

NZTA 448PN

Horokiwi Mitigation Workshop

Minutes

06 March 2016

Venue: Horokiwi Quarries Limited

(3.30pm to 6.00pm)

1. Welcome by Jo Draper, NZ Transport Agency

- The NZ Transport Agency has decided to progress with the P2G link road and enjoys the support of local councils.
- The P2G link road has been in the planning stages since 1975 and is identified in the Regional Transport Strategy and related corridor plans.
- The NZ Transport Agency considered a range of options for the alignment including an option to connect to Transmission Gully. At the end of 2015, the Agency decided that the link road would connect Petone with Tawa with a connection to Grenada and ultimately the Lincolnshire Farm Development. We are now developing the precise alignment, considering information gathered from specialists, such as geotechnical, safety and ecological information.
- Despite the P2G link road severing the existing Horokiwi Road, the NZ Transport Agency will, as part of the project, reinstate this connection in a way that retains access to the Horokiwi community, both north and south of location where P2G link road severs Horokiwi Road. While a decision is still to be made on how this connection is to be provided, the project team is aware of the sense of community that this present connection provides.
- Our plan is to prepare documentation for lodgement to obtain consents and designations in the first part of 2017.

2. Introduction by Wayne Stewart, Project Director

1.1. Key principles that direct the design team

- Enhance resilience – provide alternative routes for Wellington network and build in enhanced resilience to the P2G route where possible.
- Provide for user safety – 35,000 vehicles will use the route and should be afforded safe passage.
- Transport efficiency – The P2G route significantly reduces travel distance and travel time between Petone and Porirua.
- Transformational – The P2G link road is likely to change travel to work patterns particularly for the Petone and Porirua communities giving further work opportunities.

1.2. Constraints

- The P2G link road must climb nearly 300m over just 3km – requiring a steep 10% grade.
- The P2G link road must pass through very challenging terrain, requiring a number of horizontal curves that must be designed to ensure vehicles can travel the route safely.
- The P2G link road will require cuts nearly 80m to 100m high, meaning that the opening at the top of the cut will be over 200m wide in places.
- The P2G link road will require four lanes for general traffic and two additional crawler lanes for heavy vehicles on most of the road.
- At Petone, the P2G link road is located near Belmont Regional Park and Korokoro stream.
- At Petone, the P2G interchange will be located near a significant fault line and will need to be constructed over a very busy intersection.

1.3. Decisions still to be made

- The final alignment of the P2G link road and the connections to Petone and Tawa.
- Whether the connection between SH2 and Horokiwi will be retained.
- Whether the section of existing Horokiwi Road that will pass over the P2G link road will be replaced with a viaduct so as to maintain the present Horokiwi Road alignment,
- And if replaced, whether it will be in the exact location as the existing road or located to the east or west of the present position.
- Whether a connection is to be provided between P2G link road and Horokiwi Road and whether such a connection may be provided instead of a dedicated Horokiwi Road connection over P2G link road or in addition to this dedicated connection.
- Whether such connection between P2G link road and Horokiwi Road, if it is to be made, will be constructed now or in future years.
- And if such a connection is to be made, whether this will be constructed by NZ Transport Agency or by the developer of Lincolnshire Farm development or Wellington City Council.

3. Overview of Meeting

After the introduction, the Horokiwi residents were invited to discuss the project with a number of key specialists in attendance. Specialists were located at separate tables, and Horokiwi residents were invited to move between tables and ask specialists questions. At the end of the workshop it was agreed that we would summarise the key themes of these conversations in the form of a series of questions and answers. These questions and answers are summarised below under the heading of each specialist.

2. Questions and Answered Noted at Specialist Tables

2.1. Transport Table (Glenn Coppard, Eliza Sutton, Sam Thornton)

- Q: Has a decision been made to provide a connection between P2G link road and the Horokiwi community?
- No decision has been made at this time. In saying that, the NZ Transport Agency will, as an absolute minimum, provide a connection that enables the community to access their properties.
 - One option for maintaining access could involve retaining the existing Horokiwi Road – perhaps with a viaduct over the P2G Link Road and retaining existing SH2 connection.
 - Another option is to provide a separate connection to the P2G link road via the proposed interchange at Lincolnshire Farm development.
 - Some Horokiwi residents expressed the view that providing this separate connection - either directly or indirectly - to P2G link road without also retaining the existing Horokiwi Road connection would not be satisfactory.
- Q: Is there a preferred option on how a connection between P2G link road and the Horokiwi community will be made, assuming that such a connection will be provided?
- Further investigation is required before the NZ Transport Agency can express a preference or make a decision.
 - One option is to provide a direct connection between Horokiwi Road and the interchange at Lincolnshire Farm development, although there are multiple routes that this connection could take, including along the existing Lincolnshire Road.
 - Another option is to make an indirect connection to the P2G link road by connecting Horokiwi Road into the wider local road network that forms part of the Lincolnshire Farm structural plan.
 - Some Horokiwi residents expressed a view that they would like to see the connector run up the north-east gully to Horokiwi Rd - ending in a similar location to that shown on the structure plan.
 - *Further discussion was recorded at the Urban Design and Landscape table on this question.*
- Q: Will the Lincolnshire Road be used for this connection?
- While this option will be considered along with others, it is uncertain that Lincolnshire Road would be the preferred option.
 - Residents who lived along Lincolnshire Road expressed concern about Lincolnshire Road being used for this purpose.
- Q: Is the position shown for the Lincolnshire Farm interchange fixed?
- No. While there are a number of engineering constraints that control the precise location of the interchange – such as sight distances – some minor adjustment of the interchange is possible.
- Q: Is there a preference for a direct or indirect connection between Horokiwi Road and the P2G link road?
- Further investigation is required before the NZ Transport Agency can express a preference or make a decision.
 - Some Horokiwi residents preferred to have an indirect connection to Horokiwi Road using the Lincolnshire Farm roading network rather than a direct connection to the Lincolnshire Farm interchange. These Horokiwi residents favoured this because it would help maintain the sense of separation (seclusion) that the community enjoys from other communities despite trips being longer.

Other Horokiwi residents preferred the idea of a direct connection and saw the advantage of shorter trips and enhanced connectivity.

- *Further discussion was recorded at the Urban Design and Landscape table on this question.*

Q: Will our existing rural development be affected by the encroachment of urban development?

- Horokiwi residents expressed concern about how urban development is likely to encroach into their rural community and change their present lifestyle. While Horokiwi residents accept that the Lincolnshire Farm Structural Plan permits this encroachment, they were concerned about how the P2G link road and any connection between it and the Horokiwi Road might exacerbate this concern, particularly the encouraging more intensified development or speeding up the development.
- This issue is of concern to many Horokiwi residents and will be considered by our Urban Design specialist when preparing their assessment of effects.

Q: Has the NZ Transport Agency decided to retain the existing Horokiwi Road link in its present location by providing a dedicated viaduct over the P2G link road?

- No decision has been made to retain a connection at this location. However, the NZ transport Agency has made a commitment to ensure that the residents can retain access to the Horokiwi community.
- The NZ Transport Agency is considering options, including providing a viaduct or providing a connection to the Lincolnshire Farm interchange.
- The preferred option will depend on a range of factors including engineering risk, community severance cost and safety – both during construction and maintenance.

Q: If a viaduct was to be provided would it be located where the Horokiwi Road crosses the P2G link road?

- Not necessarily. The NZ Transport Agency is considering a range of options for where a viaduct might be located should it be decided to provide a viaduct.
- The preferred location will depend on how on a range of factors including engineering risk, cost and safety.
- It turns out that where the Horokiwi Road crosses the P2G link road, the link road is within a very deep cutting requiring the construction of a high and long viaduct. Such a viaduct would be more expensive to build than providing a new bridge across the Hutt River. It would also be difficult to maintain.
- Some Horokiwi residents expressed the view that a 'direct replacement' of Horokiwi Road with a viaduct was essential to maintain their sense of community. Furthermore that any detour or use of the 'connector' (either directly or indirectly) to link the Horokiwi Community would create a sense of severance.

Q: Will the NZ Transport Agency consider the additional distance that residents must travel should a viaduct be located in a different location to the present crossing or an alternative route is provided through the Lincolnshire Farm interchange?

- Yes. We will calculate the economic cost of any additional travel time and compare this against the additional capital cost of providing a viaduct.
- Some Horokiwi residents expressed concern about the additional distance they would need to travel to get from one side of their community to the other.

Q: Will the NZ Transport Agency provide both connections? In other words, will it retain the existing Horokiwi Road – with a viaduct over P2G link road; and also provide a new connection to P2G link road – via Lincolnshire Farm interchange?

- The NZ Transport Agency is only required to provide one connection: not both. A decision is still to be made on whether more than one connection will be provided and how they will be made.
- Q. Will the NZ Transport Agency consider social and community effects in their decision on whether to build a viaduct or not?
- Yes. The project team is aware of the sense of community that exists within the Horokiwi community and sense of severance that might be created by the P2G link road.
 - Some Horokiwi residents value the idea that they presently do not have to pass through another community in order to visit another member of their community. They note that this is part of what they mean by their 'sense of community.'
 - Horokiwi residents noted that children and adults currently walk between properties when visiting friends within their community, including at night. They expressed concern that they will be less willing to do this if such trips are longer.
- Q. How will stock be moved from one side of the community to the other over the P2G link road?
- If a road is provided for vehicles, then this can also be legally used to move stock; but farmers will still need to consider the safety risk of this activity on other road users.
 - Some Horokiwi residents expressed concerned that stock, including horses, would not be willing to use a viaduct should it be provided. Other Horokiwi residents felt that the viaduct could be used for stock and horses and would be preferable to using a route through the interchange.
 - An option of using a separate and dedicated stock underpass located on either side of the new interchange was discussed as being safer; but would involve longer travel distances.
- Q. Could additional recreational facilities be provided to connect to Belmont Regional Park to the east of Horokiwi Road and a route through Belmont Gully to the west?
- The idea is worth exploring and will be considered by our Recreational specialists who is considering the effects that the project will have on recreation. Providing these recreational connections could be provided by the NZ transport Agency as part of this project if they were needed as a form of mitigation.
- Q. As an alternative to the existing Horokiwi Road/SH2 connection could the NZ Transport Agency provide a new connection directly into the Petone Interchange?
- While this could be considered as one of the several options being considered for maintaining access to Horokiwi community, it is likely that other options being considered will be considerably cheaper than this option while providing greater benefits.
 - Furthermore, the Petone interchange is very complicated, made difficult by the limited space, steep grades of P2G link road, the presence of the Korokoro stream and the railway line. The concept of adding further connections would be create a number of difficult design challenges that would be difficult to resolve.
- Q. Will fog make the P2G link road unsafe?
- Some Horokiwi residents noted that the area is subject to fog between 15 and 60 days per year?
 - The link road will be a dual carriageway with a median barrier separating uphill and downhill traffic flows. This will reduce the high safety risk associated with poor sight distance created by fog and passing on a single carriageway.

- It is likely that the link road will be built with variable message signs that can control speed during adverse events such as fog.
- Q. Will the NZ Transport Agency be providing Passenger Transport?
- The P2G link road could accommodate the movement of buses.
 - Whether passenger transport is provided along the route is a matter to be considered by the companies that provide bus services, and in particular the GWRC who subsidises passenger transport services within the region.
 - Some initial modelling work undertaken by GWRC has shown that some uptake of this service would occur if it was provided.
- Q. Where would we provide bus stops?
- Bus stops are provided where people live and walk. Therefore stops are unlikely to be provided along the P2G link road itself, but would be located instead along the roads that connect to the interchange at Lincolnshire Farm.
 - Because of this, the provision of bus stops does not form part of this project.
- Q. Will the P2G link road make provision for cyclists and pedestrians?
- This decision is still to be made.
 - Following discussion with cycling and walking advocacy groups, there appears to be an appetite for the link road to be used by cyclists – commute and recreational training.
 - If facilities are provided, they are likely to be separated from vehicles with pedestrians and uphill cyclists being separated from downhill cyclists.
 - Such facilities would link into the proposed pedestrian/cycle connections at Petone and along SH2.
- Q. Could off-road cycling facilities be provided for recreational cyclists?
- There may be the opportunity to connect the P2G link road cycling facilities with off-road facilities through the Regional Park, but this would only be delivered as part of the project if it was considered part of a package of works that provide mitigation.
- Q. How will the Petone interchange work?
- This is currently under investigation.

2.2. Noise (Tiffany Lester)

- Q. Will the link road change the noise environment?
- Yes, the project has the potential to change the existing noise environment. However, this change is likely to be less than many other transport projects due to the fact that the much of the route is contained within deep cuttings and elevated on high embankments. These features tend to reduce the impact of road-traffic generated noise.
- Q. Will the project team be measuring existing noise levels to enable the change in noise to be determine?
- Yes, an assessment of the background noise of the existing environment will be completed over the next couple of months.
- Q. How will the project team predict the future road-traffic noise?

- Once the final P2G link road alignment has been determined, the noise will be assessed using the process outlined in the New Zealand Standard 6806 (NZS 6806:2010 Acoustics – Road traffic noise – New and altered roads). This will involve the following steps:
 - Use a noise model to predict future road-traffic generated noise
 - Predict the future noise for each affected house;
 - Compare the predicted noise against the criteria of the New Zealand Standard.
- If this predicted noise level exceeds this criteria, noise mitigation will be required.

Q. If mitigation is required, what might this look like?

- One noise mitigation option being considered for the P2G link road is a low-noise road surface. This, is expected to provide the required mitigation, particularly given the fact that the deep cuts and high embankments along the route are expected to limit road-traffic induced noise in the first place.
- In the event that low-noise road surface does not provide sufficient mitigation, then additional mitigation measures will be considered. These may include roadside barriers, fences or earth bunds.
- In the unlikely event these additional measures do not provide sufficient mitigation, then acoustic insulation of windows for an adversely affected house could be considered. Early analysis suggest, however, that this type of mitigation is unlikely to be required.

Q What sort of road-traffic induced noise will be considered in the analysis?

- The New Zealand Standard for road-traffic noise uses a 24 hour average noise level. Research confirms that this correlates well with annoyance from road-traffic induced noise. Our assessment will also consider other potential road-traffic noise effects, such as perceptions of noise from engine-braking.

Q Can the NZ Transport Agency control driver behaviour and use of engine-braking?

- No, this is outside the jurisdiction of road controlling authorities.

Q. How will construction noise be assessed and managed?

- A Construction Noise Management Plan will be prepared and may form part of the conditions for the RMA consents and designations. This plan is likely to follow the New Zealand Standard for construction noise which sets the expectations for preparation of that plan prior to commencement of construction and for implementation of that plan throughout the whole of the construction period.

Q What limits will be placed on noise generated during construction?

- There is no “universal” set of construction noise limits. It is normal for a set of project-specific construction noise limits to be determined taking into account the nature of the situation existing around the construction activities and the proposed timing, duration and nature of the construction activities. Usually construction noise limits allow higher levels of noise during the day on Monday through Friday and lower levels of noise outside those hours. The plan may identify times when construction activity is not allowed without special prior arrangement.

Q What will the Construction Noise Management Plan contain?

- The Construction Noise Management Plan will outline how construction activities will be managed with regard to construction noise effects, through measures such as scheduling of works and selection of construction techniques or equipment. Proactive management and contact with stakeholders and

affected parties is recognised as critical to managing construction noise effects and appropriate procedures will be included in the Construction Noise Management Plan, including monitoring requirements and a procedure for managing noise complaints.

Q. Will wind tend to carry noise further?

- Residents reported that they can sometimes hear dogs barking from Petone beach up their valley. Given this they expressed concern that the wind will 'tunnel' noise along the alignment and it will 'escape' at the open/viaduct sections.
- Some very specific noise measurements might provide some insight into this observation. The noise specialists will be mindful of this question when preparing their assessment of effects.

Q. What can be done about noise from engine-braking or gear-changing by trucks?

- While potentially annoying, the noise generated by a large number of vehicles is likely, in most situations, to be greater than the noise generated by a single truck. The noise specialists will be mindful of this question when preparing their assessment of effects.

2.3. Construction (Len Wiles) and Water Quality (Michelle Sands)

Q What effect will the project have on the quality of residents' water supply (during construction and when the road is in operation) which is often collected by from roofs, streams and spring?

- We will be investigating construction impacts, including impacts on water quality and domestic water sources, during our assessment of environmental effects.
- An Environmental Management Plan will be prepared and may form part of the conditions for the RMA consents and designations. This plan will include a dust management plan which will outline how dust from construction will be managed through measures such as water carts to suppress dust and providing alternative sources of water should water supplies be contaminated.
- These are good questions and will be helpful to the air quality specialist and hydrologist employed by the NZ Transport Agency to assess the effects of the project.
- Several Horokiwi residents were concerned about airborne dust during construction and whether this might affect the quality of the water collected using their roof.
- Some residents were concerned that the new link road impacted on streams from which they pump water for domestic purposes

Q What effect will the project have on contaminated landfills?

- The preferred alignment avoids all known landfills. Nevertheless the risk of uncovering an unknown contaminated site and mitigation measures will be included in an Environmental Management Plan as discussed above.

Q Would construction vehicles use local roads during the construction of the link road

- The majority of construction vehicles would be working away from the local roads and using a network of haul/construction roads separate from the local road network. Nevertheless The Transport Agency would need to demonstrate through the consenting process how traffic impacts on the local road network will be managed during construction to minimise the impact on the community.

2.4. Ecology (Sharon DeLuca & Tessa Roberts)

- Q. What are the impacts - both short and long term - on Horokiwi Reserve from construction, specifically on the bird and fish passage into the reserve?
- The project team is considering a viaduct crossing at this gully instead of a filled crossing. This will significantly improve the long term potential impact of the road construction across the Belmont stream. However, for a short time the passage of fauna will be reduced as some of the vegetation will need to be cleared under the viaduct to enable construction of foundations and piers.
- Q. Will the construction of this viaduct allow wood pigeons to be protected/unaffected?
- There may be some temporary disturbance to kereru and other native avifauna in the area, but there is an abundance of similar habitat that could be utilised in the wider area during that period.
- Q. How is construction going to impact the hydrology of the area, especially in regards to springs and streams which are used for water take, especially in the area of Lincolnshire Road?
- This is another good question and will be considered by the hydrologist employed by the NZ Transport Agency to assess the impact of the project on ground and surface water.
- Q. How will the ecological impacts be mitigated; will this mitigation actually be carried out/effective.
- Conditions of consent will set the requirements of mitigation, which will as a standard include monitoring of mitigation, and reporting of this monitoring to the regional council.
- Q. What mitigation is likely to occur?
- Pest control, vegetation/forest restoration (centred around, and connecting high value areas), and ensuring fish passage is retained through any crossing of perennial waterways.
- Q. How can you mitigate for losing a remnant/virgin piece of forest.
- You can't reinstate a remnant to its original form. However you can mitigate/compensate for this loss through restoration of larger areas, and enhancement of other remaining remnant areas through increasing the forest size of these areas and linking them together through native forest restoration.
- Q. Is goat and deer control going to be done?
- If necessary for successful restoration of the area.
- Q. How will our local Harrier Hawk (Harry) be impacted?
- Unable to answer definitively regarding Harry as will depend where/if the bird nests in the local area, and if he/she will forage on any road kill.
- Q. We have lots of moreporks in the area, we believe that they learn flight/hunting paths to fly at night and this will be disturbed with works in the area. How will you mitigate for this?
- Potential exists for temporary disturbance from works in the area. However, mean home ranges of up to 307 ha have been recorded for morepork, indicating that these birds utilise large areas.
- Q. Will the sides of the motorways be planted with nice trees so we can't see it and retain the peaceful feeling of the area?

- This is possible and may produce the outcomes we seek; however concepts such as this are still to be considered by the landscape design team.

Q. Horokiwi has been topsoil mined – are you aware of this?

- We were not aware that the area was topsoil mined (thank you for the information).

Q. What impact will there be on the native plantings (flax) and the pukeko along Lincolnshire Rd? (This is important for local walking).

- This answer will be further clarified when the precise alignment is determined. We would hope to avoid as many ecologically valuable areas as possible, and those that can't be avoided, be properly mitigated for.

2.5. Landscape (Helen Preston-Jones)

Q: Will the P2G link road have street lighting installed and will this create night glare and change the rural environment?

- Yes, the P2G link road is likely to have lighting along its full length and if not certainly at intersections.
- LED lighting will be used which minimises light pollution.

Q. What offset planting is to be provided - can planting be provided in advance of construction to screen work and give planting a head start be carried out, as was the case in Transmission Gully?

- This idea is worth considering. For example, planting along the top of cuts may provide relief (visual and dust) if growth can be established in advance of construction provided that working access can be provided safely.
- There is also the potential for early planting of land that is acquired but not used directly for the road.

2.6. Urban Design (Kevin Brewer)

Q. Will the project impact on the buffer zone that was identified in the Lincolnshire Farms Structural Plan?

- The project team is aware that the purpose of the rural buffer zone was to 'protect' the existing character of Horokiwi settlement. Given the importance of this zone to the Horokiwi residents, our Urban Design specialists will consider whether the P2G link road would impact on this zone and if so, how when preparing their assessment of effects.

Q. Why has the P2G link road moved from earlier alignments?

- There are two reasons that the alignment has been adjusted. Firstly, to improve the geometric design and maximise safety for those that use the P2G link road. Secondly, reduce the height of the cuts to enhance resilience.
- Horokiwi residents did not make any comments on the movement in alignment to the urban design team on this matter, despite prompting on whether an alignment that is closer to the Horokiwi Community would impact on them.
- *Further discussion was recorded by the Social Specialist on this question.*

Q Is the location of the Horokiwi Interchange Connection fixed?

- The interchange has been positioned to avoid the Belmont Gully and to achieve safe sight distance for road users. However, within these engineering constraints, some movement in the location of the interchange may be achievable if there are reasons that justify its movement.
- *Further discussion was recorded at the Transportation table on this question.*

Q. What options are there for linking P2G link road to Horokiwi Road?

- Five options were initiated by Horokiwi residents (refer plan over page): -
 - Option H1: A direct route using Lincolnshire Road. Some residents opposed this as they did not see how the existing road can cope with the increased traffic and did not want it rebuilt to accommodate the increased traffic.
 - Option H2: A route from the north side of the Horokiwi Interchange using the Callendar's land to the north of the interchange. Some residents proposed this route with the reasoning that people will buy houses once the road was in place. This link is shown on the Lincolnshire Farm Structure Plan (LFSP) together with areas for rural residential and residential. Some residents opposed H2 as they are worried about intensive housing resulting from the H2 link.
 - Option H3: This options uses land to the east of the Horokiwi Interchange which is largely taken for the P2G link road and this route avoids Lincolnshire Road. It will affect some houses on the south side of Lincolnshire Road.
 - Option H4: This option does not provide a direct connection between Horokiwi Interchange and Horokiwi Road. Horokiwi residents would use the Lincolnshire farm Structure Plan main road from the interchange and turn on to the road using Callendar's land to access Horokiwi Road. Horokiwi residents that liked this option accepted that this would result in the longer trips for them, but would also discourage 'rat-running' through their community.
 - Option H5: This option forms a new road from the south side of Horokiwi Interchange leading to Horokiwi Road. It requires the construction of the viaduct over the P2G link road at the location of the existing Horokiwi Road to enable access by the northern Horokiwi community.

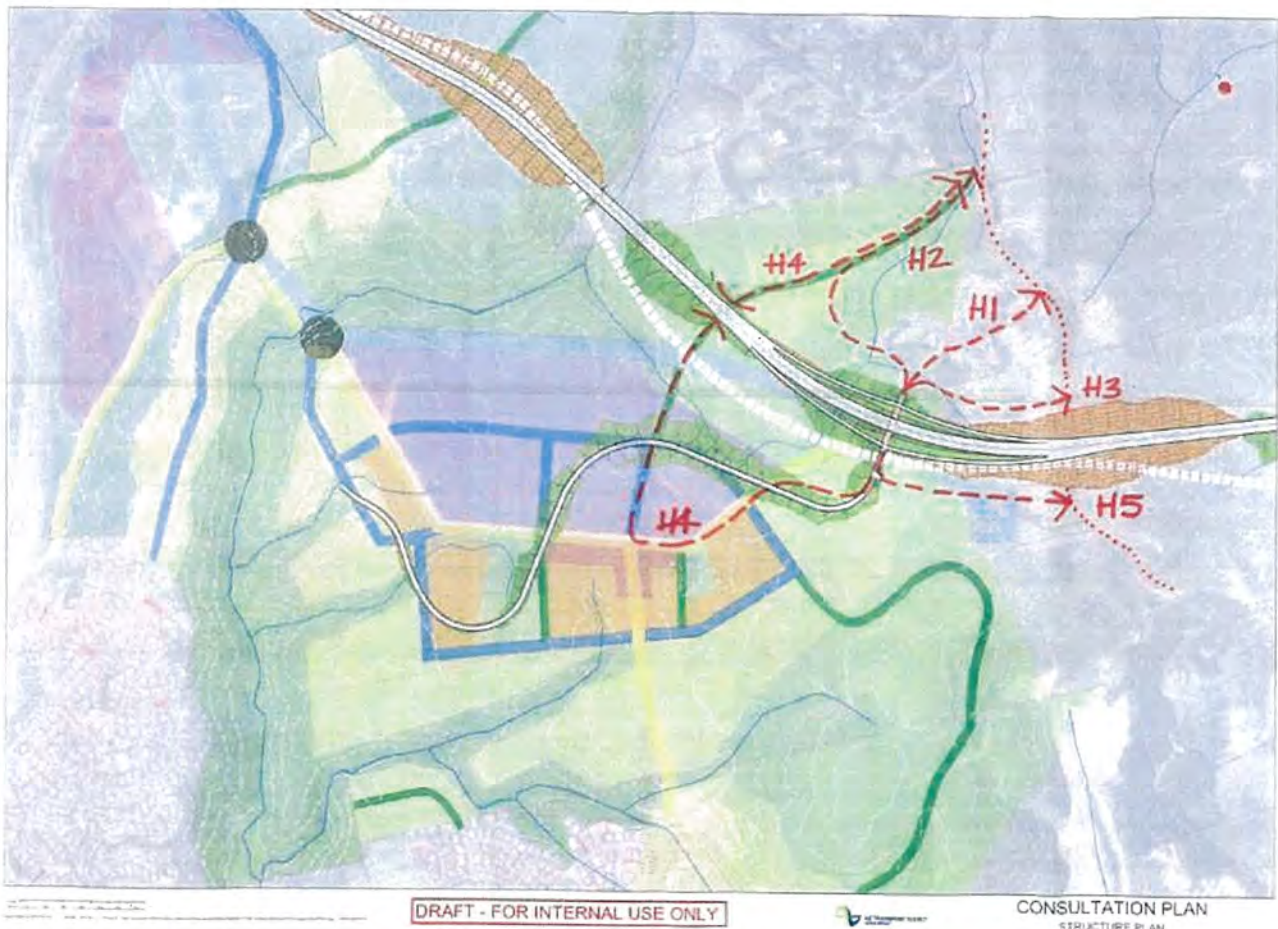


Figure 1: - Options for connections between P2G link road and Horokiwi.

2.7. Social Impacts (Alex Jepsen)

Q How long have people lived in the community?

- Based on a sample of conversations with residents at the workshop, it was found that: -
 - Approximately four families have lived there for 30+ years,
 - A number for 15+ years, and a number 9-10 years.
 - Others had been there fewer than 5 years.

Q Where residents work and where do children typically attend school?

- Based on a sample of conversations during the workshop, our social specialists was able to establish the following trends: -
 - People in Horokiwi community typically work in Lower Hutt, Porirua, Tawa, Petone
 - Children typically go to school in Petone.

Q Will airborne vehicle emissions contaminate roof collected water supplies?

- This is an important question to consider. The NZ Transport Agency will employ an air quality specialist who will consider this issue as part of their assessment of effects.

- Q Will the project alter the character of the Horokiwi community - from an existing rural to urban lifestyle?
- When asked why some Horokiwi residents expressed this concern, they expressed concern about: -
 - New – or different – noise;
 - The P2G link road becoming a catalyst for future development;
 - Change to the way they go about their lives: e.g. those that currently walk within their community may not be able to in the future.
 - One participant felt that the noise and visual effects of P2G link road would remove the existing rural lifestyle experience, which is why they moved into the area.
 - The NZ Transport Agency has employed specialists in urban design, landscape and social impact. They will consider these concerns in their assessment.
- Q Why is the alignment of the P2G constantly moving?
- One participant felt that the road has been moving throughout the design process and always moving closer to the Horokiwi community and further away from the Lincolnshire Farm development. This is causing concern because the Horokiwi community is rural in nature whereas the Lincolnshire Farm development is urban in nature.
 - It is normal for the alignment to evolve and change throughout the design process as the project team attempt to design a safe and efficient highway, minimise adverse impacts, provide value for money and enhance resilience. These changes are likely to continue until lodgement with Councils in seeking consents and designations. Only then will the alignment become 'locked down.'
- Q Are developers putting pressure on NZ Transport Agency to move the road away from Lincolnshire Farm development and closer to the Horokiwi community?
- No, developers are not putting pressure on NZ Transport Agency to move the road closer to the Horokiwi community.
 - It is normal for the alignment to evolve and change throughout the design process as the project team attempt to design a safe and efficient highway.
- Q Are individual property owners putting pressure on NZ Transport Agency to move the road closer to the Horokiwi community and if so why isn't the Horokiwi community being consulted on these changes?
- No, individual property owners are not putting pressure on NZ Transport Agency to move the road closer to the Horokiwi community.
 - At the March workshop, the Horokiwi community was the first to be informed about the ongoing adjustments being made to the alignment which have been driven from the need to create a safe and efficient highway.
 - The Horokiwi community should expect the alignment to continue to evolve and change throughout the design process.
- Q For property owners whose land is not required to be acquired (what is referred to as indirectly affected land owner), how will any adverse effects – such as noise - be mitigated?
- In the unlikely event that noise mitigation is required for a particular property owner, then this will be discussed with the property owner concerned, including whether acoustic insulation of windows could be provided.

- *Refer to the discussion at the Noise table on these types of question regarding noise mitigation.*
- Q Would the NZ Transport Agency be willing to move an indirectly affected landowners home to avoid adverse effects such as noise.
- It is very unlikely that such a drastic step would be required on this project.
 - *Refer to the discussion at the Noise table on these types of question regarding noise mitigation.*
- Q How would adverse visual effects be mitigated for an indirectly affected property owner?
- This is a good question. The specialist employed by the NZ Transport Agency to undertake the visual assessment will consider the visual impacts on an indirectly affected property owner and develop mitigation options if required.
- Q Will the Horokiwi community be 'rewarded' for their willingness and cooperation?
- The NZ Transport Agency and the project team are open to how best work with the community to understand their concerns and to avoid and mitigate adverse effects that the P2G link road may create for the Horokiwi community as well as identify ways to enhance the opportunities that the link road creates for those that live in the community.
- Q Will crime rates increase as a result of the P2G link road as a result of improved accessibility to the Horokiwi community?
- We acknowledge that this issue is a concern to a number of residents. The NZ Transport Agency will employ an expert in Crime prevention through environmental design (CPTED). They will consider this question when they prepare their assessment of affects.
- Q Can the Horokiwi community have more ongoing meetings as the design work progresses? Can this be a forum for a two-way conversation?
- It has been agreed that a representative working group from the Horokiwi community will meet with the project team regularly.
- Q Is there a process through which people can apply to NZTA for double-glazing?
- The NZ Transport Agency will decide whether acoustic insulation of windows will be required for noise mitigation. It is unlikely on this project that such mitigation will be required.
 - *Refer to the discussion at the Noise table on these types of question regarding noise mitigation.*
- Q Are there going to be engine braking restrictions on the road?
- There is unlikely to be engine braking restriction; and even if there was, it can't be enforced by the road controlling authority.

3. Key Themes

At the conclusion of the workshop, the Horokiwi residents were able to identify the following key themes: -

3.1. The viaduct

Overall the community expressed the strong desire to retain the present connection along Horokiwi Road over the P2G link road, ideally with a viaduct. Not only would this retain their sense of community and social connection, it would enable the community the flexibility to continue to walk stock along the Horokiwi Road for grazing, to ride horses, cycle and walk without the need to pass over the P2G Horokiwi

interchange, without the need to take a longer detour, and without the need to pass through a separate community.

3.2. A connection to P2G link road

While there appeared to be strong support for a connection between Horokiwi Road and the P2G link road, the support would depend on the details of how this connection would be made.

3.3. Sense of Community

The Horokiwi community enjoy a strong sense of community built around its seclusion and rural lifestyle. The Horokiwi Road provides a vital connection for residents enabling social interaction and facilitating a sense of community.

3.4. Moving forward

A desire for frank and honest conversations between the project team with the Horokiwi community as the project progresses over the coming months.

The final alignment of the P2G link road and the connections to Petone and Tawa are still be resolved. While these continued changes may be distressing to some land owners, it was agreed that the community would prefer to be kept informed of the design evolution rather than wait until the final alignment is 'locked down'.

4. Feedback

- a. Agreed to prepare minutes of the workshop, together with questions and answers that were generated at tables. These minutes and Q&A would be emailed to those Horokiwi residents that provided their email address.
- b. Agreed that the NZ Transport Agency would meet regularly with a working group of the Horokiwi community – perhaps every 4 weeks, particularly during the next couple of months as the key decisions are being made over the final alignment, and how access will be provided to Horokiwi community. Key questions that the community would like feedback on included: -
 - i. Whether SH2 connection would be retained or not.
 - ii. Informed of any further investigations and decision by GWRC in considering PT services along the P2G link road.
 - iii. Decision on whether the Horokiwi Road will be reinstated as a viaduct over P2G link road.
 - iv. Decisions on whether Horokiwi Road will be connected to P2G link road and if so,
 1. The form and route that this connection might take
 2. When it might be provided
 3. Who would be responsible for providing it.

5. Next Steps in the Process

1. The Horokiwi community establish a working group to liaise with NZ Transport Agency

2. Regular meetings established between this working group and the project team
3. Finalise the alignment and location of interchanges for P2G link road
4. Finalise the interchanges at Petone and Tawa.
5. Develop options for maintaining connections to the Horokiwi community
6. Select the preferred option for connection to the Horokiwi community
7. Prepare a scheme assessment report and assessment of environmental effects.
8. Residents posed a number of questions about potential adverse impacts that the P2G link road may have on their community, effects that are of concern to residents. While some of these questions could be answered directly by the specialists in attendance, other questions remain unanswered. Once the assessment of effects has been completed later in 2016, the NZ Transport Agency will provide answers to outstanding questions that are summarised in these minutes.