quotations from WHO in reference to noise levels. You have quoted the world health standards. You have clearly referenced that noise levels above 50 dB are considered to produce an increased risk to health. You have clearly identified noise levels above 50dB are adverse and	There may be an opportunity in the detailed design phase to include landscaping or property boundary fencing that would further improve noise outcomes in this location. Traffic from the new Tara-Ika growth area has been taken into consideration in the 2039 noise models. The modelling assumes 3,700 new dwellings have been constructed and lived in at Tara-Ika by 2039. The 24h average is an "energy average" and is not significantly affected by including periods with less noise. It is the standard practice for road-traffic noise in New Zealand. The daytime noise levels will generally be 2 dB higher than the 24h average, and the night time levels 5 dB less. The World Health Organisation thresholds (50 dB as a 24h average - 45 dB at night) have been part of our noise considerations. While the project does not achieve levels below 50 dB at all locations, selected mitigation in the form of high-performance surfaces and noise barriers (where appropriate) to reduce noise levels at dwellings even if criteria from New Zealand Standard (NZS 6806) is achieved without specific mitigation. The design of the road will include noise mitigations features that mostly meet or exceed the NZS 6806, with the aim of allowing people to comfortably enjoy the environment and their properties. In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway - 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions - including through to Tararua Road to Queen Street East section. In addition audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. <u>Queen Street East connection:</u> Noise and lighting of the Queen Street East connection to Arapaepae Rd are matters that have been taken into consideration when selecting the preferred route, and will need to be given careful consideration during the detail design stages. The final design will

injurious to health. You have also identified the negative impacts on the use and enjoyment of outdoor spaces as a result of increased noise. Noise modelling data at [our property] indicate our current levels experienced are well below 50 dB and the new expressway will bring impacts of 58 dB, 56dB and 54db- modelling guesses, as no noise measurements have actually been under taken. This does not take into account impacts if the option B overbridge is chosen as this will then bring double impacts to [our property] from both noise sources. Current noise modelling for our land environment show no noise shading over our land area. The expressway will bring newly induced noise pollution to our land and living environment. Vehicle movement increases as both SH57 and SH1 traffic combine onto the new expressway will bring constant high noise levels at our directly alongside location. Currently a peaceful setting. Your 2039 modelling data for SH 57 if the new expressway is not built are not accurate, as noise impacts would have been buffered to us by a planned life style residential subdivision on the land directly alongside us, now owned by Waka Kotahi. We consider your estimation of noise effects to [our property] are underestimated as it is likely we will face a 10dB increase representing a 100% increase in noise . The low road surface is only a 2dB reduction in noise. You note the highway passes by very closely. - the designation boundary may only be 65 -85 metres from our [property]. In contrast Arapaepae Road is 260 metres away. We consider it up to Waka Kotahi to mitigate/ minimize the effects of dust, vibration, visual disturbance and noise on our land environment. We ask you to further consider mitigations proposed at our context as we consider there has been no mitigation of noise apart from the road surface and this is not adequate. We consider that the Queen Street Reconnection Option B will be a large source of noise and light pollution to [our property] and the over bridge will bounce noise directly into our homestead and will seriously impact safe night-time noise levels. This option has very high negative impacts for [our property] that we consider you will not be able to mitigate for. We ask that both ours and community concerns about noise are addressed and not brushed aside. You have an opportunity to address noise mitigations for both tyre and other noise sources by using more tools from your mitigation toolkit, or to leave us, and communities, with an enduring legacy of the negative effects of noise. In order that the values of [our property] is protected, our health, wellbeing, outdoor and indoor amenity, and the land	include planting that will help to reduce light spilling outside of the corridor from vehicles using the new road. <u>Noise from engines, engine breaking, trucks</u>: In terms of noise and truck engine breaking, the combination of good geometric design (including lane widths; lane markings) and landscape planting will encourage a smooth transition from the highway to a lower speed environment of the roundabout itself. Many modern trucks use electric retarders rather than compression brakes to provide supplementary braking.

environment setting, we request mitigation be provided within the highway designation of visual screening and walls or bunds. Impact from increases in vehicle movements are not well covered in your assessment – these increases due to the location of the new expressway are likely to contribute a constant negative noise environment to the setting at our land environment. We note that at a number of recent community meetings particularly pertaining to noise it is clear that noise impacts is a concern across a number of communities. Waka Kotahi has the opportunity to listen to and address those concerns with a wider range of mitigations from your mitigation tool kit, in addition to a quiet road surface, to leave a lasting positive legacy for our communities in respect of reduced noise, including mitigation for the Tara ika community. This will require you take some further mitigation actions. This does not require you to do this along the entire 48 km of side strips so it is disappointing to hear cost cited as the constraint. We strongly disagree that the effects of noise, vibration, air, dust pollution etc are less than minor subject to measures to monitor, remediate or mitigate adverse effects, as no mitigation is provided. We ask you to provide more adequate mitigation for our land environment as requested and in communication with you.	
We are concerned that for the majority of the proposed expressway only low noise road surfaces has been proposed as the main mitigation of noise. We believe the planned road surface will not address noise pollution generated by Engines, Engine Braking, Trucks, horns and the like We feel there should be more planned barriers or planted dirt bunds for the expressway to block noise and view of the expressway. We feel that designing the new road to a target noise level of 57dB is not acceptable and will impact our enjoyment of amenity in our own outdoors environment given the World Health Organisation recommendation is <45db. We are concerned you are using 24-hour averages for your noise modeling and feel day time noise at our properties will be greater than presented in your publications. We are concerned about the number of trucks that will use the new road including from the Mainfreight depot in Levin and the noise they will generate especially around Tararua Rd. We are concerned the Tara Ika sourced traffic was not taken into consideration in your 2039 Noise models presented	Use of low noise road surfaces: In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor. Noise from engines, engine breaking, trucks: In terms of noise and truck engine breaking, the combination of good geometric design (including lane widths; lane markings) and landscape planting will encourage a smooth transition from the highway to a lower speed environment of the roundabout

	itself. This is predominantly on the Ō2NL highway itself, but will also be included on SH57. Roundabouts are designed to enable gradual slowing down so that engine brakes don't need to be used. Many modern trucks use electric retarders rather than compression brakes to provide supplementary braking. Planted dirt bunds: At this stage of the design, dirt bunds are not proposed. More barriers and planted dirt bunds will be considered through the detailed design process, subject to land requirement and material being available. Tara-Ika: Traffic from the new Tara-Ika growth area has been taken into consideration in the 2039 noise models. The modelling assumes 3,700 new dwellings have been constructed and lived in at Tara-Ika by 2039. WHO standards vs NZS 6806: The World Health Organisation thresholds (50 dB as a 24h average - 45 dB at night) have been part of our noise considerations. While the project does not achieve levels below 50 dB at all locations, selected mitigation in the form of high-performance surfaces and noise barriers (where appropriate) to reduce noise levels at dwellings even if criteria from New Zealand Standard (NZS 6806) is achieved without specific mitigation. The design of the road will include noise mitigations features that mostly meet or exceed the NZS 6806, with the aim of allowing people to comfortably enjoy the environment and their properties. Use of 24-hour averages: The 24h average is an "energy average" and is not significantly affected by including periods with less noise. It is the standard practice for road traffic noise in New Zealand. The daytime noise levels will generally be 2 dB higher than the 24h average, and the night time levels 5 dB less. Tararua Road: Our design and assessment has considered the heavy vehicle movements on the highway, at the Tararua Road interchange, and on Tararua Road up until Arapaepae Road. Noise from vehicles further along Tararua Road to Mainfreight (and future Industrial Growth Areas) has not been specifically assessed. It is noted that the majority of the area to the north of Tararua Rd between Arapaepae Rd and the existing SH1 is zoned Industrial in the District Plan, and therefore an increase in heavy vehicle movements along Tararua Rd can be expected.

Please consider more options to further mitigate expressway noise for communities who will be adversely affected, such as lifestyle and rural properties where residents who would otherwise have quiet outside amenity will have a marked decrease in amenity with a significant increase in noise from the new expressway.	In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
There will be significant noise and visual impact for those East of the expressway. We often hear trains and even the sea up here at Gladstone road. More when the prevailing westerly is blowing, And being higher, the new road will be the main visual feature of our view if there are no earth bunds with planting to mitigate this	In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
Also I am hoping that the models have been made for significant walls or bunds, or both; so we can see what it would take to get night time noise averages down to 40 dB (or whatever it was Otto said we should be aiming for), for most of the PPFs. I think we can appreciate the "cost and engineering logistics verses benefits" dilemma better if we are able to have more information and see whether what we were hoping for is actually viable or not.	Road traffic noise levels have been predicted down to 50 dB noise levels at day (24h) which is equivalent to 45 dB noise levels at night. Noise bunds / barriers up to 5m in height have been tested for the majority of the alignment. In general, dwellings are beyond the 'shadow zone' provided by these bunds, and therefore the bunds provide limited benefit. While bunds will be included in some locations for landscape treatment / disposal of surplus material, the noise mitigation on the Ō2NL project is primarily through a high-performance road-surface, and small scale (safety) barriers where the road is elevated from the surrounding terrain.
At present we experience vibration from heavy trucks. What provision will there be to mitigate that?	The approaches to the roundabout will be constructed of a robust asphalt pavement. This heavy-duty pavement will be designed to accommodate the stresses of the projected traffic movements.
The predominant wind will be a huge factor regarding noise and pollution affecting us and our home. Mitigation of noise pollution has not been adequately addressed.	Noise: In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km.

We are concerned that for the majority of the proposed expressway only low noise road surfaces has been proposed as the main mitigation of noise. Will you be putting in sound barriers? If you are only intending a road surface with a couple of trees and grasses, this will not address the noise and the pollution generated by engine breaks, trucks and cars accelerating, horns and the like. We are concerned about the number of trucks that will use the new road including from the Mainfreight depot in Levin and the noise and pollution they will generate. The huge cattle trucks which as I'm sure you are aware, absolutely stink.	This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor. Vehicles using the new highway will generate less noise than equivalent movements on existing Arapaepae Road / SH57 due to a low-noise road surface, and smooth traffic flows resulting from improved geometry and limited access (no side roads or driveways meaning fewer stops and starts). The roundabout and approaches will be constructed of Stone Mastic Asphalt (SMA) which is required to handle the additional braking and cornering stresses, and the remainder of the project will be constructed of an open graded porous asphalt (OGPA), both of which reduce the noise of the traffic. The design will incorporate a number of elements (planting / lane widths and markings) to encourage a smooth transition from the highway to a lower speed environment of the roundabout itself, and also to vehicles turning off on Arapaepae Road / SH57. <u>Construction dust:</u> Will be managed using usual dust mitigation including: • Water spraying on site and on haul roads to manage dust from earthworks • Wheel wash and covers e.g., over truck or other vehicles travelling on public roads • Stabilising exposed areas through rolling, mulch, planting, or other methods • Careful management of equipment and working areas • Careful management of construction traffic activity (on and off site) • Maintaining communication with adjacent property owners to ensure 'no surprises' and identify potential issues at an early stage. A Construction Air Quality Management Plan (CAQMP) (which will form part of the Construction Environmental Management Plan – CEMP) establishing processes for managing effects will be prepared and will require constructor compliance. Some dust may travel beyond the boundary of the Ō2NL construction footprint in particular wind and weather conditions, but this will be mitigated. The CEMP will also include a complaints and corrective action procedures so should any issues arise during construction then these can be discussed and resolved.

	Vehicle emissions: Vehicle emissions are to be managed through a number of design approaches including maximising buffer distances to sensitive receivers; minimising gradients of the new road; and by controlling vehicles speeds and flows. Our modelling indicated there is virtually no change in air quality at the location of your site with the current design of the Ō2NL highway.
The new highway will be a permanent change to our landscape and there are many engineering methods to reduce noise levels to the surrounding neighbourhood. Taraika and other future residential developments near the highway will be better places to live if all possible noise mitigation methods are used in the construction of the road and adjacent landscaping. In a climate where energy conservation is essential it is not an acceptable option to build a noisy road which requires thousands of houses to keep windows closed with the continuous use of electrical appliances for fresh air and cooling to achieve acceptable noise levels. My experience with noise levels from Arapaepae Road is that the predominant westerly winds significantly increase the noise at our property. This is even more noticeable where there are no trees in line of sight with the road. The road level needs to be below grade where possible and noise barriers and/or planted earth bunds must be installed to protect all Taraika and existing housing beyond so that all people can enjoy indoor and outdoor living without the constant background highway noise.	In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
I would like to find out what you guys are putting in place if the Noise is way to loud when the new highway is built will you be supporting the houses currently around Arapaepae Road area and Tararua Road with sound barriers.	In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
Don't want the use of expansion control joints for the Kuku stream due to noise. Would like an asphalt surface rather than chip seal to reduce noise. Want consultation regarding the noise bund and screen planting in front of our properties. Would like to understand what pre and post noise monitoring you are doing in this area.	Bridge joints will be carefully designed to reduce noise (by avoiding large gaps and not using mechanical expansion joints). In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km.

	This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
Road noise which I simply can't get away from 24/7 and best yet a stormwater pond which will potentially breed many 1000's of mosquitoes and rats. But because I'm not officially being impacted by any of these items I'm expected to just accept these living conditions which are very damaging both mentally and physically.	In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions. In addition audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. In terms of the new highway, ponds and surrounds will be vegetated to create shade and thus cool the water making it more difficult for mosquitoes to breed. A healthy, well-maintained pond/wetland will also support natural predators of mosquito larvae such as dragonflies and damselflies. These steps will minimise mosquitos around the ponds.
Social	
Amenity values – impacts to the sustainable use of land. Impact of construction activities on our way of life and daily living – how will you buffer and limit the effects of this on us. We are concerned our sense of place, health, well- being, quality of our living environment, ways of life, connections to community are threatened as the impact of the noise environment dominates a place that was once quietly connected to the land and maunga. We are concerned about the impacts of the designation location, as the interface of Waka Kotahi processes and the highway are perpetuating a series of impacts and constraints, to the reasonable and sustainable management of our land, impacting on our ability to manage it in the future in a way that enables us to provide for our social, economic and cultural well-being.	Construction activities are required to comply with New Zealand Standard 6803:1999 – which set the levels to be met at residential neighbours to the project work on weekdays, Saturdays and Sundays and Public Holidays. Construction noise will normally be limited to daytime hours and may be seasonal. Details of the noise will be communicated clearly and discussed with our neighbours to understand how the noise can be managed. The duration and frequency of construction activities will vary. In all instances road traffic noise levels will meet the requirements of the New Zealand Standard or be better than the requirements. This will be achieved by using low-noise open graded porous asphalt (OGPA) to surface the entire length of the highway – 24 km. This form of asphalt provides good traffic noise attenuation that ensures that road traffic noise is at acceptable levels. This includes a 14 km section of extra depth OGPA which provides further road traffic noise reductions.

	In addition, audible tactical rumble strips (normally used on the side of the road to help alert drivers who are starting to veer off the road) will not be used within 200m of houses, which will help reduce noise nuisance effects. Noise mitigation also includes installing roadside barriers in some locations to help reduce the spread of noise from the road corridor.
Water	
We are concerned that changing the nature of the land environment will cause potential flooding on our land that has never happened previously before. For example, when changes were made elevating the height of the highway on SH57 some properties alongside experienced serious flooding issues that had not previously occurred. We are concerned that we may experience flooding and ponding of water that we have never experienced before due to the highway changing water flows and ponding patterns. It is essential that the heritage site is not impacted by negative changes. We are concerned about storm water flooding on the northern side of Queen Street and how this will be addressed in your planning.	It is acknowledged that currently Queen Street East becomes inundated in times of heavy rain. Queen Street East will be elevated over the top of the new highway (becoming less susceptible to flooding within the designation), and drainage improvements with large culverts will allow water to pass efficiently under the proposed highway so as not to significantly modify or exacerbate downstream flood risk through Levin. Similar approach of raising local roads over the highway will be applied at Tararua Road (and potentially opposite Liverpool Street as a separate Horowhenua District Council project).
We already have problems with road water and road pollution leaching onto our paddocks, I cant see on this plan how this is going to be resolved.	Runoff from new or enlarged impervious (paved) areas will be captured and treated in roadside swales and released in a controlled manner to the roadside drain. Roadside drainage will be further developed in detail design.
Other	
After attending a meeting I'm totally disillusioned. No extra information was available, the information that was available was questionable. A huge amount of money is being spent on these meetings with no actual benefit. It appears that the meetings are a need to tick the boxes but give no information. The planning of O2NL is substandard with very little information on exactly where it is going so how can anyone give an informed opinion. The noise modeling makes it very clear that no one involved in the planning of O2NL is personally going to be impacted by the noise. The permitted and proposed noise levels are very concerning. The visual impacts are going to be huge and apart from being told that I will be "Highly impacted" I wasn't permitted to see the information or have a copy....why? I can't give an informed opinion on any of the intersections/Interchanges or design as these are not thought out designs but more pretty pictures of what might be but we cant say more than that, impacts will be kept secret until it's too late	Noted. Thank you for your feedback. There is still a considerable amount of design development to be undertaken, however we appreciated the feedback recorded on the preliminary concept design and investigations and this input is able to be considered as the project progresses. While the project does not achieve levels below 50 dB at all locations, selected mitigation in the form of high-performance surfaces and noise barriers (where appropriate) to reduce noise levels at dwellings even if criteria from New Zealand Standard (NZS 6806) is achieved without specific mitigation. The design of the road will include noise mitigations features that mostly meet or exceed the NZS 6806, with the aim of allowing people to comfortably enjoy the environment and their properties.
Could future meetings such as this be notified in a better way, such as email? Putting flyers in letterboxes has been used a few times, usually when something is short notice, and it's too	Noted. Thank you for your feedback. We will take your comments into consideration when planning future engagements.

unreliable. Timing is important to us too. It takes over an hour to get to and from work, so we can't do the 5pm, 6pm meetings. Or online options? Then we don't have to be physically present.	Community communications and engagement included local press, radio and digital advertising, media updates, email newsletters and two letterbox drops providing project updates and promoting opportunities to attend drop-in sessions or online events to discuss the project with the design team. We announce all project news and upcoming engagement events in our project newsletter which is delivered via email. You can subscribe to updates on our website: www.nzta.govt.nz/o2nl. Our recent engagement did include an online Zoom meeting, advertised through our newsletter, and we will continue to provide online options in the future.
The entire project needs to be labelled urgent. 8 more years, End of decade is not labelled urgent. By then hundreds of locals wont be here. A new generation will be born. Have you considered (yet) finishing the new road sth of Otaki to North of Otaki first and foremost to unlock gridlocks? Its getting worse. For us all in NZ. Thats the thing that frustrates most? If you can release that pressure then That solves alot of problems.	We acknowledge the long history of this project has been frustrating for locals. Building on past investigations, the re-evaluation of the Ōtaki to north of Levin project in 2018 recognised that it aligned with Government priorities, following re-focussing of the project to prioritise safety, access to social and economic opportunities, transport choice, and resilience. The announcement in January 2020, that Ō2NL will be funded NZ Upgrade Programme provided further certainty about the future of this project and also outlined a timeline which we are continuing to work towards. South of Ō2NL, construction of the Peka Peka to Ōtaki expressway is continuing and the new road will be open as soon as possible.
Queen Street East connection options	
We are strongly and directly impacted by the options for reconnection as we are directly alongside the expressway. Option A will have a positive effect. Option B has a very significant negative enduring injurious effect to our property. We have a strong preference for option A to direct noise and visual pollution away from [our property]. We have a strong preference for Option A to reduce multiple negative effects particularly on health and well-being, the landscape and land access. Option A will appropriately direct the main body of traffic directly to the arterial main entrance road to Tara Ika rather than through a road on our property which is not appropriate for the historic context. Option A is a better fit with the wider landscape environment and cultural views of Tararua nga maunga and pathways to Punahau. Option A will be a safer option.	Multiple options for the east-west connection at Queen Street East were presented during public engagement so the project team could use public feedback to inform the decision. Following consideration, additional transport and engineering investigations were undertaken to assess in more detail how traffic would move, road gradients and curves, and construction costs. A design workshop was also convened to identify desirable outcomes and how they could be delivered, taking into consideration the matters identified during consultation, which included potential noise, light, visual and cultural matters. The outcome of this process is to continue investigating Option B (shown above) as the preferred option, on the basis that it provides a better fit with the transport network and with growth plans of the Council. This option can also be designed in a way that protects views along Queen Street East between Punahau / Lake Horowhenua and the Tararua Range. This option also represents an efficient use of resource. The option can be designed to cater for both requirements of current and future housing development,

	provide a new walking and cycling facility that complements and enhances current and planned networks, and links ecological planting proposed by the Ō2NL project with Queen Street East.
We have safety concerns in respect to safety and security to our property and how you will mitigate with adequate fencing, bunds and walls and screening. Safety and impacts to ourselves and land ecology of noise, vibration , and public visual views, security and privacy as the expressway and walkway extend the 580-metre length of our property on the eastern and northern boundaries. Safety concerns if option B overbridge is chosen. Safe access to our land across the entire northern frontage.	Comments noted. The distances to any houses are such that no vibration effects are predicted.
NZTA has already spent an enormous amount on the roundabout at Q. St/Arapaepae Roads junction. To have done this would suggest that, in their eyes, Queen St East is a significant access road and would be preserved intact. If this were not so, they are consciously wasting public money in the current construction.	Multiple options for the east-west connection at Queen Street East were presented during public engagement so the project team could use public feedback to inform the decision. Following consideration, additional transport and engineering investigations were undertaken to assess in more detail how traffic would move, road gradients and curves, and construction costs. A design workshop was also convened to identify desirable outcomes and how they could be delivered, taking into consideration the matters identified during consultation, which included potential noise, light, visual and cultural matters. The outcome of this process is to continue investigating Option B (shown above) as the preferred option, on the basis that it provides a better fit with the transport network and with growth plans of the Council. This option can also be designed in a way that protects views along Queen Street East between Punahau / Lake Horowhenua and the Tararua Range. This option also represents an efficient use of resource. The option can be designed to cater for both requirements of current and future housing development, provide a new walking and cycling facility that complements and enhances current and planned networks, and links ecological planting proposed by the Ō2NL project with Queen Street East.
In times of heavy rain, Queen St East becomes a river. Although it would be an option to sink either of the 2 or even 3 roads at the crossover there is the risk that in such times one or other would be flooded and become impassible. Therefore, elevation of one or other would be appropriate.	It is acknowledged that currently Queen Street East becomes inundated in times of heavy rain. Queen Street East will be elevated over the top of the new highway (becoming less susceptible to flooding within the designation), and drainage improvements with large culverts will allow water to pass efficiently under the proposed highway so as not to significantly modify or exacerbate downstream flood risk through Levin. Similar approach of raising local roads over the highway will be applied at Tararua Road (and potentially opposite Liverpool Street as a separate Horowhenua District Council project).
Overbridge option B has the potential to create line ups, congestion and safety concerns.	There is more than adequate stopping sight distance for Option B which can be designed to meet relevant road design standards. The required visibility can be provided once over the crest of the bridge to ensure vehicles can stop in time, allowing for queueing.

Option B will be a large source of elevated road noise and light pollution directly to [our property], to our indoor amenity , overnight noise readings and outdoor amenity, loss of privacy and contributing high enduring negative effects. We are concerned Option B will be dangerous with cars coming over a steep bridge and approaching queues of cars waiting at the Arapaepae Rd roundabout with limited visibility. We are also concerned that the steep gradient will be a problem for all vehicles (including trucks) stopping safely. We are concerned Queen Street Option B with a steep bridge gradient at 8% will generate engine revving noise and braking noise on accent and descent on either side, increasing vehicle noise impact to ourselves due to our direct location. We are concerned Option B will be going through a culturally sensitive waterway on the northern side of Queen Street approaching Arapaepae Road. Option B has negative ramifications in association with undesirable activity that can happen in slip road situations directly alongside over bridges, that compromise our safety and security.	Noise and lighting of the Queen Street east connection to Arapaepae Rd are matters that have been taken into consideration when selecting the preferred route, and will need to be given careful consideration during the detail design stages. The final design will include planting that will help to reduce light spilling outside of the corridor from vehicles using the new road. There is more than adequate stopping sight distance for Option B which can be designed to meet relevant road design standards. The required visibility can be provided once over the crest of the bridge to ensure vehicles can stop in time, allowing for queueing. The speed limit on the road and steepness is not anticipated to cause significant engine noise. The road will generally be used by light vehicles as the road services the predominantly residential area of Tara-Ika and existing properties. The stopping distances and gradients meet relevant geometric road design standards. There are no known surface water courses/streams that are traversed by Option B. Our iwi partners (Muaūpoko) have advised that in times of flood a water course may be visible, which is thought to be located slightly to the north of Option B, noting that the area has now been highly modified for farming over the past 100 years. The detailed design process will explore opportunities to celebrate this waterway.
We feel that Queen Street Reconnection Option B will be a large source of noise and light pollution once the majority of Tara Ika residents use this in the future. We are concerned Queen Street Reconnection Option B will dangerous with cars coming over a steep bridge and approaching queues of cars waiting at Arapaepae Rd roundabout with limited visibility. We are concerned Queen Street Reconnection Option B with a steep bridge at 8% gradient will generate excess engine revving noise and be a problem for trucks stopping safely. We are concerned Queen Street Reconnection Option B may be going through a culturally sensitive waterway on the north side of Queen Street approaching Arapaepae Rd	Noise and lighting of the Queen Street east connection to Arapaepae Rd are matters that have been taken into consideration when selecting the preferred route, and will need to be given careful consideration during the detail design stages. The final design will include planting that will help to reduce light spilling outside of the corridor from vehicles using the new road. There is more than adequate stopping sight distance for Option B which can be designed to meet relevant road design standards. The required visibility can be provided once over the crest of the bridge to ensure vehicles can stop in time, allowing for queueing. The speed limit on the road and steepness is not anticipated to cause significant engine noise. The road will generally be used by light vehicles as the road services the predominantly residential area of Tara-Ika and existing properties. The stopping distances and gradients meet relevant geometric road design standards. There are no known surface water courses/streams that are traversed by Option B. Our iwi partners (Muaūpoko) have advised that in times of flood a water course may be visible, which is thought to be located slightly to the north of Option B, noting that the area has now been highly modified for farming over the past 100 years. The detailed design process will explore opportunities to celebrate this waterway.

I am concerned that a steep, remote overpass for walking and cycling will mean that increasing numbers of pedestrians will try and cross the main expressway itself south of the roundabout. Especially if there is no noise mitigating bund and planting.	The preferred option for the Queen Street East reconnection (Option B) does not include a remote walking and cycling bridge, it is now connected to the Queen Street East road bridge.
Queen Street East reconnection options: Option B of "Part 1 – Connections" is the preferred reconnection option for [us] given its more direct connection to the existing Queen Street East leading into Levin centre.	Support noted.
In addition, Levin has already spent considerable funds on the pathway in Queen St East connecting the town to the hills to the east and this money will also be wasted, if Queen St East is not still easily accessible from the town.	Multiple options for the east-west connection at Queen Street East were presented during public engagement so the project team could use public feedback to inform the decision. Following consideration, additional transport and engineering investigations were undertaken to assess in more detail how traffic would move, road gradients and curves, and construction costs. A design workshop was also convened to identify desirable outcomes and how they could be delivered, taking into consideration the matters identified during consultation, which included potential noise, light, visual and cultural matters. The outcome of this process is to continue investigating Option B (shown above) as the preferred option, on the basis that it provides a better fit with the transport network and with growth plans of the Council. This option can also be designed in a way that protects views along Queen Street East between Punahau / Lake Horowhenua and the Tararua Range. This option also represents an efficient use of resource. The option can be designed to cater for both requirements of current and future housing development, provide a new walking and cycling facility that complements and enhances current and planned networks, and links ecological planting proposed by the Ō2NL project with Queen Street East.