

## Summary of Consultation Feedback on Draft Project Objectives for the NZTA Sandhills Expressway

Objective	Paekakariki	Paraparaumu/Raumati	Waikanae	Ōtaki
1. General Philosophy		<p>Impacts – i.e. “avoided” “minimised” “mitigated” are all “negative” ADD some “positive” impacts as well.</p> <p>General philosophy. The demographics of Kāpiti (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>“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 <b>MAXIMISED</b>.</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>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 &amp; social elements including business and not minimise impact”.</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>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>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>A condition of entry into the alliance should be that KCDC has equal input on Peka Peka to north Ōtaki. i.e., Alliance between NZTA and KCDC extends throughout KCDC area.</p>

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2. Network Efficiency	Students, residents & business people will be provided with 2 routes between Waikanae & Paraparaumu	No comments	<p>Walk to the beach via a concrete underpass (but be careful you might be mugged).</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>Better achieved <b>without</b> an interchange at Te Moana Road.</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 &amp; Kāpiti 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>No on/off ramps. Ramps upset the existing flow of traffic, the entering roads will be quite adequate.</p> <p>This Expressway will <b>disconnect</b> communities, schools &amp; recreation facilities.</p> <p>Without more local roads as part of Expressway solution new road will negatively impact locals travelling between Kāpiti communities. Without lots of interchanges we will have longer trips in/out of district too.</p> <p>Te Moana interchange definitely required.</p> <p>How will this improve access to schools and colleges etc? Need to improve access into community (east – west),</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>B) &amp; C) in Ōtaki – closure of 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>If only 3-4 interchanges, 2-3 access points for emergency services to be created. Only Police, Fire &amp; Ambulance to have ability to access these points.</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>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	Given the constraints you are working with I think you have captured the needs.	<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 Kāpiti.</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>Emergency Services – access to Expressway?</p> <p>And gives easy access to railway stations and station parking,</p> <p>Emergency Services.</p>	<p>Do not lose sight of the underpass at Te Moana lights &amp; Elizabeth Street to allow better access to the East.</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>Connections to town centre must be first importance but 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 2<sup>nd</sup> 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>General principle: That the road is developed as part of an</p>	Ōtaki resident agree ( c ).

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3. Town Centre Viability			<p>area wide network – linking local roads, walkways, cycleways – both today and for future development as in regional and local plans.</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>	
4. Land Use & Rural Form	4(b) reads ambiguously. Is Raumati in employment mode or is it somewhere you want to discourage development?		<p>It will create a slum corridor all the way along it with associated crime &amp; social and health problems.</p> <p>Stand firm against sprawl.</p> <p>C) yes, yes, yes. Suggest put more KCDC plans, guidelines, references, to ensure road is consistent with them.</p> <p>Eliminates pressures for urban sprawl and associates with efficient infrastructure system. No more retail development outside existing town centres</p> <p>Nice idea – but how is NZTA supposed to achieve this?</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>A) this is more a KCDC controlled activity. B) allows enactment of Plan Change 79 &amp; 80.</p>	No comments
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>5 d. Connectivity &amp; 8) Environmental. Consideration should be given to provision of landscaping &amp; pedestrian &amp; cycleways along its length, not just for access to transport systems, neighbourhoods and local centres. This would help minimise noise etc</p> <p>If pedestrians and cyclists are to use the Expressway corridor, they need</p>	<p>Access needs are important for safety.</p> <p>Have to make sure school kids and others on bikes and mobility scooters can go up and down Te Moana Rd by Expressway.</p> <p>It doesn't matter how many interchanges are configured, a 4-6 lane highway will completely dissect the community and irretrievably destroy all hope of local connectivity.</p>	Strongly support it.

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5. Connectivity	<p>Both north/south and east/west is 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>to be safely separated from the roadway itself.</p> <p>Connectivity: interchanges should 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 &amp; staff to have no extra impediment.</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>Don't have an interchange at Te Moana Rd. Not the best for Waikanae or the wider district.</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> <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>Waikanae residents desperately need a direct route to Otaihanga/Paraparaumu. Expressway will INCREASE distance between them.</p> <p>Social connectivity – one of Kāpiti 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</p>	

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5. Connectivity			<p>centres. It has good east/west links so preserve and enhance them.</p> <p>East/west access to the beach from Waikanae north residents, cars, cycles &amp; 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/Kāpiti Rd only.</p>	
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>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>There should be an Expressway access point recognising the current industrial centre around Kāpiti 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>This wording seems to be hard to see how effects on 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>Don't want heavy traffic on Te Moana Rd.</p>	<p>More freight on trains please.</p>

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7. Storm & ground water	If the road were on a <b>lower elevation</b> – less noise, less impact, less community destruction... but being low, near sea level what would drainage be like?	<p>Typo bottom line "... A result of any .. of design or..."  </p> <p>Strengthen a) to require all stormwater to be handled <b>within</b> corridor (as per airport)</p> <p>A) No physical impact on QEII Park.</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). It needs to <b>avoid</b> destruction of wetland and dune systems.</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>Ensures multi-directional natural water flow (rivers/streams/swamps) is not impeded as a result of any design or associated construction.</p> <p>These are good objectives – feed them in.</p> <p>Bypass the QEII wetlands with Expressway slightly to East at Ngarara.</p>	Support this objective strongly.
8. Environmental	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>Point is protecting people – why are they not mentioned? i.e. residents who may lose properties.</p> <p>Retain and enhance all the environment.</p> <p>Environmental: would have to be (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>Need to add something specifically to address issues for Nga Manu.</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>Provides a roading system to meet internationally accepted safety standards.</p> <p>Avoid the loss of the dune, wetland landscape.</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>	Makes good any pedestrian / cycle / bridlepaths adversely affected by the Expressway.

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8. Environmental		<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>(d) mitigates adverse impacts.....</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>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>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>Avoid QEII lands and wetlands.</p> <p>Have to protect rare and endangered flora and fauna.</p> <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>Lighting can kill the bird life, especially over the river which is a corridor for the bird from Kāpiti Island to the mainland.</p> <p>Preserve all wetlands.</p>	
9.Tangata Whenua	Cool to honour Tangata Whenua – but you’ll need to make it into something – a historic trail, a bike	Road must avoid adverse effects, not mitigate.	<p>Important</p> <p>Having this as No. 9 makes it seem like just paying lip</p>	No comments



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	<p>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>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>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>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>10. Impact on Residential Properties</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>What about the impact on schools &amp; 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>Shaking and noise during construction for months.</p> <p>Noise and vibration impact on health for residents and schools – research.</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 &amp; 10 – need to be at the beginning of the objectives.</p> <p>Ongoing noise after construction.</p>	<p>Road noise will be an issue. Needs good design to keep noise to a minimum.</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>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>	

**Comments from the Sustainable Home and Garden Show**

- Connectivity for walking to schools particularly in Raumati
- Do it properly
- We were at first going to be demolished in Waikanae; now we are keeping it. We've been through a lot thinking we'd lose our house. Out getting signatures every night. I'm not being just one sided, but I think you should consider the decision is made now and let it get on getting it done we can't all win.
- For it – staying as building the road through Poplar Ave and on out back of our towns!
- Let's work together as a community and make our place a better place in spite of the road. There's too much negativity about the road!
- Approval for the objectives
- The road has been designated for 30 years it will be a good thing.
- Don't build
- 2 lane Western Link Rd, upgrade to SH1, upgrade the rail network, bridge over Waikanae River, expressway will divide the community, won't serve the community at all, more consultation with Kāpiti
- Expressway is a total waste of money – put it into good and subsidised public transport.

**Comments from the Chamber of Commerce**

- Need to include reference to efficient access to commercial areas and Paraparaumu airport

**Comments Grey Power**

- Specific concern about safety of road network for elderly people.