

**WAIKATO EXPRESSWAY
CAMBRIDGE SECTION**

Consultation Report

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Consultation Report

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1 Introduction

The NZ Transport Agency (NZTA) (formerly Transit New Zealand (Transit)) has been investigating the need for State Highway 1 (SH1) to bypass Cambridge since the 1970s. The preferred route was identified within the Waipa District Plan in 1973.

Consultation for the Cambridge Section of the Waikato Expressway (formerly known as the “Cambridge Bypass”) (“the Project”) has a long history, with designation for the route being in place for over 30 years. There is consequently a well established expectation amongst the community, including directly affected property owners, that the Project will be constructed at some time. Extensive consultation was conducted from 1989 through to completion of a Project Investigation Report in 1991, and additional consultation has continued since.

This report focuses on the more recent consultation undertaken by the NZTA with statutory bodies, tangata whenua, stakeholders and people who are affected by, or who have an interest in, the Project. The consultation undertaken is considered to meet the requirements of the Resource Management Act 1991 (RMA) and the Land Transport Management Act 2003 (LTMA).

2 Project Objectives

The Project forms part of the NZTA's overall objective to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system.

The objectives of the Waikato Expressway, Roads of National Significance (RoNS) project are:

- To enhance inter-regional and national economic growth and productivity;
- To improve journey time reliability and relieve congestion through the main urban centres along SH1;
- To improve safety and reduce crashes on regional arterials, including SH1;
- To focus freight movement onto SH1 rather than upgrade alternative routes; and
- To provide improved local network operation and opportunities for improved urban design, travel choice and community connectivity within the major urban areas bypassed by the Expressway.

The objectives of the Cambridge Section of the Waikato Expressway are:

- To achieve the objectives of the Waikato Expressway RoNS project by constructing a four lane expressway bypassing Cambridge and maximising the use of the NZTA's existing designated corridor north of the current SH1 route through Cambridge ("Cambridge Bypass"), while:
 - Reducing journey time between the Hamilton Section of the Waikato Expressway and SH1 south of Cambridge, by improving the level of service and reducing side friction for State highway traffic; and
 - Improving safety for road traffic and local pedestrians and cyclists.

The Project's objectives determined the consultation undertaken in this latest phase of the Project development. As the proposed route for the Cambridge Bypass has been designated since 1973, and had been confirmed in 1991 as the NZTA's preferred route, the latest phase of project consultation (which is the subject of this report) focussed on the following matters:

- Maximising the use of the existing designated corridor;
- The configuration of intersections with local roads;
- The extent of any additional land required; and
- Measures to avoid, remedy or mitigate the Project's adverse environmental effects.

3 Consultation Framework

3.1 Introduction

This section identifies the statutory requirements that establish the framework for the consultation that the NZTA has undertaken and will continue to undertake in relation to the Project.

3.2 The Land Transport Management Act 2003

The Land Transport Management Act 2003 (LTMA) created a framework for decisions about the allocation and prioritisation of funding for land transport. The purpose of the LTMA (section 3(1)) is:

“... to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system”.

Section 93(a) of the LTMA established the NZTA, and section 94 of the LTMA states the NZTA’s objective, which is:

“...to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive, and sustainable land transport system.”

Section 95 of the LTMA sets out the NZTA’s functions, which include among others:

“(a) to promote an affordable, integrated, safe, responsive, and sustainable land transport system:”

... (c) to manage the State highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with this Act and the Government Roadway Powers Act 1989:”

Section 96 of the LTMA sets out operating principles for the NZTA. These include, among other things:

“(1) In meeting its objective and undertaking its functions, the Agency must—

(a) exhibit a sense of social and environmental responsibility, which includes—

(i) avoiding, to the extent reasonable in the circumstances, adverse effects on the environment; ...”

Consultation is a process which can help the NZTA to identify potential adverse effects of its activities on the environment and measures which could be taken to avoid, remedy or mitigate those effects.

3.3 Resource Management Act 1991

3.3.1 No Duty to Consult

Section 36A of the RMA states that there is no duty for an applicant to consult about a resource consent application, or for a requiring authority to consult about a notice of requirement.

3.3.2 Assessment of Environment Effects

The Fourth Schedule of the RMA sets out the matters that should be included in an assessment of effects on the environment. It states:

“Subject to the provisions of any policy statement or plan, an assessment of effects on the environment for the purposes of section 88 should include—

(h) identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted.”

3.3.3 Prescribed form for a Notice of Requirement

The Resource Management (Forms, Fees, and Procedure) Regulations 2003 prescribe the form (Form 18) for a notice of requirement by a requiring authority for a designation or alteration of designation. Among other things, the notice is required to state:

“The following consultation (or No consultation) has been undertaken with parties that are likely to be affected: [give details].”

3.3.4 Treaty of Waitangi

All persons acting under the RMA must take into account the principles of the Treaty of Waitangi (section 8 of the RMA). Statutory responsibilities and case law developed under the RMA have helped to translate in practice how effect will be given to these responsibilities. If a proposed activity affects, or is likely to affect, Maori land, land subject to a Maori Claims Settlement or Maori historical, cultural or spiritual interests, then consultation with Maori is a practical means to identify the nature and significance of those effects and any mitigation measures.

3.4 Consultation Framework Conclusion

While the LTMA and RMA places no obligation on the NZTA to consult (as a requiring authority or resource consent applicant), both these Acts require the NZTA to identify the effects of the Project and the mitigation measures to be undertaken to help prevent or reduce actual or potential adverse effects. In practice, this involves consultation with affected parties and members of the community who may have information that is relevant to the assessment of the Project's effects. Despite the absence of any statutory requirement to consult, the NZTA required consultation to be undertaken by its consultant, Opus, as part of the designation and resource consent processes.

4 Consultation Plan

4.1 Introduction

In accordance with the NZTA's requirements, prior to commencing the consultation process, Opus prepared a Consultation Plan which was subsequently approved by the NZTA. Among other things, the Consultation Plan sets out the following matters, which are discussed below:

- The purpose and objectives of the consultation;
- The methods to be used to achieve those objectives;
- Consultation activities; and
- Consultation tools and techniques.

4.2 Purpose of Consultation

The purpose of consultation for the Project is set out in the Consultation Plan as follows:

“To achieve designation and detailed design of an Expressway that meets programme, budget and standard, finding the best value at minimum risk while:

Listening, considering and providing, as much as practical, for community concerns; and

Managing environmental issues through best practicable options; and

Positively promoting the Project and Transit to Stakeholders, the community and the wider public.”

4.3 Consultation Objectives

The following are the specific consultation objectives for the Project as set out in the Consultation Plan:

- *“To increase the likelihood of mutually acceptable outcomes and better decisions.*
- *To meet the legal requirements of the LTMA and RMA.*
- *To build relationships and trust with all the stakeholders and the public, through the consultation process to deliver the key message.*
- *To obtain stakeholder and public feedback on the information provided, and to generate dialogue, about the Cambridge Bypass.*
- *Understanding other people's and organisations' views on the project.*
- *To acknowledge that it is important to engage the local community as their knowledge may assist in reducing potential environment effects and enhance the positive effects of the facility.*

- *To communicate effectively - be proactive and positive.”*

4.4 Methods to achieve the Consultation Objectives

The Consultation Plan sets out the following methods to achieve the above objectives:

- *Set timeframes for release of material and key consultation dates.*
- *Ensure high visibility and awareness of the consultation process throughout the project to provide certainty and consistency to the community.*
- *Actively seek participation from the broad range of stakeholder groups.*
- *Use a range of communication and consultation options, which will maximize information ‘reach’.*
- *Acknowledge public contributions directly in writing to those contributions, through newsletters and media releases.*
- *Where possible, illustrate how decisions have been impacted by stakeholder information.*
- *Present messages in simple concise language and use simple, visual tools (images, maps, diagrams, models) where possible.*

4.5 Consultation Activities

The Consultation Plan proposed two phases of consultation, prior to commencing the detailed design:

- Phase 1: At the beginning of the secondary investigation and reporting phase; and
- Phase 2: At the end of the secondary investigation and reporting phase.

The first phase of consultation informed a wide range of interested and affected parties about the Project and sought their inputs to the secondary investigation. It included the First Information Day.

The second phase of consultation reported the progress made on the Project to the interested and affected parties and the outcomes of the first phase of consultation and the investigations. It included the Second Information Day.

Each phase involved sending a letter and newsletter to all identified stakeholders, a mail box drop to surrounding areas, and public notification of the information day in the local newspapers.

4.6 Consultation Tools and Techniques

The Consultation Plan states that the following general tools and techniques would be used throughout the consultation process:

- Information days

- Individual letters and emails to a single recipient
- Common newsletters, letters and emails distributed to multiple recipients
- Media releases
- Website
- Face-to-face meetings
- Recording of community and stakeholder feedback
- Maintenance of a consultation database.

4.7 Community of Interest

4.7.1 Key Stakeholders

Key stakeholders are those who may have a strong interest in, or who could be directly affected by, the Project and its integration within the districts and the region. These key stakeholders include:

- Waipa District Council
- Waikato District Council
- Environment Waikato
- Tangata Whenua
- Directly affected landowners, that is, the owners of land that will be required for construction of the Project; and
- Historic Places Trust.

4.7.2 Other Stakeholders

Other stakeholders consulted include:

- Developers of adjacent land
- Cambridge Jockey Club
- Local schools: Cambridge High School, St Peters School, Cambridge Middle School, Cambridge East Primary School, Hautapu School, Cambridge Primary School, St Peters Catholic School, Goodwood School, and Karapiro School
- Local Members of Parliament
- Waikato Regional Land Transport Committee
- Police, Fire and Ambulance Services

- Department of Conservation
- Road Transport, Heavy Haulage and Automobile Associations
- Cambridge Community Board
- Cycle Action Waikato
- ONTRACK
- Federated Farmers
- Service utility companies/authorities
- Cambridge Chamber of Commerce
- The State highway network consultant
- Waikato District Health Board
- Fish and Game; and
- The wider public.

5 Consultation Undertaken

5.1 Introduction

Throughout the development of the Project, the NZTA and Opus have consulted often with the community of interest. Consultation was initiated by both the NZTA/Opus, and by community members. Each consultation has been recorded in a database or on project files. The following is a summary of the consultation process undertaken for the Project.

5.2 Initial Consultation

Consultation regarding the preliminary design of the Project began in 2007. At that time, representatives of the NZTA and Opus met those people directly affected by the Project.¹ The people directly affected were provided with a longitudinal section of the proposed expressway alignment and land requirement plans. The affected parties were encouraged to present any issues they had with the design, and this feedback was recorded. In addition to these meetings, the directly affected parties were invited to the First Information Day held for the Project.

5.3 The First Information Day

Following the NZTA's initial contact with directly affected parties in 2007, the First Information Day was held at the Cambridge Town Hall on 26 March 2008. NZTA, Opus, and Waipa District Council representatives attended the Information Day to talk to the community and answer questions about the Project. Large scale plans, cross-sections and photomontages of varying aspects of the Project were displayed. Copies of these are included in **Appendix 1**. Visitors to the information day were invited to complete a feedback form (copy included in **Appendix 1**), and 113 completed feedback forms were received.

5.3.1 Objectives of the First Information Day

The objectives of the First Information Day were identical to the consultation objectives set out in section 4.3 above.

5.3.2 Public Responses and Feedback

The community responded positively to the First Information Day and about the Project. Support for the Project was widespread, and a lot of respondents commented that the Project should be constructed as soon as possible. Issues or concerns relating to the Project that were expressed in the feedback are listed below:

- Concern that the bypass may initially only be 2 lanes;
- Scepticism about the timing of the bypass and general view that it should happen as soon as possible;
- The effects of increased traffic on local roads, such as Thornton, Swayne, Peake and Victoria Roads, including the effects on pedestrian and cyclist safety;
- Response times for emergency services attending incidents on the expressway;

¹ See section 4.7.1 above.

- The closure of some local roads, Watkins Road and Hannon Road in particular;
- Lack of full access at the Northern and Southern Interchanges;
- The need to adopt an environmentally-friendly way to span the Karapiro Stream;
- Construction effects, particularly noise and dust;
- Operational noise and visual effects, especially on the new subdivisions;
- Use of the railway corridor that runs alongside Victoria Road;
- Negative impacts on property values and the ability to sell properties;
- Potential decline in business in Cambridge; and
- General praise for the Information Day in regards to staff, presentation material and opportunity to participate.

5.3.3 Conclusions

The First Information Day was considered to be successful. Issues identified through the information day were assessed by the NZTA and the Project Team and these assessments are reported in the AEE and/or the relevant specialists' assessments, as appropriate.

5.4 Individual meetings

After the First Information Day, one-on-one meetings were held with key stakeholders, as required, to discuss specific issues. Meetings took place with directly affected land owners, iwi, Councils, Police, Historic Places Trust, and community groups.

5.5 The Second Information Day

A Second Information Day was held at the Cambridge Town Hall on 11 August 2010 to which members of the public and stakeholders were invited. Again, representatives of the NZTA and Opus were available to answer questions about the Project, and Waipa District Council planning staff were available to answer questions about Council's planning and policy. Large scale plans, illustrations and other project information were available for viewing, and feedback forms were available for completion. A copy of the information and the feedback form are included in **Appendix 2**.

5.5.1 Objectives of the Second Information Day

- To provide the public with an opportunity to find out the latest information about the Project and to discuss any related questions or issues with staff from the NZTA or Opus. To provide an opportunity for the public to provide written feedback regarding any issues about the Project of concern to them.

5.5.2 Public Responses and Feedback

Over 500 people attended the Second Information Day, and a total of 55 completed feedback forms were received. Ninety-four percent of the completed feedback forms

received indicated support for the Project. Issues or concerns relating to the Project that were expressed in the feedback are listed below.

Design/Engineering Issues

- The route is too close to residential development;
- The potential effects of the wire median barrier on any motorcyclists who crash into it;
- Design the interchange ramps to carry the new 52 tonne truck and trailer units;
- The expressway's boundary fences should be effective barriers to pets and burglars;
- Closing Forrest Road will require students who currently walk or cycle to school to use Hautapu Road, which carries significant milk tanker traffic;
- Provide on- and off-ramps at Peake Road in order to relieve any congestion at the Victoria Road Interchange;
- The proposed traffic signals at the SH1B (Victoria Road) Interchange will delay traffic. Use a clover leaf roundabout design, such as exists at the Tamahere Interchange, to let the traffic flow freely;
- Central government, and not local rate-payers, should fund the SH1B Interchange;
- Closing Watkins Road will delay emergency services;
- Opposition to Athlone Drive being used to gain access to the construction site;
- Once the construction is completed, retain the access track to the Karapiro Stream viaducts as a public walkway;
- The Southern Interchange should be a full diamond interchange, so that traffic from Te Awamutu could access the expressway without having to drive through Cambridge; and
- What effect will the Project have on the SH1 / Hydro Road intersection, which provides access to Karapiro Village and Dam?

Noise

- Ten respondents (19 percent) suggested more extensive use of quiet road surfacing, and a further five respondents (9 percent) wanted additional noise mitigation provided on various sections of the Project;
- Construction and traffic noise emanating from the viaducts; and
- Raise the noise bunds to the height of the highest vehicle.

Walking and Cycling Facilities

- Facilities for cyclists should be off-road facilities; and

- Provide additional underpasses for pedestrians and cyclists to cross the expressway for recreational purposes, for example, at Watkins Road and Forrest Road.

Construction Effects

- The effects of construction, dust or pollution.

Landscape / Visual Effects

- Provide more trees and planting along the Project;
- Liaise with the Cambridge Tree Trust regarding achieving consistency with planting within the town boundary;
- The proposed planting might not actually be provided;
- Loss of views of the Te Miro Hills; and
- Use good aesthetic designs for the Project's bridges.

Schools

- The Project might affect the Hautapu School zoning; and
- Ensure that the Hautapu School is advised of the proposed severance of Forrest Road.

5.5.3 Conclusions

The Second Information Day fulfilled its objectives. Most attending the Information Day responded very positively to the comprehensive nature and quality of the information presented. Some respondents wanted a higher level of mitigation of some of the Project's adverse environmental effects than was indicated at the Information Day.

Most of the issues raised in feedback were already known to the Project Team, and in most cases had already been addressed. Only two issues arose that needed to be addressed further, but they are more appropriately dealt with during the detailed design phase. Those issues are:

- 1 Determining whether the interchanges should be designed to accommodate the new 52 tonne truck and trailer units; and
- 2 Consulting the Cambridge Tree Trust regarding its planting objectives within Cambridge in order to identify opportunities to integrate the expressway planting with the town planting.

The paucity of new issues reflects the comprehensive nature of the previous consultation and investigations undertaken for the Project.

5.6 Newsletters

Three NZTA newsletters were mailed out to the community of interest on the following dates:

- June 2007;
- March 2008; and
- July 2010.

These newsletters provided updates on progress, information about the Information Days, and invited people to contact the NZTA or Opus for further information at any stage. A copy of each newsletter is provided in **Appendix 3**.

5.7 Iwi Consultation

Opus prepared a preliminary Statement of Maori Interest in April 2007 and identified that the following iwi groups were to be consulted:

- Nga Iwi Toopu o Waipa;
- Ngati Haua;
- Ngati Koroki Kahukura Trust (NKKT), Pohara Marae and Te Whakaminenga o Haua (TWOH) jointly;
- Maungatautari Marae;
- Raukawa Trust Board; and
- Waikato Raupatu Lands Trust.

The consultation process identified NKKT and TWOH as the groups representing mana whenua over the Project area. At that time, the Waikato Raupatu Lands Trust represented the wider, Waikato-Tainui iwi interests in the 1995 Raupatu Settlement and the Waikato River.

The Iwi consultation process began in May 2007 and a schedule of the most important consultation engagements is provided in **Appendix 4**. The consultation process has included the following:

- Face-to-face meetings between the various iwi groups, the NZTA and Opus;
- The supply of information to iwi about the Project and its potential environmental effects;
- Visits to the Pa site beside the Karapiro Stream gully on 3 March 2008 and 30 November 2008, and a visit on 3 March 2008 to the main borrow pit within the designated corridors adjoining Swayne Road;

- The NZTA engaged Nga Iwi Toopu o Waipa, who in turn engaged Te Ohu Ara Awhio o Kemureti to prepare *Cultural Effects Report Cambridge Bypass* (23 December 2009), which is appended to the AEE;
- The NZTA engaged a spiritual adviser, Sonny Anderson, who was nominated by NKKT and TWOH, to assess the route. NKKT, TWOH, along with Sonny Anderson, the NZTA and Opus conducted an additional site visit to the Pa site on 24 January 2010. During that visit, Mr Anderson sensed the site of an urupa, which he believed to be in the vicinity of the eastern end of Athlone Drive and advised that it, the Pa site and the borrow pits were the only sites of cultural significance along the Project route;.
- The NZTA engaged Puturangi (Rowan) Robinson, who was nominated by NKKT and TWOH, to review from their perspectives selected sections of the *Cambridge Bypass Design Philosophy Statement* regarding environmental protection and enhancement: and
- Development of a Memorandum of Understanding between the NZTA, NKKT and TWOH (see **Appendix 5**).

In particular, the NZTA has consulted NKKT and TWOH about:

- The effects of the Project on the following archaeological sites:
 - Pa site (NZAA No. S15/66) and pā site terraces;
 - Borrow pits (NZAA No. S15/324) on the western side of Swayne Road, directly opposite the Appleby Road intersection;
 - Borrow pits (NZAA No. S15/414) to the immediate west of Peake Road;
- Selected sections of the *Cambridge Bypass Design Philosophy Statement* regarding environmental protection and enhancement;
- A possible urupa on the western side of the proposed expressway alignment in the vicinity of the pa site and the eastern end of Athlone Drive;
- The Cambridge Bypass Preliminary Design Drawings; and
- The Karapiro Stream and Gully.

5.8 Summary of Key Issues Raised in Consultation and the NZTA's Response

Table 5.1 summarises the key issues raised in consultation between the beginning of the secondary investigation and assessment of environmental effects, and the conclusion of the Second Information Day.

5.9 Further Consultation

Following receipt of submissions on the publicly notified notice of requirement and resource consent applications, the NZTA will consult submitters to clarify aspects of their submissions and to discuss measures that could address issues raised in those

submissions. The NZTA will also continue to consult with other parties, where appropriate.

Table 5.1 Summary of key issues raised in consultation and the NZTA’s responses to them

Item	Key Issues Raised in Consultation	Parties Consulted	The NZTA Response
1	<p>Property effects</p> <ul style="list-style-type: none"> • Land requirement • Effects on business • How compensation is assessed • Compensation value 	Directly affected landowners	<ul style="list-style-type: none"> • These property issues are dealt with under the Public Works Act and are not matters to be considered as part of the designation or resource consent processes. The NZTA’s property consultant provided landowners with information about the Public Works Act processes. • Initially, a nominal designation width required of 100m was identified, but, following investigation and consultation, this was reduced to about 80m, in order to minimise effects on properties.
2	Property access	Directly affected landowners	There will be no direct access from any property onto the expressway. All properties will either retain their existing access, or alternative access will be provided to them as shown on the Drawings. Section 2.5 of Appendix 3 to the AEE identifies those properties requiring alternative access.
3	Headlight glare	Directly affected landowners	The potential for headlight glare being a nuisance will be considered and addressed as part of the detailed design phase. Screening will be provided between access roads and interchange ramps at the northern and southern interchanges. Elsewhere the risk of headlight glare nuisance is very low because the terrain the Project crosses is mainly flat and the expressway has a wide central median.
4	<p>Operational traffic noise</p> <p>This issue is particularly significant for areas next to the expressway that have, or are planned to have, intensive residential development, or where existing residences are close to the expressway and the expressway will be elevated above ground level. Two such areas are south-east of Watkins Road where the Project passes Saffron and Madison Streets on one side, and part of the proposed St Kilda Waterways development.</p>	Directly affected landowners; Adjacent landowners	The NZTA will provide noise fences, earth bunds, or quiet road surfacing wherever necessary to meet the requirements of <i>NZS6806: 2010 Acoustics – Road traffic noise – new and altered roads</i> . The locations of the proposed traffic noise mitigation are listed in section 4 of Appendix 9 of the AEE.
5	<p>Interchanges</p> <ul style="list-style-type: none"> • The form and function of each interchange 	Waipa District Council and the directly affected landowners.	Opus undertook a detailed traffic assessment of the function, form and location of each interchange. This assessment and its outcomes are described in the

Item	Key Issues Raised in Consultation	Parties Consulted	The NZTA Response
	<ul style="list-style-type: none"> Land requirement 	In addition, ONTRACK was consulted about the SH1B Interchange.	consideration of alternatives section of the AEE. The proposed interchanges are shown on the Drawings.
6	SH1B (Victoria Road) Interchange: <ul style="list-style-type: none"> Accommodating possible future railway tracks on the Cambridge Branch line Expressway over Victoria Road or vice versa? 		In the event that railway tracks are installed in the future, NZTA will provide level crossings with barrier arms and signals on the slip roads on the eastern side of Victoria Road.
7	Southern Interchange: Property access		The proposed design was modified by incorporating a local access road on each side of the expressway.
8	Which local roads will remain connected across the expressway, and which will be severed?	Waipa District Council and the general public	The NZTA will provide over-bridges on Peake, Swanye and Thornton Roads, as requested by Waipa District Council. Bridges at these locations are consistent with and support Council's long-term planning for the Cambridge North area. Alternative routes are available for all affected properties.
9	Effects of road closures on school bus services Closure of Forrest Road and Hannon Road will affect two current bus routes (Section 7.9 in Appendix 12 refers).	The general public	Prior to construction of the Project commencing, the NZTA will advise the Ministry of Education and the Boards of Trustees of affected schools of the need to re-route school bus services that will be affected by the Project's road closures. (Section 9.10 of Appendix 12 of the AEE refers).
10	Appleby Road Realignment The existing formed section of Appleby Road provides access to one property only. However, Waipa District Council requires that Appleby Road connect Watkins Road to St Kilda Road and be constructed to full local road standard (rather than for the purpose of providing local access to a single property) in order to better accommodate traffic generated by the proposed St Kilda Waterways development.	Waipa District Council; Grantchester Farms	The NZTA has agreed to seek to alter the designation so as to accommodate the higher standard of road that Waipa District Council requires.
11	Form of Karapiro Stream Gully crossing During the first information day, the NZTA sought the general public's opinions regarding the relative merits of	General public	The majority of respondents preferred a bridge crossing, because it would have much less adverse effects on the environment. The NZTA has chosen twin viaducts as the means of crossing the gully.

Item	Key Issues Raised in Consultation	Parties Consulted	The NZTA Response
	either bridging the gully or crossing it on an embankment, with a culvert provided for the stream.		
12	Effects on Local Purpose Reserve Adjusting the expressway alignment in order to avoid effects on the fortified part of the pa site resulted in the need to acquire a local purpose reserve near Athlone Drive.	Waipa District Council; Directly affected landowners	The NZTA identified the opportunity for land that is required for construction purposes, but which will be surplus to requirements once consultation is complete, could be vested in the Waipa District Council as reserve to offset the loss of the existing reserve that is required. Whether such vesting can actually occur will depend on other statutory processes, including under the Reserves Act.
13	Effects on storm-water drainage Three existing waterways cross the proposed expressway alignment – one near Forrest Road, and two in the vicinity of Watkins Road. The hydraulic capacity of these waterways must be maintained after the construction is completed.	Waipa District Council; Waikato District Council; Directly affected landowners	The NZTA will provide culverts under the expressway that are compatible with the Councils' storm-water management systems.
14	Concern that the Project will worsen storm-water drainage issues in the area and increase flow levels in the Karapiro Stream	Adjacent landowners; Wider community; Environment Waikato; Waipa District Council; Waikato District Council	All runoff from the expressway will be managed so that the post-construction runoff from the expressway does not exceed the pre-construction runoff from the area for the 10 year/24 hour event including for climate change. (Section 13.8.2 of the AEE refers). This will be achieved by means of infiltration swales and storm-water treatment wetlands. The NZTA will obtain the necessary resource consents from EW for the discharge of water onto and into the ground, and for the discharge of water to surface water.
15	Effects on ground-water The excavation associated with constructing parts of the expressway below existing ground level will affect ground-water levels in the vicinity of the excavation.	Adjacent landowners	The NZTA has assessed the effects of the excavation on groundwater and will seek a resource consent from Environment Waikato for the associated taking of groundwater. No existing bores are expected to be affected, but the NZTA has proposed measures to remedy any adverse effects on existing bores that might occur.
16	Landscape and Visual Effects <ul style="list-style-type: none"> Some respondents want screen planting provided between their houses or property and the expressway or over-bridges, while others want to retain views from their homes to the distant landscape. 	Directly affected landowners Adjacent landowners The general public	As indicated in the "Issues" column, different respondents sometimes have conflicting ideas about how they would like the visual and landscape effects of the Project to be treated. The NZTA has arranged for a landscape architect to assess the visual and landscape effects and to prepare a landscape concept plan (see the Drawings, sheets 201 – 208), which identifies the proposed landscape

Item	Key Issues Raised in Consultation	Parties Consulted	The NZTA Response
	<ul style="list-style-type: none"> Some respondents want native trees and shrubs used in the landscape planting, while others want exotic trees only used. Some want existing mature vegetation retained. At least one respondent stated he did not want the works to be “an eyesore”. 		mitigation measures.
17	Construction Effects	Directly affected landowners Adjacent landowners +The general public	The adverse effects of construction activities will be avoided, remedied, or mitigated by the preparation and implementation of a Construction Management Plan.
18	Construction Noise		The contractor will prepare and implement a Construction Noise Management Plan. This plan will include appropriate noise management and community liaison processes in order to ensure acceptable construction noise levels in accordance with NZS 6803: 1999. (Section 7 of Appendix 7 of the AEE refers).
19	Dust		Measures to avoid or minimise dust generation during Project construction will be incorporated into a Dust Management Plan, which will form part of the Project’s Construction Management Plan. Section 8.2 of Appendix 9 of the AEE includes an extensive list of potential dust mitigation measures.
20	Vibration during construction		A Vibration Management Plan will be prepared and implemented by the construction contractor in order to minimise the effects of vibration. This plan will include the measures specified in Section 8 of Appendix 8 of the AEE.
21	Issues Raised by Iwi	NKKT; TWOH.	The NZTA’s responses to the issues mana whenua raised during consultation are set out in the Memorandum of Understanding between the NZTA, NKKT and TWOH (see Appendix 5).

6 Conclusions

The following conclusions have been drawn from the consultation undertaken about the Project:

- Consultation for the Project has a long history (over 30 years). Consequently, the community has a high expectation that the Project will be constructed eventually.
- The consultation undertaken has been comprehensive and extensive and has kept stakeholders and the community informed of the Project as it has developed.
- Stakeholders and the public have had opportunities to provide, and have provided, feedback to the NZTA regarding the Project, including about its proposed form and mitigation measures. This feedback has helped the NZTA to understand individuals' and organisations' views on the Project.
- In general, the feedback received through consultation has identified environmental effects of the Project that are common to many NZTA projects. These types of effects are well known to the Project's specialists and are addressed in their environmental assessment reports.
- The majority of people consulted support the Project and recognise the need for it.
- The NZTA has considered and responded to issues and concerns that have been raised during the consultation and reported these in publicly released documents.
- Feedback received throughout the consultation process has been taken into account in Project decision-making. In many instances, the NZTA has altered the design of the Project in order to avoid, remedy or mitigate particular potential adverse effects on the environment about which stakeholders and the community expressed concern during consultation. The feedback from individuals and the community has helped in reducing potential adverse environmental effects and in enhancing the Project's positive effects.
- Overall, the consultation undertaken is considered to have been effective and robust, and met the requirements of the RMA and the LTMA and the NZTA's consultation objectives.

Appendix 1 Materials displayed at the First Information Day

Appendix 2 Materials displayed at the Second Information Day

Appendix 3 Newsletters

Appendix 4

Schedule of Iwi Consultation

**Appendix 5 Memorandum of Understanding between the NZTA,
Ngati Koroki Kahukura and Ngati Haua**