

Summary of consultation feedback on KCDC Project Objective for the NZTA Expressway

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
1. General Philosophy	The design of the Expressway will enhance the Kāpiti District as well as be a RoNS	<p>Impacts – i.e. “avoided” “minimised” “mitigated” are all “negative” ADD some “positive” impacts as well.</p> <p>General philosophy. The demographics of Kapiti (26% superannuitants) indicate the need to plan for a high level of safety – starting with ample exit/entry points. (26% will increase to over 30% of the population very QUICKLY). East/west connectivity will aid safety too. Given peak oil and its standard problems, local access to ... N/S roads is a moral necessity.</p> <p>Rail services / bus services.</p> <p>2 lane only.</p>	<p>The impact of the proposed Expressway goes well beyond an acceptable level for this community. It must never happen, this is the Nature Coast and we want it to stay that way!</p> <p>Impact on wetlands preserved as well.</p> <p>“The impact of the Expressway on the local economy ... should be minimised”. Why not be positive and say that the impact, particularly on the local economy should be MAXIMISED.</p> <p>The Sandhills Expressway is not designed with full recognition and focus on the wider urban and rural context and will not go ahead.</p> <p>General Principle: All objectives should be measurable. Currently they are not. A further level of detail is required to understand how KCDC will know if the objective has been met (<i>M Lewis – happy to help with determining measures</i>)</p> <p>All this community ever wanted was a local 2 lane road and a second bridge.</p> <p>It will create an obesogenic environment where people have to drive everywhere.</p> <p>KCDC must not lose sight of the impact on Waikanae 2011-2020 with no alternative to SH1 in the interim period.</p> <p>This whole project is a nightmare, and if they’re not careful they will destroy our way of life here in Kapiti.</p> <p>The Council needs to consider all residents – all we need is an alternative route – big is not necessarily better. Safety is important also.</p> <p>Council must ensure that this is a total transport solution not just an NZTA roading solution. Need best access to rail, commuters’ parking, cycle and pedestrian movement etc.</p> <p>Objectives should state “to enhance the environment, community & social elements including business and not minimise impact”.</p>	<p>Consider health effects of sedentary behaviour, pollution, noise.</p> <p>Shortest possible construction times to be imposed. Penalties for failure to meet deadlines. Larger gangs working on smaller sections of road. Purpose – minimise disruption and distress to adjacent residences and traffic on existing stretches of SH1 affected.</p> <p>Regulation changes to help landowners in the subdivisional aspects due to losing part of ..</p> <p>A condition of entry into the alliance should be that KCDC has equal input on Peka Peka to north Otaki. i.e., Alliance between NZTA and KCDC extends throughout KCDC area.</p>

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1. General Philosophy			<p>You cannot minimise the impacts. The road is too big – 4 lanes bad enough – 6 impossible.</p> <p>To hell with your alliance – we are being shafted.</p> <p>I support Council continuing to look at big picture – other transport, the way we live and work and grow in this community. Stand strong.</p> <p>Proper consideration of the wider impact of this road will need to minimise severance and reduce road noise and visual pollution. As shown, the Expressway will sever Waikanae Beach, other western areas from the garden area.</p> <p>Keep the Sandhills part of Waikanae as peaceful and free from noise and foul air as possible. No interchange at Te Moana Rd – bridge or underpass?</p> <p>Your sentences are way too LONG!!! Tip: one idea, one sentence.</p> <p>Planting, screening, cutting to reduce noise and sightlines wherever possible. Is some speed reduction still possible?</p> <p>These impacts are not to mitigation and the NZTA budget is so tight all we will get is quick and dirty concrete.</p>	
2. Network Efficiency	<p>Students, residents & business people will be provided with 2 routes between Waikanae & Paraparaumu</p> <p>A bridge over the Waikanae River would be an ideal start, see how this changes flows</p> <p>Trains! Of course this is a step – Raumati South Station? Then see how an environmental change shifts things.</p>	No comments	<p>Walk to the beach via a concrete underpass (but be careful you might be mugged).</p> <p>Waikanae Beach residents need that local bridge as soon as possible. Should have been built years ago using local roads. So many people young and old need to cross Waikanae River.</p> <p>The increased traffic at off peak times and weekends needs new Expressway constructed and better access Paraparaumu to Waikanae.</p> <p>Not too much hardship to drive to Paraparaumu to get onto Expressway providing alternative route is satisfactory. Expressway services should be an alternative route not Expressway.</p> <p>The two routes to provide all stated facts in Objective 2 will</p>	<p>A very good process and excellent objectives. Keep fighting for our grandchildren!</p> <p>How will emission be accounted for? Ensure cost of pollution will not fall on the community.</p> <p>As an Ōtaki resident, I agree that (c) No. 1.</p> <p>Where is the cost/benefit analysis incorporating emissions from the building/construction of the road and future emissions from increased traffic?</p> <p>B) & C) in Ōtaki – closure of</p>

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2. Network Efficiency			<p>be only provided by a two lane local road on the Sandhills route and an upgraded existing highway.</p> <p>Two routes – being Expressway and a local road. NOT an interchange which would increase severance and change the nature of the local environment.</p> <p>Link between Waikanae and Paraparaumu very important. Moana Road interchange please.</p> <p>The draft wording says it all have two routes available to travel between Waikanae and Paraparaumu. If no access off Expressway to Waikanae – what happens if accident at bridge? – status quo.</p> <p>The NZTA proposal WILL NOT improve access to schools and colleges.</p> <p>Possible alternative objective “ensure there are alternative and efficient routes available for all ages of the community”.</p> <p>We need a 2 lane local road to access schools and provide an alternative viable sustainable route.</p> <p>Better achieved without an interchange at Te Moana Road.</p> <p>Start a local 2 lane road and second bridge now. The Expressway will never happen.</p> <p>Start a local two lane road on the agreed Western Link designation with second bridge now. Then monitor traffic flows on highway – it will PROVE no need for Sandhills Expressway.</p> <p>Keep local roads connected with underpasses. Expressway is for through traffic.</p> <p>Objective 2 will be met by upgrading existing highway. Underpass at Te Moana & Kapiti Road, building now a 2 lane connecting local road and second bridge.</p> <p>Agree with this but “the devil is in the detail”.</p> <p>Get another bridge over the Waikanae River.</p> <p>Keep existing SH1 as the principal link between Waikanae / Paraparaumu but provide another bridge over the</p>	<p>Rahui Road?</p> <p>Ensure run-off from the Expressway is properly dealt with.</p> <p>As an Ōtaki resident we will need the alternate route to meet with Waikanae for emergencies – important!</p>

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2. Network Efficiency			<p>Waikanae River at Weggery or thereabouts to link with an interchange at Otaihanga.</p> <p>No on/off ramps. Ramps upset the existing flow of traffic, the entering roads will be quite adequate.</p> <p>This Expressway will disconnect communities, schools & recreation facilities.</p> <p>This is a national highway. All costs should be via ordinary tax and petrol tax not via Kapiti ratepayers.</p> <p>We need a local road bridge at Weggery Drive or Greenaway Rd with good north/south coastal connection.</p> <p>One local road and bridge to Paraparaumu from Waikanae NOW then no interchange.</p> <p>Without more local roads as part of Expressway solution new road will negatively impact locals travelling between Kapiti communities. Without lots of interchanges we will have longer trips in/out of district too.</p> <p>Te Moana interchange definitely required.</p> <p>Another bridge over Waikanae River for local use Waikanae – Paraparaumu.</p> <p>How will this improve access to schools and colleges etc? Need to improve access into community (east – west),</p> <p>Network efficiency. I have been told by KCDC that the second route is planning to cross the river near the beach from Waikanae to Paraparaumu Beach. This would add considerably to the traffic problem that now exists in Kapiti Road. Although we have lived at Waikanae Beach for over 30 years we would prefer to go to Paraparaumu Coastlands on current SH1.</p> <p>Waikanae – Paraparaumu alternative access URGENT. Need programme which allows partial or full alternative asap.</p> <p>New bridge over Waikanae river to be 6 lanes. Outer on each side to connect to local roads, middle 4 lanes highway only.</p> <p>If only 3-4 interchanges, 2-3 access points for emergency</p>	

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2. Network Efficiency			<p>services to be created. Only Police, Fire & Ambulance to have ability to access these points.</p> <p>Existing SH1 could be a great link road. Fight for it and advance ideas, features and concepts that were the vision for Western Link into Eastern link – it does join our communities.</p> <p>Resilience: don't plan for the next 10 years plan for the next 50 years and don't be afraid to do something creative and not been done before. If you are going to spend money, do it wisely. Don't think CHEAP.</p> <p>Two routes pleased. One existing SH1 and one local two lane road. Not a bypass – not necessary.</p> <p>The existing SH will be lovely when all the rush hour(s) and heavy vehicles are on the new routes. Two routes are fine.</p> <p>Improve safe access to schools and colleges.</p> <p>Waikanae to Mazengarb (the hub of colleges and sport for Waikanae residents) is bypassed.</p>	
3. Town Centre Viability	<p>Given the constraints you are working with I think you have captured the needs.</p> <p>Poplar Ave Entrance crossing – west of Te Ra looks like it would go close to Matai Road – it would dominate Raumati South. East of Te Ra less town impact, smoother corner.</p>	<p>How we work with the Alliance ground rules. T of R: objectives in terms of the Alliance relationship.</p> <p>Financial impact compensated for change e.g. Wharemauku \$ cost neutral to Kapiti.</p> <p>Health impacts, air quality particle emission. California illegal to build motorway schools</p> <p>NZTA rating against their Objectives 5 Statement of Intent.</p> <p>Passenger transport! Probably needs to be changed to “public transport”. Specifically must mention bus transport needs.</p> <p>2 lane – WLR does this.</p> <p>Emergency Services – access to Expressway?</p>	<p>Expressway shows towns thrive with well planned bypasses i.e. Tawa, Porirua, Upper Hutt.</p> <p>To hell with this “mockracy” - No Expressway.</p> <p>Do not lose sight of the underpass at Te Moana lights & Elizabeth Street to allow better access to the East.</p> <p>The 5-9 year delay will lock Waikanae into a traffic nightmare with SH1 & electrification with no additional parking.</p> <p>Te Moana Road to go over the Expressway and maintain the pedestrian friendliness of a road where mothers with prams, people with pets, cyclists etc. feel it is welcoming and not a divisive barrier.</p> <p>Interchange at north (Te Horo) but not at Te Moana Rd. Provide an additional bridge over the river to link Waikanae / Paraparaumu.</p> <p>No interchange at Te Moana Rd. Expressway go under Te Moana i.e. below ground level.</p> <p>Connections to town centre must be first importance but</p>	<p>Will this local road have a 50kph speed limit?</p> <p>Ōtaki resident agree (c).</p>

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3. Town Centre Viability		<p>And gives easy access to railway stations and station parking, Emergency Services.</p>	<p>need to see how the links east-west can be satisfactory. Underpasses / bridges all have problems.</p> <p>Existing SH1 returned to a local road and designed to provide greater cohesion between town centre and service centre.</p> <p>The nature and scale of the existing highway will be maintained by upgrading it, removing traffic lights and putting in underpass and building new local 2 lane road with 2nd bridge now.</p> <p>Ensuring that access to/from Elizabeth St is improved and rail station placed to the south.</p> <p>Looks good. If not having an interchange at Te Moana Road may be Council builds a bridge – funded by refund from NZTA.</p> <p>The town centres will easily be accessed by all modes of transport only if there is a two lane local road and an upgraded highway.</p> <p>Congestion will be increased at Waikanae town centre unless this mad plan is abolished.</p> <p>A 2 lane road needed, footpaths including links to local amenities.</p> <p>Waikanae and Paraparaumu town centres will be cut-off with Expressway option – don't do it!</p> <p>Local bridge over Waikanae River.</p> <p>General principle: That the road is developed as part of an area wide network – linking local roads, walkways, cycleways – both today and for future development as in regional and local plans.</p> <p>We need local connectivity now with a local road and second bridge not a monument to stupidity in 10 years time.</p> <p>Waikanae Town Centre already has a number of empty shops but still suffers from a huge lack of parking. This needs to be considered in future planning.</p> <p>The township of Waikanae will die once disconnected from</p>	

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3. Town Centre Viability			<p>SH1.</p> <p>Easy access by Waikanae residents north & south (Auckland to Wellington).</p> <p>Move the railway station to ease traffic in Elizabeth Street. It's hell now without double tracking. "</p> <p>Moving SH further from town centres will kill shopping/businesses that rely on ease of access and through traffic.</p> <p>Better parking needed to existing Waikanae Town Centre. Also provision of adequate parking facilities to meet new rail connection.</p> <p>Expressway doesn't fix problems behind Coastlands with traffic congestion around Kapiti Road / roundabout.</p> <p>See some conflicts here with access to the town centres and an Expressway looking to remove unnecessary through traffic.</p> <p>As per my submission to NZTA, considering all the pros and cons of public opinion and consultants' reports, best solution to town centre viabilities is:- Put rail line and WLR as Sandhills motorway designation Put Expressway along rail designation including "cutting" for Expressway in Waikanae rail alignment. (David Reid)</p> <p>All modes of transport includes bikes, walkers and a second bridge for us all between Waikanae and Paraparaumu.</p> <p>This is common sense stuff. We need to design innovatively and take our cues from the local landscape. Follow the form of the land and give us our life and nourishment. Don't settle for the cheapest option.</p> <p>Waikanae township is a dead duck for most shops already – keep it for specialists shops off the main road. Build under SH1 & railway and rezone lights.</p> <p>Half the shops at Waikanae town centre are already under-utilised. How does removal of SH1 affect viability of others?</p> <p>Waikanae to Paraparaumu – second road now with second</p>	

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<p>4. Land Use & Rural Form</p>	<p>How will you protect our town from soul-less big block buildings? Wal-Mart in America has killed hundreds of towns. Do we choose that? How do you not choose that?</p> <p>4(b) reads ambiguously. Is Raumati in employment mode or is it somewhere you want to discourage development?</p>	<p>No more loss of streetspace. We already lose (Kapiti) 60 ha/yr of streetspace developed.</p> <p>Expressway does not fit with LTCCP.</p>	<p>bridge.</p> <p>What about the thousands of people caught with this thing over their bach fence? A local solution please: 2 lane – 50kph.</p> <p>It will create a slum corridor all the way along it with associated crime & social and health problems.</p> <p>A, B, C can only be met if there is a new two lane local road and an upgraded existing highway.</p> <p>Current urban design (particularly Paraparaumu) is awful. Take the opportunity to get a clear view and plan on this. Stand firm against sprawl.</p> <p>A 2 lane road needed with local linkages.</p> <p>NZTA’s plans are not consistent with the District Development & Strategy and must be adjusted immediately.</p> <p>C) yes, yes, yes. Suggest put more KCDC plans, guidelines, references, to ensure road is consistent with them.</p> <p>Development will be disjointed and fragmented unless the existing highway remains as the main SH.</p> <p>Many people will be caught with houses that they cannot sell and are devalued substantially. Who wants to live alongside this? A 2 lane local road please.</p> <p>This is more KCDC controlled not so much NZTA.</p> <p>Eliminates pressures for urban sprawl and associates with efficient infrastructure system. No more retail development outside existing town centres</p> <p>Please get a copy of the “SAHA” report. It is for all the RONS.</p> <p>Nice idea – but how is NZTA supposed to achieve this?</p> <p>NZTA can get stuffed? No Expressway – we are being shafted and conned.</p> <p>KCDC is the planning authority. Isn’t it up to you to control urban development and to contain sprawl?”</p>	<p>No comments</p>

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4. Land Use & Rural Form			<p>Laudable..... but Kapiti has not been able to resist the demands of the commercial elite to date. No chance.</p> <p>These objectives vital if they can be achieved.</p> <p>Great consideration needed on how town planning will manage (not prohibit) retail outlets at interchanges, as highlighted by Council consultants.</p> <p>Shorten Expressway to exit onto SH1 south of Peka Peka Rd (AMP block). As its shorter – avoids worst of peat and drainage issues.</p> <p>Use the Otaihanga Rd Landfill for rail commuter parking also rail commuter parking at Raumati.</p> <p>A) this is more a KCDC controlled activity. B) allows enactment of Plan Change 79 & 80.</p> <p>Current retail development needs to be revamped and redesigned. The Coastlands and immediate surrounds are a stain on our beautiful landscape. So embarrassing. Any future retail should be beautiful as well as functional.</p> <p>It is important that development takes into account new thinking in urban design. Design of pockets and mini-villages rather than mechanical grid-like design of 1950s – 90s. Keeping the coastal/country character of the district is vital. Do we want to be another Porirua?</p>	
5. Connectivity	<p>Need to add horses in the explanation and again in d). Also add wheelchair users.</p> <p>It should read “particularly rail” not including rail, like some after thought.</p> <p>Ensure that the resulting road system meets the needs of public bus operators.</p> <p>If you dig the underpasses first, before making the road, it will be cheaper and easier. Pedestrians never want to use overbridges.</p> <p>Both north/south and east/west is</p>	<p>From Ihakara to Te Moana Road only.</p> <p>5 d. Connectivity & 8) Environmental. Consideration should be given to provision of landscaping & pedestrian & cycleways along its length, not just for access to transport systems, neighbourhoo9ds and local centres. This would help minimise noise etc</p> <p>If pedestrians and cyclists are to use the Expressway corridor, they need to be safely separated from the roadway itself.</p> <p>Connectivity: interchanges should</p>	<p>We still; need a bridge to connect the two isolated (from each other) communities, Paraparaumu and Waikanae. They will remain separate unless a lower Waikanae River bridge is installed.</p> <p>Access needs are important for safety.</p> <p>A 2 lane 50kph road will connect communities and serve local peak how needs.</p> <p>Residents will travel between their communities only if there is a local two lane road with separate bridge, upgraded highway and underpass at Te Moana Rd and Kapiti Rd.</p> <p>Look at connections on Hawkes Bay Expressway – much more acceptable to a community and fits in reasonably well (design aspects / considerations) than huge Mungavin Ave</p>	<p>Strongly support it.</p> <p>North Peka Peka preserve ability to walk, ride horses, cycle without noise, pollution... preserve lifestyle – How?</p> <p>Consider the huge savings in health cost when people cycle and walk instead of driving!</p> <p>Already huge amounts being spent on improving SH, continue this and upgrade public transport and construct WLR as 2 lane, 50k, local road. \</p>

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5. Connectivity	<p>inadequate. We also want north/east, north/west, south/east and south/west interconnection. Otherwise we risk overbridges rather than interchanges or intersections.</p> <p>Consider using the construction as an opportunity to build a safe cycleway network.</p>	<p>connect with SH1 (now local road) and not onto small local roads.</p> <p>To enable rapid response, particularly east/west in time of emergency. Emergency vehicles & staff to have no extra impediment.</p> <p>East/West connectivity – HOW? Given that we have been told that there will only be 3 exit/entry points.</p> <p>Ref Ob 5 & 2. with plans at the moment there is no “urban” e.g. 50/60 kph route allowed.</p> <p>Strengthen (d) to include provision along the Expressway corridor for north-south movement of recreation users e.g pedestrians and cyclists.</p>	<p>type connection.</p> <p>Have to make sure school kids and others ion bikes and mobility scooters can go up and down Te Moana Rd by Expressway.</p> <p>It doesn’t matter how many interchanges are configures, a 4-6 lane highway will completely dissect the community and irretrievably destroy all hope of local connectivity.</p> <p>Don’t have an interchange at Te Moana Rd. Not the best for Waikanae or the wider district.</p> <p>Regardless of NZTA’s decision, we still need a second bridge over the river for the locals. KCDC need to be strong on this.</p> <p>Get a horse and follow the example of Brunell – who built first railway.</p> <p>High level interchanges / connections have potential to create noise pollution for a greater distance. Look to make these as low as possible.</p> <p>Consider as a regular cyclist along Te Moana Rd and the river track that d) in the draft wording is extremely important! So will many others!</p> <p>Endorse strongly an interchange at Te Moana Road.</p> <p>Stress east/west accessibility.</p> <p>Need for many routes below or above the Expressway but also to screen off noise and views.</p> <p>No interchange at Waikanae. Expressway goes under Te Moana perfectly below ground level.</p> <p>No interchange at Te Moana Rd. Retaining and providing safe linkages for pedestrians and cyclists along the Expressway route for access and passages throughout cycle network, including , neighbourhood and local centres.</p> <p>Te Moana Interchange definitely required.</p> <p>Expressway must go ahead. A causeway across Te Moana Rd with the local road underneath. Would make easier access for all.</p>	

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5. Connectivity			<p>Where a decision must be made between putting local links or the Expressway below ground level, preference should always be to lower the Expressway.</p> <p>How will east/west connectivity be improved?</p> <p>2 bridges from Waikanae Beach to Paraparaumu via Greenaway Road or off Weggery.</p> <p>Interchange at Te Moana Rd will be a huge unsightly monstrosity. Think Dowse interchange a rural / suburban setting.</p> <p>Waikanae residents desperately need a direct route to Otaihanga/Paraparaumu. Expressway will INCREASE distance between them.</p> <p>Social connectivity – one of Kapiti Coasts priorities. Ensure this with second bridge not the Expressway.</p> <p>Mockracy in action. Don't buy into this process.</p> <p>Existing SH must be developed as a multi-purpose safe, attractive link between towns, transport, facilities, culture centres. It has good east/west links so preserve and enhance them.</p> <p>Connectivity through a local road in addition to the Expressway – NOT an interchange.</p> <p>Do not understand pedestrian and cycle ways along the route? Who will want to do this? This is nonsense!!</p> <p>East/west access to the beach from Waikanae north residents, cars, cycles & horses etc.</p> <p>Full east/west connection is vital. No access to Expressway at Te Moana, a local bridge and road at beach area – Greenaway Rd. This could be financed by KCDC using the Western Link money.</p> <p>Too many junctions do not make it an Expressway. Don't go against the national picture but work to get the best local junctions at Te Moana/Kapiti Rd only.</p> <p>New Waikanae River bridge to be 6 lanes – outer single either side to connect to local roads + inner 4 lanes highway related only. Assumption is no Te Moana Rd</p>	

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5. Connectivity			interchange. What about horses? They will be frightened of crossing the motorway.	
6. Freight Routes	<p>So key points here are:- Avoid isolating existing/planned industrial areas Provide clear access to these areas so that we avoid trucks in residential streets/subdivisions and keep them to key arterial routes. Big Box development if we focus on freight "soul-less" towns then people with low collective self esteem. Ugly places – ugly behaviour. Freight on trains – of course it's the solution, but it takes will.</p> <p>Ihakara Street is the first southern interchange.</p>	<p>An Expressway is contrary to ALL these objectives. }</p> <p>Like to see modelling to compare capacity of Western Link Road with Expressway for projected capacity for cars/trucks. Also comparison of time saved of WL Road compared to Expressway. Is the time saved worth it?</p> <p>Need to identify airport as vital component of future growth – freight – passengers.</p>	<p>Not really clear what actually is hoped for. Fuzzy as it stands.</p> <p>Encourage the use of rail wherever possible.</p> <p>Freight must come off trucks and go onto rail. Wake up Steven Joyce and look at the 5rest of the world. Rail – Rail – Rail.</p> <p>Freight to go on trains and upgraded SH1 (not Expressway!) underpass at Te Moana Rd and SH1 – traffic.</p> <p>Ensure that the existing SH1 is developed to take all the local traffic.</p> <p>No more trucks – people before profit please.</p> <p>The draft wording of Objective 6 is a Big Fat Lie.</p> <p>By 2012 petrol is predicted to be at \$3.50 per litre. There will be no trucking industry. A 2 lane local road is needed.</p> <p>The only way to minimise impacts on residential areas is to put freight on rail and by sea.</p> <p>Trucks will be with us for years to come. Get them away from the town centres unless they are delivering.</p> <p>The Sandhills Expressway will be a 2 lane local road. The traffic lights on the existing highway will be replaced with underpass. The freight will travel through on the existing SH uninterrupted by traffic lights and local traffic.</p> <p>There should be an Expressway access point recognising the current industrial centre around Kapiti Rd and the potential of the enlarged airport. The obvious place for this is on Ihakara St, at the back of the airport.</p> <p>Don't be sucked in – to hell with NZTA and the Alliance.</p> <p>A second bridge is needed before anything else over Waikanae River for locals.</p> <p>This wording seems to be hard to see how effects on</p>	<p>More freight on trains please.</p>

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6. Freight Routes			<p>residential can be mitigated. How to reduce NOISE?</p> <p>If there is an interchange at Te Moana freight trucks not allowed to access Waikanae - have to use SH1.</p> <p>Could this include restricting truck hours for example as per Wellington Airport? At 100kph they are noisy at night.</p> <p>Give us a local road across Waikanae River now.</p> <p>Put freight on the trains.</p> <p>Don't want heavy traffic on Te Moana Rd.</p>	
7. Storm & ground water	<p>If the road were on a lower elevation – less noise, less impact, less community destruction... but being low, near sea level what would drainage be like?</p>	<p>Typo bottom line "... A result of any .. of design or..." </p> <p>Strengthen a) to require all stormwater to be handled within corridor (as per airport)</p> <p>A) No physical impact on QEII Park.</p> <p>Point is protecting people – why are they not mentioned? i.e. residents who may lose properties.</p> <p>A) alternatively – provide new dune and wetland area in compensation.</p> <p>Retain and enhance all the environment.</p> <p>Environmental: would have to be f (not included in document). Expressway lower than ground level in order to reduce impact on views from sea to hills – the joy of this area. And east/west local connections which minimises the impact on views.</p> <p>The explanation mentions people. Yet schools are the only mention of people in sub points.</p> <p>Mitigation is not sufficient for waahi tapu and archaeological sites.</p>	<p>This is a national highway. All Costs should be paid via taxation and petrol tax NOT Kapiti ratepayers.</p> <p>The only way you can ensure this is to not build the Expressway.</p> <p>Don't be sucked in, do not condone it.</p> <p>Make sure a measurement process is put in place before and after so effects can be monitored and ensure penalties if pollution or degraded quality of water results after – that means 5 – 10 years</p> <p>Ensure swales etc for water run off (as per WLR) are maintained on new road. Also planting to absorb water.</p> <p>Ensure blue/green corridor is preserved for birds, eels and whitebait.</p> <p>Tarseal and concrete ruins stormwater flow and pollutes groundwater system – we don't want anymore of that.</p> <p>Where will the run off from the Expressway go? Drains to where – water will not trickle down through sand which will put a waterproof coating from oil and metal on run off.</p> <p>Make sure the water systems are not disrupted by not laying down 4-6 lanes. Only build a 2 lane local connecting road.</p> <p>Ensures multi-directional natural water flow (rivers/streams/swamps) is not impeded as a result of any design or associated construction.</p> <p>A two lane local road is all that is needed and will not have</p>	<p>Support this objective strongly.</p> <p>Ōtaki B) Rahui Road – plus more flooding from road run off.</p>

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7. Storm & groundwater		<p>Need to add something specifically to address issues for Nga Manu.</p> <p>Add after schools "during development and upon completion". Are there any Ministry of Education guidelines, documents etc. that can guide this?</p> <p>Health Impact on school children – noise, vibration – of traffic on motorway and during construction – what can be done?</p> <p>Add a new clause (f) .. that the preservation of existing open space and public recreation needs to be a paramount consideration.</p> <p>Needs to be after No. 9 and at the beginning.</p> <p>It needs to avoid destruction of wetland and dune systems.</p> <p>2 lane only.</p> <p>(d) mitigates adverse impacts.....</p> <p>Somewhere – make sure welcome to the West Coast Kapiti Region – start of the parks/Kapiti Island – is not lost and replaced with speed / roads / cars / concrete.</p> <p>Veto on QEII being used to feed into Motorway.</p> <p>This will cause worse problems elsewhere.</p> <p>Quality (e) "international best practice" will this permit a below ground station in the interests of lessening impact despite increasing ground water problem?</p> <p>Needs to be at beginning not (9).</p>	<p>polluting run off.</p> <p>NZ swamp land is endangered environment. Taking more of it for roads will make it every more so.</p> <p>Believe it and make sure it happens. 21st century should be able to deliver clean sound solution.</p> <p>This is common sense and a minimum in any development in the 21st century.</p> <p>Any development on sand dunes destroys the environment.</p> <p>Route was designed 30 years ago before environmental movement. Change the route to high lands at Ngarara not wetland.</p> <p>These are good objectives – feed them in.</p> <p>Bypass the QEII wetlands with Expressway slightly to East at Ngarara.</p>	

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
8. Environmental	<p>Council's Western Link – Leon Kiel's ideas – a soulful, winding boulevard. Cycles & pedestrians to make it pleasant, slow traffic. Lots of planting on sides to absorb noise and pollution.</p> <p>Moved from Britain and motorways to land beautiful Aotearoa. Where's the protection of what is here?</p> <p>Use the Nature Coast brand to argue for a world class environmental protection development. Show how good it could be.</p> <p>Protect Waikanae river bank, walkways and</p> <p>Tree planting to instigate visual impact – should begin as soon as alignment is finalised.</p> <p>Type of road surface has major effects on noise. We should be asking for "silent seal" as at Mackays Crossing rather than chip seal.</p>		<p>Looks best available.</p> <p>This is what we need, hope we get it!</p> <p>That all looks great.</p> <p>Very important.</p> <p>Ensure that Expressway structures are designed to meet high standards of aesthetic values.</p> <p>Preserve and bypass QEII wetlands go more to East.</p> <p>This is complete rubbish. None of this can be mitigated adequately and there is no money for even basic environmental impact mitigation.</p> <p>Provides a roading system to meet internationally accepted safety standards.</p> <p>Avoid the loss of 5th dune, wetland landscape.</p> <p>Environmental impact will be huge and devastating if this plan goes ahead. Our coast and its beauty and biodiversity would be ruined forever.</p> <p>Don't lose the recreation tracks and atmosphere of the river and wetlands.</p> <p>Very important not sure how it can be done with such a big unnecessary road being built.</p> <p>Agree with draft wording IF we have to have the damned 4 lanes rather than 2.</p> <p>Designation big enough to build local paths/cycleway along route as well.</p> <p>E) must deliver. NIL noise, NIL amenity, NIL environmentally, NIL archaeologically and NIL visual impact. Best practice is to not build a new Expressway.</p> <p>E) to mitigate noise the Sandhills Expressway needs to be as 2 lane local road on the Western Link designation with noise barriers installed on the existing highway as it is upgraded.</p>	<p>Makes good any pedestrian / cycle / bridlepaths adversely affected by the Expressway.</p> <p>Is not raised in the air. Does not traverse 6 lanes + railway at flyovers!!</p>

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
8. Environmental			<p>Major noise reduction critical in making this better than SH1 now which is a very noisy road.</p> <p>The environment will no longer be a high quality of natural environment it must be avoided at all costs.</p> <p>A) minimise loss by not building any new highways. Build a 2 lane local road only.</p> <p>What a con. They have stolen our atmosphere.</p> <p>B) the Sandhills cannot provide a high quality natural environment no matter what is done so it must not happen. Only a two lane local road has any hope of doing this.</p> <p>If it goes ahead a causeway across Te Moana Road necessary to take Expressway above.</p> <p>A 2 lane 50kph local road does not need mitigation.</p> <p>The only way that A) can be met is if the Sandhills Expressway does not happen, the loss of dunes and wetland will be irretrievably horrible. The Expressway must follow the existing highway.</p> <p>Remember everything has a cost. The Government are paying and ultimately you are as a tax payer.</p> <p>The nature and character of residential street6s must not be changed.</p> <p>Opportunity to use existing landform and incorporate into roading design. Mitigate "hard" engineering in planting, water; dune type land scoping that fits in the landscape road traverses.</p> <p>There will be a huge demand for hard fill and aggregate. Council needs to consider where this is coming from and what steps are needed to protect environment. Wild suggestion – work on rail line duplication – Paekākāriki and south.</p> <p>Avoid QEII lands and wetlands.</p> <p>Please do anything you can. However, Nature Coast is dead. How about "Remnant Coast".</p> <p>Have to protect rare and endangered flora and fauna.</p>	

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
8. Environmental			<p>Ensure that the revised designation allows enough SPACE to achieve all these environmental goals.</p> <p>Maintaining a high quality of natural environment is critical to preserving the existing character of Waikanae. Particularly across the river through wetlands and at overpasses such as Te Moana Rd.</p> <p>Areas of heavy planting would be and some differing levels of screen of at least some sections of the Expressway. Perhaps town centre area could have cutting and wide over bridge.</p> <p>Lighting can kill the bird life, especially over the river which is a corridor for the bird from Kapiti Island to the mainland.</p> <p>Do not use coarse chip bitumen – noise to be as low as possible.</p> <p>Preserve all wetlands.</p>	
9.Tangata Whenua 9.Tangata Whenua	<p>As per today's Dominion editorial, no one is any more or less important than any one else. Tangata Whenua should be interpreted as meaning all locals and all cultural things that are important to us all.</p> <p>Cool to honour Tangata Whenua – but you'll need to make it into something – a historic trail, a bike journey telling you about the hills, the fields. People will use it. Don't just avoid the issue, but be proactive by honouring the history and present!</p>	<p>Road must avoid adverse effects, not mitigate.</p> <p>Impacts on Tangata Whenua land and waahi tapu need to be avoided. And if possible enhancing them.</p> <p>The whole area is important to Tangata Whenua.</p>	<p>Don't be sucked in by this irrelevant white elephant.</p> <p>All New Zealanders and others in area are affected not just us – this applies to all.</p> <p>Koha</p> <p>Respect history of our area.</p> <p>Alongside tangata whenua there are many of us which call Kapiti home.</p> <p>Important</p> <p>What happens if you don't get consent from Takamore?</p> <p>Having this as No. 9 makes it seem like just paying lip service to a mantra not treating as serious consideration.</p> <p>Respects and concerns of tangata whenua must be paramount. Another already stated preference of a 2 lane road only honoured.</p> <p>Council needs to sponsor some investigative reporting on the local history pre European so that citizens understand the importance and other relevance to some sites.</p>	No comments

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
			<p>Support for tangata whenua philosophies / ideals aids us all. Ensure their voice is heard well.</p> <p>This is a duty of Government under Treaty of Waitangi. Should be an overriding principle.</p> <p>Stop paying lip service to local Iwi. They are not going to budge on this.</p>	
<p>10. Impact on Residential Properties</p> <p>10. Impact on Residential Properties</p>	<p>Being a spiritual school the environment, level of pollution, traffic, the way we move on foot or in car is considered deeply. How can Te Ra exist with this? How will you minimise the spiritual impact on this community, this land? Bad vibes!</p> <p>We should mention specific instances – John Perkins feeling that he just can't take any more is terrible. And there will ultimately be many other property owners who feel the same.</p> <p>Wow! East of Te Ra means a smoother corner, and it retains the sand hills near Matai Road – protecting Raumati South from noise. Get the road down in a gully – lots of planting.</p> <p>What about the impact on schools & businesses?</p> <p>Minimise the impact on properties i.e. what about rural properties?</p> <p>All properties.</p>	<p>Needs to be near the beginning.</p> <p>Eliminates.</p> <p>Shaking and noise during construction for months.</p> <p>Noise and vibration impact on health for residents and schools – research.</p> <p>Impact on property between the two southern entrances!!! Pupils will still be able to attend schools – we will have no houses!!!</p> <p>How many residential properties and residents would be directly impacted by a Poplar Ave southern entrance? None. A 200 Main Rd entrance would impact all residents between Leinster Ave and 200 Main Road Sth. The Southern entrance choice is obvious.</p> <p>No trucks between 11pm and 7am.</p> <p>Objectives 8, 9 & 10 – need to be at the beginning of the objectives.</p> <p>Compensation for affected property owners (within 500m?).</p> <p>With 200 Main Rd Sth has any consideration been taken that the community fought this issue 3 years ago and decided against this entrance?</p>	<p>Road noise will be an issue. Needs good design to keep noise to a minimum.</p> <p>If not planned to “fit” the natural beauty of area, more than property prices will be lost – whole of Kapiti Coast will be devalued. </p> <p>Good point! Lighting on Expressway should aim down to protect night sky.</p> <p>Plenty of shrubs along edges – not pohutokawas. Big picture should be looked at before individuals – they should be well compensated.</p> <p>Related issue of truck noise + impacts on the communities it passes through. Maintain width and mitigation via planting etc. to assist noise and pollution control.</p> <p>Individuals who lose must be compensated for the good of all.</p> <p>That trees be planted along the boundary of the Expressway to minimise noise and give visual impact.</p> <p>Ensure there are “noise” barriers at the side of road and where necessary “light” baffles to prevent both these pollutants annoying residencies.</p> <p>Important to minimise the noise impact from the road.</p> <p>The new road should be visibly and audibly separated from its surroundings – trees, shrubs and so on.</p> <p>A two lane local road will not impact on anyone.</p> <p>When your property is 25 metres from Expressway, how can you minimise noise and pollution, especially with prevailing wind direction.</p>	<p>Re purchase of property, people need to be able to be compensated for the loss that they see as important and need to be able to purchase a “like” property. .</p> <p>For a meeting for Ōtaki “concerned land owners” why was there no map to explain the road through Ōtaki.</p> <p>Re Otaki Project – 2002 does not have resident “buy-in” NZTA said look for a less disruptive alternative – perhaps the “straight” route near the eastern hills by the pylons.</p> <p>Is the route design governed by the “lease resistant” land owners.</p> <p>Noise minimisation with “tree planting” rather than “concrete”.</p> <p>KCDC change District Plan to increase sub-division potential for land owners in Te Roto Rd affected by this road.</p> <p>Those losing lifestyle –loss value also need to be compensated.</p> <p>We don't need “flyovers” in a town of 6-7k population. Keep it simple stupid “KISS”.</p> <p>Noise barriers and banks and</p>

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Otaki
<p>10. Impact on Residential Properties</p>		<p>Ongoing noise after construction.</p> <p>And minimise impact on people. Who's going to pay for treatment for loss of hearing and nervous disabilities?</p>	<p>I live in Puriri Rd and want to do alterations to my house. Is it worth it? Do you want Puriri Rd for the Expressway? robertson1@scotscollege.school.nz</p> <p>Important – residential properties minimised by plantings, visual and sound barriers, no interchange in Waikanae to minimise road noise. Programmes for noise remedies e.g. fund double glazing for properties which will be affected.</p> <p>Compensation to be early and swift for affected owners.</p> <p>How about zero tolerance of impact on residential properties. Will KCDC reduce our rates if values plummet?</p> <p>We cannot sensibly comment on the impact on residence when there is no sensible map of a proposed route.</p> <p>Efficient planting to ensure least possible intrusion visually and acoustically by Expressway. Ample green buffer zones should help with this.</p> <p>Impact on residential property shall be nil and the Expressway will take the route at the existing highway thereby negating the need for removing houses.</p> <p>Noise, noise, noise, noise.</p> <p>Full compensation must be given to all affected properties close to the road.</p> <p>Improve existing highway for taking out lights.</p> <p>Expensive use of embankment planting / screening and low noise surface on road.</p> <p>Effective noise abatement walls and planting of trees etc to minimise noise and visual impact. This is done very well in overseas examples, e.g. Sydney.</p> <p>Don't get sucked in to hell with NZTA and consultation.</p> <p>Local road does not impact on residents.</p>	<p>trees, shrubs.</p> <p>Whisper tarseal.</p> <p>No lighting!! Rural north Peka Peka.</p> <p>Too many rumours around town for an undisclosed plan for Ōtaki.</p> <p>Valuations (for sale) to include cost potential valuation.</p> <p>Remaining properties!!</p> <p>Noise Control – double glazing for homes near Expressway.</p>