



Ōtaki to north of Levin

HAVING THE NEW HIGHWAY IN YOUR NEIGHBOURHOOD

Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer and more resilient by building a new highway for regional and through traffic by the end of the decade. You're likely to have questions about what to expect with a new highway in your neighbourhood. Waka Kotahi aims to be a good neighbour, taking social and environmental responsibility seriously as we build and then operate and maintain the new highway and a shared user path.



The new highway preferred alignment

Since December 2018 when the 300m-wide preferred corridor was announced, the Ōtaki to north of Levin highway team have been working to give property owners more certainty over the new highway. Following property owner, iwi and community input on draft alignments, and further technical assessments, Waka Kotahi has announced the **preferred alignment** in December 2021 – the current optimal location for the new highway.

The investigation and design work over the last two years has provided increased confidence in the location of the new highway and the 300m preferred corridor has now been removed from the plan.

Having the new highway nearby

Construction of a roadway creates noise, vibration, dust, etc, and the opening of the new road will change the local environment. We've been conducting investigations to understand the environmental and social effects of our work, such as possible noise or visual impact, and we will consider how these can be avoided, minimised or mitigated with design elements that could include options such as planting or bunds (earth mounds).

Noise and vibration

When planning a new highway, we know the potential increase in noise is a concern for communities. Noise issues can be a consequence of both vehicles using the road, and construction and maintenance activities.

We aim to be a good neighbour and take our social and environmental responsibility seriously.

For all Waka Kotahi projects, acoustic specialists measure and predict noise throughout the project to inform the design team. Our processes are based on the independent standards produced by Standards New Zealand (NZS6806 and NZS6803) and are also informed by lessons learned on recent projects.

Potential effects of construction and operation of the road are assessed taking into consideration the existing environment and other performance standards, including international literature.

Noise and the design process

Waka Kotahi considers potential noise effects when making key design decisions. These include the elevation of the road, interchange format and type of road surfacing. In addition, consideration of elements

such as planted noise bunds, appropriate bridge joint selections and avoiding audible rumble strips in locations near houses.

Our guidelines set out how traffic noise is assessed and, where required, the approach for determining appropriate mitigation. Mitigation is prioritised where individual houses are exposed to higher noise levels, or in more dense areas where multiple houses will benefit from the mitigation.

In a quiet rural environment, we recognise noise effects can continue a considerable distance away from the new highway.

Accessing the new highway and local roads

During the design and investigation work that has led to the preferred alignment, consideration has been given to connection options at every local road the alignment intersects. We're working closely with Horowhenua and Kāpiti Coast District Councils on local road options, and we'll talk with you if the roads surrounding your property will need to change to allow for the new highway.

Taking care of our environment

New Zealand is home to a variety of indigenous animals and plants, and sometimes our state highways need to go through or near some of these areas. While our preferred alignment avoids significant effects on these environments, we will unfortunately have an impact on some existing habitats (e.g. stream crossings) as part of this state highway project. We will develop a project design that responds to the environmental context, appropriately avoiding and minimising effects of the project, and providing an ecological mitigation package to offset losses in biodiversity. We aim to achieve a net bio-diversity gain.

Heritage

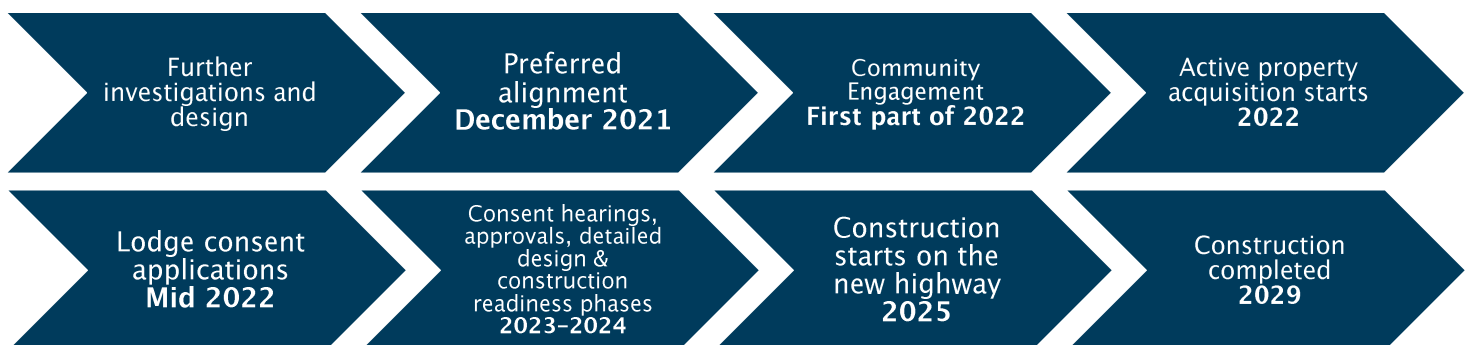
Heritage New Zealand Pouhere Taonga defines a site of historical/cultural significance as a place of special importance to New Zealanders which contributes to our knowledge of the history of our country, and may or may not include physical remains of past activities and artefacts.

We're committed to preserving our history in the region as best we can. As part of our research, we have used historical plans and maps to help us identify heritage/cultural sites which have the potential to be affected by the project.

Key design decisions have already been made to ensure that the project will have as little effect as possible on the heritage of the area. Our experts are now working on how we are going to manage or mitigate impact on the remaining heritage/cultural sites, and how our cultural heritage can be appropriately reflected into the final design of the project, for example through artwork or signage.

All work on heritage sites will need to be approved through the appropriate authorisations from Heritage New Zealand Pouhere Taonga. Should there be unexpected discoveries we will follow precise procedures to identify who the correct owner of the site or artifact may be so we can work together to come up with a solution that works for everyone.

Timeline of the next steps



Get in touch

If you have any questions, please get in touch with the Ōtaki to north of Levin project team by emailing O2NL@nzta.govt.nz or calling 0508 625 4636.