

4 February 2011

KAPITI CHAMBER OF COMMERCE SUBMISSION TO NZTA ON MACKAYS TO PEKE PEKA EXPRESSWAY

The text of this submission was submitted to NZTA via its website on 4 Feb 11

Summary

The Kapiti Chamber of Commerce supports:

- The building of the Expressway as soon as possible, for the broad reasons given on page 1 of the public consultation document.
- The proposed general locations and configurations for the Expressway access points (see note in body of submission re avoiding houses in Raumati South).

The Kapiti Coast Chamber of Commerce submits:

- That prompt and fair dealing with affected parties is very important.
- That mitigation of Expressway effects (noise, visual, etc) and 'beautification' is very important.
- Complimentary use of the Expressway designation for biking, walking and bridleways and non-vehicular crossings are also important,
- That the continued active participation of the Kapiti Coast District Council as an Alliance member is critical to the success of the project and the representation of the views and issues of the Kapiti community.

The Kapiti Chamber of Commerce welcomes the revised interchange locations and the ability of local residents to use the Expressway as a second river crossing. These are significant improvements from the last consultation document.

Based on feedback recently, but also over the 16 or so months since the project was first announced, the Kapiti Chamber of Commerce advises that the almost unanimous feedback from business people on the Kapiti Coast has been essentially to "get on and build it, dealing fairly and promptly with affected people".

Body of Submission

This submission is limited to the key issues affecting business. There are many other issues which need to be taken into account (such as concerns of segments of the community, or residents of specific areas) and we trust these will have been addressed in submissions by other bodies or people. In particular the Kapiti Chamber refers the NZTA to the submission made by the Kapiti Coast District Council which contains a considerable number of relevant and more detailed points and submissions. The Kapiti Chamber has also had input into and endorses the submission made by the Wellington Employers Chamber of Commerce.

We refer NZTA to the previous Chamber submissions regarding the rapid growth of Kapiti, the increasing need for business in the area, and the increasing ability of the area to contribute to the wider Wellington regional and NZ economies. We note also the recent announcement of the commencement of Air New Zealand services to Kapiti Airport in October 2011, the development of the CleanTech centre in Otaki, the role of Coastlands as the major shopping hub, and the plans for a Kapiti Town (or City) Centre.

The Kapiti Chamber reinforces and agrees with the points listed in the 'What we have heard you say so far' section in page 3 of the consultation document.

Nature Coast - While Kapiti is increasingly adopting the name 'Kapiti' over 'Nature Coast', NZTA planners must be aware that the phrase 'nature coast' still in many ways sums up the unique character of the area, and the viewpoint of many of its residents. This character and its associated lifestyle are key reasons for businesses choosing to start, remain, or move to the Kapiti Coast. Hence the minimisation of the negative effects of the Expressway and the maximisation of the opportunities it brings are both very important not just for the residents, but also for the future of business and tourism in the area.

Expressway Access Points:

- **Kapiti Road interchange** - A full interchange at Kapiti Road is essential. While Ihakara Street is an option, the Chamber believes that Kapiti Road will better serve the population because of its location, current commercial use, and existing local roads feeding into it.
 - If Kapiti Road is chosen, then it will require appropriate works to ensure it can handle the traffic volumes – particularly during commuter rush hours and large 24/7 vehicle movements to Coastlands, Kapiti Airport, Te Roto Drive, and their surrounding commercial and light industrial streets.
 - If Ihakara Street is chosen (not recommended), then this will need to be accompanied by a local north/south road linking Kapiti Road to Ihakara Street as Rimu Road is primarily an access road to the busy Coastlands Shopping area and the future Town Centre – Rimu Road is not suited to being a through road carrying Expressway traffic to and from the entire Paraparaumu area to the north. Ihakara Street itself may need considerable upgrading up to the current SH1 as it is not currently a major through road.
- **Te Moana Road interchange** - A full interchange at Te Moana Road is essential.
 - Strategies to manage and balance the requirements of the (somewhat distant from the interchange) Waikanae Town Centre and the picturesque and residential Te Moana Road will be needed.
- **Peka Peka partial interchange** – A north facing partial interchange at Peka Peka is essential.
 - While not wishing to encourage significant commercial development in this area through a full interchange, it is submitted that coordination will be required between this segment of the Expressway and the Otaki segment to ensure that residents and smaller businesses in the Peka Peka and Te Horo areas are adequately serviced by Expressway access points both north and south.
- **Raumati South Partial Interchange** - A south facing partial interchange at Raumati South is essential.

- The proposal to re-route the Expressway through residential properties adjacent to SH1 in Raumati South has caused considerable negative feeling. Having said that the Chamber also notes that schools and many other residences are no longer next to the Expressway. This issue requires careful consideration of submissions and balancing of issues and is in no way an easy task. The Kapiti Chamber submission is that the route chosen should on balance minimise the effect on residents, but not at the expense of risking the overall project or adding years to the delivery date.

Other Factors Affecting the Long Term Economic Future of Kapiti

The Kapiti Chamber has previously submitted a simple list of the key Expressway related factors critical to the long term economic future of Kapiti: access to the Expressway; connectivity between areas; Kapiti is a 'good place to be' ('nature coast' and lifestyle aspects). This final section briefly covers some key points

- **Second River Crossing** – The Chamber welcomes the ability to use the Expressway as a second local river crossing - a second river crossing is essential. In consideration of the through-road function of an Expressway however, we comment that the majority of local traffic across the Waikanae River will be via the existing SH1 road rather than the new Expressway.

The following issues are important and covered very well in the Kapiti Coast District Council's submission:

- **Further Connectivity Issues** – While the second river crossing addresses a major connectivity issue, this remains an area where the next stage of detailed planning is crucial.
- **Complimentary Use of the Expressway Designation** – Prior to the RoNs projects, the Kapiti community was expectantly waiting not just for the second river crossing but also for the complementary uses of the WLR designation. As well as fitting in with the 'nature coast' and tourism nature of the area, there is a significant opportunity for a modest incremental cost to utilise the designation for other uses, especially walking, biking, bridleways and non-vehicular crossings. These will have long term economic and social benefit, as well as going some way to reducing local concern over the potential for division of the community.
- **Design Quality** – Finally, and once again in keeping with the 'nature coast', the quality of the design of the Expressway and the other features in the designation (such as plantings) is crucial.

Prompt and Fair Dealing with Affected Parties

Consistent feedback from business people has been that prompt and fair dealing with affected parties is very important.

There are not a large number of directly affected businesses however feedback received is that quick purchase of the property, with the option of renting it back for a period while the business finds alternative premises, would be useful and help considerably to minimise the dislocation and reduce the possibility of the business having to move twice. It is requested that NZTA consider this point.