

## **Overall summary of community consultation feedback on KCDC's draft Project Objectives for the NZTA Sandhills Expressway**

---

### **Introduction**

Between 22<sup>nd</sup> and 25<sup>th</sup> March 2010 four workshops were held in each of the Community Board Wards to gather feedback on Council's draft project objectives for the NZTA Sandhills Expressway for the proposed Alliance. The ten draft objectives were displayed and after an introduction people were invited to make comments on whether each objective covered the right topics and whether there were any gaps or omissions.

Approximately 100 people attended the Waikanae workshop, 60 at Paraparaumu / Raumati and about 25 at both Ōtaki and Paraparaumu. Because Ōtaki is not going to be included in the Alliance process the feedback there was predominantly concerned with objective 10 concerning property purchase impacts there. Paekākāriki is also not directly affected but nevertheless people expressed their concern and suggestions.

The introduction by the Community Board Chairs and the Mayor served to explain Council's position regarding the Alliance process and despite strong scepticism by some people regarding the decision, there was general support for Council's stance of engaging with NZTA by being a member of the Alliance and endorsement of the thrust of the objectives.

It was quite difficult for some people to fully appreciate the complexity of the wording of the objectives and many comments concerned the retention of the Western Link Road, the need for a local bridge and the enormity of the negative effects of the Expressway on the district. Concern was also expressed particularly in Waikanae regarding parking and access issues at the railway station and Elizabeth Street, the negative effects on the town centre, the increase in travel times between communities and the likely extent of the environmental damage. There were slightly more people against an interchange at Te Moana Road than in support of it. There were also some very upset people who are going to be directly affected by the Expressway's current proposed alignment. Others felt that that by its very nature the Expressway will be contrary to all the objectives.

Several people wrote in with suggestions after the workshops, having had time to think through the issues. In addition to the workshops there were meetings held with key interest groups; Grey Power, Chamber of Commerce, Raumati South Residents Association and the Takamore Trustees.

There are a number of themes that have come through this community consultation process related to the wording and content of the ten objectives and they are summarised below.

### **Objective 1: General Philosophy**

- The objectives could be couched in more positive terms.
- All objectives should be measurable and thought needs to go into how this can be achieved.
- That the effects of the Expressway on health have not been reflected sufficiently.
- That a condition of entry into the Alliance should be that KCDC has equal input on the Peka Peka to Ōtaki project.
- There was complaint that the sentences were too long and suggested one idea per sentence.
- One comment summed up others “a very good process and excellent objectives, keep fighting for our grandchildren.
- KCDC must communicate clearly with everybody. There is a common language all can understand. It is the one ordinary people use. This document is in “bureaucratese.”

### **Objective 2: Network Efficiency**

- Crime Prevention Through Environmental Design (CPTED) concerns about the safety of underpasses.
- Support expressed for the significance of 2c) in the event of emergencies.
- Support for improved access to schools particularly from Waikanae.
- Support for “two routes available to travel between Waikanae and Paraparaumu.”
- Numerous calls for local bridge urgently needed.
- Equal number for and against Te Moana interchange.
- Plan for next 50 years not just 10.
- The design of the Expressway will enhance the Kāpiti District as well as be a road of “national significance.”

### **Objective 3: Town Centres**

- Call to include the Elizabeth St underpass and good access and parking at the railway station.
- Widespread concern expressed for viability the Waikanae town centre.
- Need for innovative design solutions taking cues from the landscape.
- Increase scope of objective to include nearby commercial areas and Paraparaumu airport.

### **Objective 4: Land Use and Rural Form**

- 4b) concern expressed that this is ambiguous.
- No more loss of streetspace.
- c) “ensure the road is consistent with KCDC documents.”
- More comments concerning CPTED.
- These objectives are vital if they can be achieved.
- Keeping the coastal/country character of the district is vital.

### **Objective 5: Connectivity**

- *Change to “Particularly rail”* not including rail.
- Ensure that the resulting road system meets the needs of public bus operators.
- Consideration should be given to provision of landscaping and pedestrian and cycleways along its length.
- Safety of the local network for elderly who make up a large percentage of the population
- Preserve lifestyle at Peka Peka.
- Strong support expressed for this objective.
- Stress importance of accessibility north/east, north/west, south/east and south/west interconnection.
- Strengthen d) to include the provision along the Expressway corridor for north-south movement of pedestrians and cyclists.
- d) draft wording is extremely important.
- Social connectivity.
- Existing SH to be developed as a multi-purpose, safe, attractive link between towns, transport, facilities and cultural centres

### **Objective 6: Freight Routes**

- A number of comments called for more freight to go onto rail.
- Need for more clarity with this objective – ‘fuzzy as it stands.’
- Avoid isolating existing/planned industrial areas.
- Provide clear access to these areas to avoid trucks in residential streets/subdivisions and keep them to key arterial routes.
- Ensure the existing SH is developed to take all the local traffic.
- Avoid heavy traffic on Te Moana Rd.
- Reduce noise.

### **Objective 7: Stormwater and Groundwater**

- Several comments strongly supporting this objective.
- ‘Ensure multi-directional natural water flow (rivers/streams/swamps) is not impeded as a result of any design or associated construction.’
- Monitoring process needed to ensure penalties if pollution as a result of the process occurs.
- Ensure blue/green corridor is preserved for birds, eels, and whitebait.
- Strengthen a) to require all stormwater to be handled *within* corridor (as per airport).
- Several comments recommend specific mention of Nga Manu.

### **Objective 8: Environmental**

- There were a large number of comments under this objective voicing concerns about the devastating impact of the Expressway, one comment summed up others “agree with draft wording IF we have to have the damned 4 lanes rather than 2 and ‘best practice is not to build a new Expressway.’”
- Several comments emphasising that this objective is very important.
- Need to add something specifically mentioning Nga Manu.

- 'the explanation mentions people but schools are the only mention of people in subpoints.'
- Mitigation is not sufficient for waahi tapu and archaeological sites.
- Add after schools 'during development and upon completion' are there Ministry of Education guidelines for this?
- New clause f) that the preservation existing open space and public recreation needs to be a paramount consideration.
- d) *Mitigates* instead of avoids.
- Road surface to minimise noise.
- Lighting can adversely affect bird life.

#### **Objective 9: Tangata Whenua**

- The whole area is important to Tangata Whenua.
- This is a very important objective.
- Having this objective at number 9 make it look like lip service not a serious consideration.
- Should be an overriding principle.
- Ensure their voice is heard.

#### **Objective 10: Impact on Residential Properties**

- Noise and vibration impact on health for residents and schools.
- Objectives 8,9,10 need to be at the beginning of the objectives.
- Ōtaki had the most comments under this objective.
- Compensation needs to be decided swiftly.
- Impact on rural properties, schools and businesses too.