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BUILDING A BETTER WORLD

MEETING NOTES

NORTH OF ŌTAKI TO NORTH OF LEVIN PROJECT

FIRST COLLABORATION MEETING WITH KEY STAKEHOLDERS AND TANGATA WHENUA

Thursday 7th April 2011, 9am to 2pm

Council Chambers, Horowhenua District Council Building, Levin

Purpose of Meeting: To share information between key participants in NZTA's North of Ōtaki to North of Levin Roads of National Significance Project, and to establish a basis and relationships for future involvement in the project.

Those invited include NZTA, the MWH NZ Ltd consultant team, representatives of the four local authorities whose areas are within the project, tāngata whenua representatives, the Department of Conservation, KiwiRail, and Historic Places Trust.

Facilitator: Bob Barraclough, MWH Team Leader.

Attendees:	Jo Draper	NZTA Project Manager
	Rowan Oliver	NZTA Transport Planner
	Alan Catchpole	NZTA Planning Manager
	Phil Peet	MWH Deputy Team Leader
	Sylvia Allan	MWH Consultation Manager
	Andrew Guerin	MWH Planning Manager
	Morrie Love	MWH Maori Consultation
	Anne Redgrave	Horizons Regional Council
	Ged Shirley	Horizons Regional Council
	Wayne Wallace	Horizons Regional Council
	Wally Potts	Horowhenua District Council
	Tony Thomas	Horowhenua District Council
	Mike Pond	Horowhenua District Council
	Glen O'Connor	Horowhenua District Council
	Raj Mander	Horowhenua District Council
	Tracey Grant	Greater Wellington Regional Council
	Steve Hirini	Muaupoko Tribal Authority
	Rob Warrington	Muaupoko Tribal Authority
	Marokopa Wiremu-Matakatea	Muaupoko Tribal Authority
	Rupene Waaka	Te Pou o Tainui Marae
	Rob Kuiti	Ngati Kikopiri
	Richard Orzecki	Ngati Wehi Wehi
	Bob Miratana	Ngati Wehi Wehi
	Yvonne Wehipeihana-Wilson	Ngati Tukorehe (only present for afternoon)
	Tipi Wehipeihana	Ngati Tukorehe (only present for afternoon)
	Richard Gill	Department of Conservation
	Kris Eriksen	Department of Conservation
	Steve Curry	KiwiRail

Unable to Attend Kapiti Coast District Council
Te Runanga o Ngati Raukawa
Ngatokowaru - Ngati Pareraukawa
Historic Places Trust

Future invitees Matau marae - Ngati Huia
Kereru Marae - Kauptaroa



Time	Component	Person
9 – 9:10am	<p><u>Introductions/Confirmation of Agenda</u></p> <p>Kaumatua opened the meeting.</p> <p>Bob and Jo welcomed everyone. The intention is to have an open and discussive meeting. While there will be some ground rules, active participation is strongly encouraged by all.</p> <p>All attendees briefly stated their name, their organisation and why they are here.</p>	All
9:10 – 9:30am	<p><u>Background to and Purpose of Project</u></p> <p>Jo covered:</p> <ul style="list-style-type: none">• Drivers for RONS• RONS nationally and Wellington• What is an Expressway• Draft Objectives for this Project <p>Slides attached.</p>	Jo Draper
9:30 – 10:00am	<p><u>Project Process and Likely Timeframe</u></p> <p>Sylvia covered:</p> <ul style="list-style-type: none">• ACRE process and methodology• Project outputs• Likely Timeframes <p>Phil covered:</p> <ul style="list-style-type: none">• Transport Aspects• Transport Modelling <p>Slides attached.</p>	Sylvia Allan/ Phil Peet
10:00 – 10:15am	<p><u>Consultation Process</u></p> <p>Sylvia covered:</p> <ul style="list-style-type: none">• Consultation stages proposed• Integration into ACRE process <p>Jo covered:</p> <ul style="list-style-type: none">• NZTA's approach to consultation• Consultation records• Jo tabled draft project display boards which will be erected shortly <p>Slides attached.</p>	Sylvia Allan/ Jo Draper
10:15 – 10:30am	Morning Tea	



10:30 – 11:15am	<p><u>Role/Expectations of Stakeholders and Iwi</u></p> <p>For this session, each attendee (at least one per group) was invited to outline their expectations of the process, and to briefly comment (5 minutes maximum) on such questions as “what methods will work best?”, “who are important groups and key informants in the community?”, “are the timeframes reasonable?” and any other matter about the project they want to raise.</p>	
	<p>Wally Potts – Horowhenua District Council</p> <ul style="list-style-type: none"> • Wants project to proceed – economic stimulus for Horowhenua • Noted that perceived economic benefits are already being seen to the south with rail upgrades and electrification to Waikanae, Paraparaumu airport and RONS • Concerned that there is not enough time to do the project well • Glad to see consultation on this project starting early • Thought the approach outlined is good • Wants to see east west links across the communities maintained – do not want to see communities divided (local access is really important) – need to maintain access to the lake etc • Thought that most of the right people are in attendance 	
	<p>Steve Hirini – Muaupoko</p> <ul style="list-style-type: none"> • Stated that the right people from the iwi are here – but noted that there are 7 hapu in Muaupoko • Noted that people live around the lake and towards the beach – these are therefore areas of risk • Likes being involved early • Noted that a Memorandum of Partnership is currently being developed with NZTA • Stated that there is a long standing association throughout the study area and further down the coast • Noted that Muaupoko are due to progress historic treaty claims this year. Currently there are research projects going on with the Crown 	
	<p>Rupene Waaka – Te Pou o Tainui Marae</p> <ul style="list-style-type: none"> • Stated that iwi are Treaty partners – not stakeholders. It should be a collaboration process • Sees consultation process as NZTA seeking permission for the preferred route • Need to talk to whanau, hapu and iwi and notes that there will be costs involved to undertake Cultural Impact Reports • Warned that there are differences between legal entities, tribal authorities and the people on the ground who are directly affected • Noted that Raukawa has two marae on SH1 south of Levin and two more to the north • Noted that there are more hapu that need to be consulted • Asked whether karakia (blessings) for the route would be possible 	



	<p>Richard Orzecki – Ngati Wehi Wehi</p> <ul style="list-style-type: none"> • Noted that the recent realignment north of Otaki began with a Blessing and proceeded well with good relationships between all parties • Sought for this project to follow suit • Considered that this is an opportunity to build relationships between communities, iwi and NZTA • Noted that their website will include regular updates in regard to this project 	
	<p>Bob Miratana - Ngati Wehi Wehi</p> <ul style="list-style-type: none"> • Noted that communication needs to be regular and effective • Stated that we need to involve all iwi and hapu; ensure communication is with people who live there • Noted the need to go to each marae and each hapu • Stated that there are benefits in proper communication from an early stage 	
	<p>Anne Redgrave – Horizons Regional Council</p> <ul style="list-style-type: none"> • Wondered what the process was for political engagement i.e to local and regional councils, and regional transport committees • Suggested also talking to Palmerston North City Council • Thought timeframes seemed reasonable • Noted that the Regional Transport Committee are keen to see improvements to this corridor, particularly for safety 	
	<p>Tracey Grant – Greater Wellington Regional Council</p> <ul style="list-style-type: none"> • Wants to be kept up to date with how the project is going, whether timeframes are changing • Seeks a collaboration process re consents • Wants to be given the opportunity to provide input; e.g. ecological values • Noted that Horizons will take the lead from a regional input perspective • Noted that a review of the Wellington Regional Policy Statement has recently been undertaken and that she is happy to share the stakeholder list (GW keeps a comprehensive list of community groups) 	
	<p>Kris Eriksen – Department of Conservation</p> <ul style="list-style-type: none"> • Stated that DoC remit is to administer public conservation land and advocate for conservation, including historical aspects on private land • Noted that there are endangered land snails within the project area • Noted that Lake Papaitonga also an area of interest • Thought that east-west ecological connectivity also important • Considers that the engagement with NZTA for Transmission Gully has been good • Noted that the Wellington/Hawkes Bay Conservation Board and Forest and Bird also have an interest in the project 	



	<p>Steve Curry – KiwiRail</p> <ul style="list-style-type: none"> • Confirmed that we are engaging with the right people from KiwiRail • Considered that the timeframes seem realistic • Offered to send forward works programme • Noted need to tie in projects if possible – they will provide a list of projects they would like to achieve re this project. 	
11:15 – 12:00noon	<p><u>General Discussion on Project – Opportunities, Benefits, Processes</u></p> <p><u>Processes</u></p> <p>Jo stated that NZTA are proposing a new consultation process for this job, which has early and more continuing engagement rather than purely at defined stages throughout the project.</p> <p>Jo asked how often iwi and stakeholders would like to be contacted. Richard Orzecki thought every 3 months. Steve Hirini agreed and stated that 6 months would be too long. On other projects, people come to the marae. He went on to say that they do not want to hold up the process but noted that they do need to disseminate the information to hapu. Treaty principles need to be reflected in the consultation process.</p> <p>Jo noted that there are many internal NZTA processes, including approval of public material and liaison with political bodies. These may seem to slow the process down so people shouldn't be surprised if things move slowly at times.</p> <p>Jo noted that local politicians will be consulted separately and thanked Anne Redgrave for bringing the issue up.</p> <p><u>Opportunities</u></p> <p>Jo</p> <ul style="list-style-type: none"> • Elimination of crash blackspots • Improve access to areas (provides potential for new developments) • Remove rail crossings; reduce number of structures <p>Rupene Waaka</p> <ul style="list-style-type: none"> • Karakia at the start of the project • Consideration of fossil fuels <p>Rowan Oliver</p> <ul style="list-style-type: none"> • Concept for all RONS includes east-west connectivity, walking and cycling <p>Sylvia Allan</p> <ul style="list-style-type: none"> • Ensure sustainability is covered as will be a focus in the hearings. Noted potential for electric cars in the future and that peak oil is unlikely to significantly diminish people's desire to go places. 	All



	<p>Richard Orzecki</p> <ul style="list-style-type: none"> • Making urupa safer; i.e. tangi traffic / parking often congregates on roadsides • Reduce uncertainty in the communities, including knowing what the staging of the project would be (at present marae development put on hold because of potential changes in road alignment). <p>Kris Eriksen / Richard Gill</p> <ul style="list-style-type: none"> • Develop verges and median strips with indigenous vegetation and wetlands. Lowland forest, dunes and wetlands was the former state of the area, but it is highly modified now. Opportunity to engage with local communities and restore areas and create new 'natural' areas • Provide north-south and east-west ecological corridors (water, bush etc) <p>Jo</p> <ul style="list-style-type: none"> • Improve connections to Palmerston North <p>Anne Redgrave</p> <ul style="list-style-type: none"> • Noted that Palmerston North's growth strategy includes residential and industrial growth and that the RLTS promotes the freight hub / distribution aspect of Palmerston North. • Noted that SH57 is currently the preferred route from Palmerston North to Wellington, and expects more growth from this with better links to Wellington, including heavy vehicles. SH57 also links through to Napier and SH2 <p>Wally Potts</p> <ul style="list-style-type: none"> • Noted that Levin has had flat growth with some growth at Waitarere but there are two potential growth cells to the east and one to the north (Fairfield area) • If the new SH doesn't go through Levin, it needs to be closely linked <p>Jo</p> <ul style="list-style-type: none"> • Opportunity to bypass Levin; faster and safer for through traffic but may be some disbenefits. • Noted that 20 year old study stated that only a small percentage of through traffic actually stopped in Levin; is this still the case? <p>Alan Catchpole</p> <ul style="list-style-type: none"> • Noted that Levin is a destination in its own right so much of the traffic that stops in Levin is local or is not 'through' traffic • Providing a new route enables mitigation of effects from through traffic, which isn't able to be undertaken on the existing route <p>Wally Potts</p> <ul style="list-style-type: none"> • Noted that the Council would like more people to stay longer, but the traffic and parking issues on the highway is one factor 	
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	<p>which prevents this from happening. Fast food outlets are located one away from the main central shopping area so through traffic often access those only. Central area parking is mostly only used by locals.</p> <p>Jo</p> <ul style="list-style-type: none"> • Want to ensure old road left in good condition for local authorities • Opportunity to reduce severance through Levin <p>Sylvia Allan</p> <ul style="list-style-type: none"> • Noted that after the Wellington Northern Corridor RoNS is completed, Levin is likely to be only 1 hour away and therefore more accessible as a destination from Wellington <p>Anne Redgrave</p> <ul style="list-style-type: none"> • Reduction in trip length could also increase commuting from Levin to Wellington and Palmerston North 	
12:00 – 12:45pm	Lunch	
12:45 – 1:45pm	<p><u>Risk Discussion</u></p> <p>Phil presented the top risks as determined by the study team. Slides attached.</p> <p>A discussion on each risk was then undertaken and the attendees rated the likelihood of the risk occurring and the severity of the consequence should the risk be realised.</p> <p>Attendees were also asked whether any additional risks should be added to the list.</p> <p>The results of this session are presented in a risk register which is also attached.</p>	Phil Peet
1:45 – 2:00pm	<p><u>Next Steps, Closing Comments</u></p> <p>Bob and Jo thanked all the participants for their input and Bob said that there are already benefits from the collaboration exercise.</p> <p>Richard Orzecki questioned the project name “Otaki to Levin” and its implication in terms of the northern boundary which is actually some distance to the north of Levin, and also omits the area to the east of Levin.</p> <p>Following on from discussion earlier in the day, Jo confirmed that she would like to undertake a series of blessings at marae within the project area at the start of the project process.</p> <p>Jo noted that the next collaboration workshop would not be until after the general election but before the first round of public consultation; i.e. around December. However, regular contact throughout the year is proposed with all groups represented today.</p> <p>Kaumatua closed the meeting.</p>	Bob Barraclough/ Jo Draper

Attachments:

PowerPoint Presentation – Morning Session– Jo Draper, Sylvia Allan and Phil Peet

PowerPoint Presentation – Major Risks – Phil Peet

Risk Register