

APPENDIX F: ENGAGEMENT INFORMATION

Appendix F1 – List of meetings with WCC and GWRC

Table 1 provides a complete list of meetings held between NZTA, WCC, and GWRC, along with the main meeting topic. Meetings are ongoing - the table includes all meetings up to the end of July 2026.

Table 1: List of meetings with WCC and GWRC

No.	Date	Stakeholders	Meeting Topic
1	12 Sept 2025	GWRC	In confidence project overview
2	19 Oct 2025	WCC	In confidence project overview
3	5 Nov 2025	WCC	Engagement Approach - Town Belt lessees and the Kilbirnie Cricket Club
4	6 Nov 2025	WCC	WCC Briefing – RONS SH1 Wellington Improvements
5	14 Nov 2025	WCC	Councillor briefing – in confidence project overview
6	18 Nov 2025	GWRC	In confidence project overview for Councillors
7	19 Nov 2025	WCC	Social Impact
8	20 Nov 2025	WCC	Network Integration and Transport System Performance
9	20 Nov 2025	WCC	Network Integration and Transport System Performance
10	21 Nov 2025	GWRC	Fast Track briefing – outline of the RMA process specific to fast track
11	24 Nov 2025	WCC	Urban Design – placemaking and amenity
12	25 Nov 2025	WCC	Infrastructure and environmental resilience
13	26 Nov 2025	WCC	Urban Design – placemaking and amenity
14	26 Nov 2025	WCC	Urban regeneration and land use
15	28 Nov 2025	GWRC	Project overview and requirements
16	01 Dec 2025	WCC	Property Impacts and Town Belt
17	02 Dec 2025	WCC	Network Integration and Transport System Performance
18	04 Dec 2025	WCC	FTAA consenting
19	04 Dec 2025	WCC	Property Impacts and Town Belt
20	08 Dec 2025	GWRC	Walking and Cycling
21	08 Dec 2025	GWRC	Walking and Cycling
22	08 Dec 2025	WCC & GWRC	Public transport discussion with WCC & GWRC
23	08 Dec 2025	WCC	Spoil Disposal
24	08 Dec 2025	WCC	Stormwater outfall works impacting penguin habitat

No.	Date	Stakeholders	Meeting Topic
25	09 Dec 2025	GWRC	Construction disruption
26	09 Dec 2025	WCC	Town Belt– Canal Reserve
27	10 Dec 2025	WCC	Approach for Hataitai Park and Social Impact Assessment
28	16 Dec 2025	GWRC & WCC	Network Planning Group – Planning Session
29	29 Jan 2026	WCC	Stormwater Outfall Works
30	29 Jan 2026	WCC & GWRC	Alternatives & Options
31	29 Jan 2026	WCC	Consent Discussion
32	30 Jan 2026	WCC	Potential Acquisition of Unused WCC Property
33	02 Feb 2026	WCC & GWRC	Regional and Housing Growth
34	17 Feb 2026	WCC	Lizard Relocation Discussion
35	17 Feb 2026	GWRC	Public Transport Discussion for Moxham Avenue
36	18 Feb 2026	WCC & GWRC	Intersection Deep Dive Discussion S1
37	25 Feb 2026	WCC & GWRC	Intersection Deep Dive Discussion S2
38	25 Feb 2026	WCC	Terrestrial Ecology and Lizard Relocation
39	04 Mar 2026	WCC & GWRC	Intersection Deep Dive Discussion - Eastern Connection S1
40	05 Mar 2026	WCC	Alternatives & Options w GWRC
41	11 Mar 2026	WCC	Town Belt Offset Options
42	31 Mar 2026	WCC & GWRC	Kilbirnie Triangle Discussion w GWRC S1
43	08 Apr 2026	WCC & GWRC	Kilbirnie Triangle Discussion w GWRC S2
44	08 Apr 2026	GWRC & WCC	Network Planning Group
45	23 Apr 2026	WCC & GWRC	Specialist Workshop: Groundwater
46	23 Apr 2026	WCC	Specialist Workshop: Landscape, urban design and visual
47	23 Apr 2026	GWRC & WCC	Network Planning Group
48	24 Apr 2026	WCC & GWRC	Specialist Workshop: Transport Report
49	24 Apr 2026	WCC & GWRC	Specialist Workshop: Contaminated Land
50	28 Apr 2026	WCC & GWRC	Specialist Workshop: Geotech / Hazards
51	28 Apr 2026	GWRC	Specialist Workshop: Stormwater & Erosion and Sediment Control
52	29 Apr 2026	WCC & GWRC	Specialist Workshop: Air Quality
53	29 Apr 2026	GWRC & DOC	Specialist Workshop: Marine and Freshwater Ecology
54	29 Apr 2026	WCC	Specialist Workshop: Noise & Vibration
55	30 Apr 2026	WCC & GWRC	Specialist Workshop: Design, Constructability & Alternatives
56	01 May 2026	WCC	Specialist Workshop: Heritage & Archaeology
57	01 May 2026	WCC & GWRC	Specialist Workshop: Other - Planning, cultural, etc

No.	Date	Stakeholders	Meeting Topic
58	04 May 2026	WCC, GWRC & DOC	Specialist Workshop: Terrestrial ecology
59	06 May 2026	WCC	Strategic Level Conversation
60	25 May 2026	WCC	Urban Design and Landscape Principles
61	27 May 2026	WCC & Wellington Water Limited	Stormwater Assessment
62	10 June 2026	WCC & GWRC	Network Planning Group Meeting
63	11 June 2026	WCC & GWRC	Consent Design Updates Summary
64	24 June 2026	WCC & GWRC	Wetland Offset Discussion
65	24 July 2026	WCC	NZTA Project update to WCC Councillors
66	24 July 2026	GWRC	NZTA Project update to GWRC Councillors

Appendix F2: Summary of feedback provided by directly affected landowners and occupiers

Table 2 provides an anonymised summary of feedback from directly affected owners and occupiers, based on conversations they have had with The Property Group, which is managing the PWA process on behalf of NZTA. The feedback has been summarised and anonymised to avoid disclosing personal details under the Privacy Act. The summary focuses on feedback that may be relevant to any design change or mitigation response and has been analysed by section so that any design changes or features relevant to each section can be considered.

Table 2: Summary of feedback from directly affected landowners and occupiers and response from NZTA

Section	Feedback	Response from NZTA
Terrace Tunnel	Concerns regarding noise, vibration, subsidence issues and potential damage to property that may occur because of construction.	Some noise and vibration effects are expected. These effects will be managed through the Construction Noise and Vibration Management Plan (CNVMP), which is a requirement under the proposed Construction Noise and Vibration conditions. The CNVMP will set out the framework for managing the effects of construction noise and vibration. The CNVMP will require consultation with the identified receivers. This will need to be documented alongside any feedback that has been considered. In addition, prior to the start of Construction Works, Protected Premises and Facilities will be identified and building modifications will be undertaken. Prior to construction, precondition surveys and further assessment of expected settlement and the effects on properties will be undertaken to establish appropriate monitoring arrays and trigger levels.
Basin Reserve	Concerns regarding the acquisition of private property.	NZTA is continuing discussions with the relevant landowner(s).
Basin Reserve	Concerns regarding the impact on Church carparking due to the temporary occupation requirement; request that the design be revisited to minimise the impact on carparking.	The design has been reviewed and modified to minimise the impact on the church's car parking. Although the Project cannot avoid the car park entirely, it proposes an alternative car park to replace the car park affected by the Project. Alternative car parking is being created from residual property parcels adjacent to the Church, and from car parking that will need to be acquired.
Mt Victoria Tunnel	Concerns regarding noise, vibration, subsidence issues and potential damage to property that may occur because of construction.	Refer to the response to similar feedback above for the Terrace Tunnel section.
Wellington Road/Ruahine Street	Concerns were raised regarding the proximity of the road corridor to existing dwellings, and the lack of design information to fully inform discussions of the property's full impact was criticised. Concerns regarding the acquisition of private property.	General design information was provided to the owner, along with the project information package and imagery, to confirm the proposed works in the vicinity of the property. NZTA is continuing discussions with the relevant landowner(s).

Appendix F3: Summary of feedback from adjacent landowners and occupiers and NZTA's response

Feedback received from adjacent landowners and occupiers has been gathered from meeting minutes, emails, and survey responses. In analysing this data, we have protected the privacy of individual landowners by analysing the feedback either by section or, where possible, at the street level. Email submissions were also received from body corporate and strata bodies on behalf of the owners and occupiers.

The following section provides an analysis of the feedback received from the adjacent landowners and occupiers. It has been divided into feedback that could be generalised across the corridor and into Project sections where specific design features have been referenced. This is consistent with the approach taken for analysing feedback received from the broader community engagement that is available on the Project website¹.

Project Wide – Feedback from adjacent landowners and occupiers

Table 3 provides a summary of feedback from adjacent landowners and occupiers that was not related to any specific section of the Project but generalised to the Project as a whole.

Table 3: Summary of feedback from adjacent landowners and occupiers relating Project-wide

Issue theme	Key matters raised	Response / consideration
Construction impacts and management	• Requests for clarity on construction hours, staging/sequence, and how disruption will be minimised. • Concerns about management and transport/disposal of tunnel spoil. • Requests for proactive communication and engagement with affected parties during construction.	• Standard construction hours are proposed. Where out-of-hours work is required for safety or network reasons, this will be limited in duration and supported by appropriate mitigation and engagement. • Spoil from tunnelling will be managed in accordance with Technical Report #2 Constructability Report and relevant management plans, including temporary stockpiling where required and transport to approved disposal locations. • Construction communications will include advance notice of changes, clear contact points for enquiries/complaints, and targeted engagement where access or amenity is affected.
Traffic, congestion and network effects	• Concerns that the Project may induce additional traffic and worsen congestion and liveability to surrounding local streets and village centres, including potential safety and amenity effects. • Concerns about temporary traffic and access disruption, including road closures, detours, effects on emergency access,	• The Technical Report #5, Integrated Transport Assessment, uses transport modelling to assess network performance on SH1 and adjacent local roads in future years, with and without the Project. Overall, the modelling indicates improved journey time reliability and safety on the strategic corridor, with some localised redistribution of traffic that is generally within the available capacity of the surrounding road network. • Temporary traffic, access and parking impacts will be managed through construction staging to maintain safe access for residents, businesses, schools, emergency

¹ <https://www.nzta.govt.nz/assets/projects/sh1-wellington-improvements/sh1-wellington-improvements-community-engagement-report-mar-2026.pdf>

Issue theme	Key matters raised	Response / consideration
	servicing, and pedestrian/cycle movements.	services and active modes. Temporary closures and detours will be communicated in advance and managed to minimise disruption.
Noise and vibration (construction & operation)	- Concerns about construction noise and vibration affecting residents, businesses, schools and other sensitive receivers, including out-of-hours works. - Requests for clear criteria, monitoring (including trigger levels), complaint response processes, and pre-construction condition surveys for sensitive buildings. - Operational noise concerns (including bridge joints/seismic gaps, surface transitions and portal areas) and requests for barriers or low-noise surfacing.	- Technical Report #6 Noise and Vibration Assessment has assessed effects during construction and operation. The assessment framework sets noise and vibration criteria, identifies sensitive receivers, and specifies mitigation, monitoring and management responses. - Construction noise and vibration will be controlled through an approved Construction Noise and Vibration Management Plan (CNVMP), supported by location-specific schedules where needed. Where predicted levels approach or exceed criteria, measures such as temporary barriers, respite, adjusted methods, and proactive engagement with affected parties will be implemented. Condition surveys and monitoring are proposed for particularly sensitive locations. - For operation, the design incorporates measures such as low-noise surfacing in selected locations (and generally, where practicable). In some areas close to SH1, the existing noise environment is already high, and modelling indicates only small changes with the Project.
Air quality (construction & operation)	- Concerns about construction dust and emissions affecting residents, schools, businesses and other sensitive receivers, particularly near portals, construction yards and along constrained corridors. - Requests for clear mitigation measures, monitoring (including trigger/action levels) and a responsive complaints process during construction. - Operational air quality concerns associated with additional lanes and traffic volumes, including health-related concerns and effects in areas already close to SH1.	- Air quality effects for both construction and operation have been evaluated in Technical Report #18 Air Quality Effects, focusing on contaminants most relevant to human health in accordance with NZTA guidance. The modelling indicates predicted concentrations at sensitive receivers are within applicable guideline values in the future baseline and with the Project. - During construction, dust and emissions will be managed through an approved Construction Air Quality Management Plan (CAQMP). This will include good-practice controls (such as watering and covering), vehicle and plant requirements, and monitoring/response actions where monitoring indicates elevated dust levels. - The pollutants assessed in Technical Report #18 Air Quality Assessment include those most likely to result in health effects, as per NZTA guidance. The air quality assessment shows that concentrations at the modelled sensitive receptors are below the relevant air quality guideline for all assessed contaminants.
Alternative design and options	- Suggestions for different alignments, longer tunnelling, grade separation and alternative network configurations. - Preference for non-road alternatives (public	A broad range of alternatives (including non-build approaches, different alignments, longer tunnels, grade separation, public transport/mass transit options and demand management tools) were considered during option development; this is set out in Technical Report #1 Alternatives and Technical Report #4 Design Assessment.

Issue theme	Key matters raised	Response / consideration
	transport/mass transit, walking and cycling, congestion charging) and/or demand management tools.	Demand Management Tools such as congestion charging are recognised as potential complementary measures. Decisions on whether and how these are implemented are progressed through separate policy and funding processes and are not determined through this consenting process.
Project value and economic case	- Concerns that the Project cost is not justified by the benefits and that a 'do nothing' or lower-cost approach would be preferable. Requests for transparency regarding the economic assessment, benefit–cost considerations, and the distribution of benefits. - Conditional support for tolling with local movement exemptions.	- Technical Report #3 Economics Assessment outlines the regionally and nationally significant benefits, including improved travel-time reliability, resilience, and access to employment and key destinations. These benefits were considered alongside costs when comparing the Project with a no-action alternative. Wider funding priorities and complementary public transport or demand management initiatives are progressed through separate policy and investment processes. - Tolling is being considered separately by NZTA and the Government and is not part of the consenting process; a tolled scenario is presented in Technical Report #5 Integrated Transport Assessment for information.
Public transport	Concern that the Project prioritises private vehicles and requests a stronger emphasis on public transport (rail to airport, bus lanes, direct routes).	The Project has been designed to integrate with and support wider public transport and active mode networks rather than preclude future investment. By relieving pressure on local roads, the Project has the potential to create opportunities for Wellington City Council and Greater Wellington Regional Council/Metlink to advance public transport and active mode enhancements.
Urban design, landscape and visual amenity	- Requests for additional planting, mature trees and visual mitigation. - Any removed trees to be replaced appropriately with non-deciduous species for aesthetic and environmental values, and to mitigate sound and light.	- Landscape and visual mitigation have been an important consideration in the Project design, with Indicative Landscape Plans identifying extensive areas of native planting, including trees around tunnel portals and along SH1 corridors. This is discussed in more detail in Technical Report #7, Landscape, Urban Form and Visual Amenity Assessment. - Where temporary construction activities require tree removal, reinstatement planting will occur following completion of works. Tree retention and removal have been informed by an arboricultural assessment, with replacement planting proposed where removal is unavoidable.
Climate change and emissions	Concern about increased car use, carbon emissions, and embodied carbon from tunnel construction materials (including concrete).	While a full carbon assessment has not been undertaken at this early design stage, Technical Report #5 Integrated Transport Assessment summarises operational emissions from traffic modelling, indicating a small (approximately 1%) increase in CO₂ emissions. Operational air quality effects remain within guideline limits, with increased uptake of electric and hybrid vehicles moderating future impacts.

Terrace Tunnel - Feedback from adjacent landowners and occupiers

Table 4 provides a summary of feedback from adjacent landowners and occupiers that relates to design concerns during the construction or operation of the Terrace Tunnel section.

Table 4: Summary of feedback from adjacent landowners and occupiers relating to the Terrace Tunnel

Issue theme	Key matters raised	Response / consideration
Impact on the cultural significance of Kumutoto Stream	Concerns that the Second Terrace Tunnel will adversely affect the culturally significant Kumutoto Stream.	There are no physical changes to the formed Kumutoto Stream as it is already piped in the location of the proposed works. Flows in the Kumutoto piped awa will remain unchanged from the pre-Project (i.e. existing) scenario, with flows continuing to be conveyed into and discharged through the downstream stormwater network. Highway stormwater treatment will be introduced within the Project area.
Impacts on apartment buildings on the Terrace	- Concern about impacts on residential parking within the Terrace. - Requests for noise mitigation on apartment buildings on the Terrace. Concern was raised about where SH1 transitions from elevated to ground level, which increases noise. A suggestion was made for acoustic panelling to dampen road noise. - There is a seismic gap on the Shell Gully (flyover) outside the property that should be improved to mitigate existing noise impacts from bumping vehicles.	- No permanent impact on parking on The Terrace is proposed as part of the Project. Access to the area above the Terrace Tunnel may require temporary impacts on localised parking during construction. - Apartment buildings on the Terrace are located very close to SH1 and currently experience high levels of traffic noise. Technical Report #6 Noise Assessment has confirmed that existing noise levels are expected to remain broadly similar with the Project in place, with modelling indicating only a very small change that would not be readily noticeable. As a result, building modification mitigation is not proposed, as the noise environment reflects existing conditions rather than an impact created by the Project. Due to the height of the apartment buildings, acoustic barriers would not be an effective means of reducing traffic noise, and therefore, none are proposed. - Works to the Shell Gully flyover, including the bridge joints, are not included in the Project scope.
Impacts to Ghuznee Street Bridge	Seeks clearer information regarding construction works on Ghuznee Street Bridge, including noise and vibration impacts as well as potential closure.	The Ghuznee St bridge will be widened to enable the widening of SH1. This work will likely involve some piling as well as earthworks, compaction and road surface formation. Construction noise and vibration will be managed in accordance with the Construction Noise and Vibration Management Plan (CNVMP). Further information on the construction of the Ghuznee Street Bridge, including potential closure of Ghuznee Street, has been provided in the lodgement material – particularly the Technical Report #2 Constructability Report.

Issue theme	Key matters raised	Response / consideration
Impact on local landscaping	- Existing Pōhutukawa trees between Boulcott Street and Everton Terrace should be retained. - Requests that gardens with mature trees be planted around new roads and the Terrace Tunnel to mitigate the visual impact of new roads.	- The open space between Boulcott Street and Everton Terrace overbridges is required for a construction yard, which does not allow for the retention of the pōhutukawa trees. However, this area will be extensively revegetated, including native trees as part of the reinstatement, once construction is complete. - The Project includes mass planting of native species, including trees around the new Terrace Tunnel portals, as part of landscape and visual mitigation. This is outlined in Technical Report #7, Landscape, Urban Form and Visual Amenity Assessment.
More consideration for pedestrians and cyclists	- Believes Terrace Tunnel focuses heavily on vehicle throughput and that more accommodation for pedestrians is required (safe, accessible walking routes) - Terrace Tunnel bike lane should be connected to a network – not enough cycleway upgrades.	- There is limited existing pedestrian demand along SH1 through the Terrace Tunnel, and the provision of new high-cost pedestrian infrastructure is not aligned with the Project objectives. The Project will result in more heavy vehicles diverting off the local roads onto SH1, away from routes used by pedestrians. - No bike lanes are proposed in the Terrace Tunnel as the location is a motorway environment.

Te Aro - Feedback from adjacent landowners and occupiers

Table 5 provides a summary of feedback from adjacent landowners and occupiers that relates to design concerns during the construction or operation of the Te Aro section.

Table 5: Summary of feedback from adjacent landowners and occupiers relating to the Te Aro section

Issue theme	Key matters raised	Response / consideration
Safety regarding increased vehicular speed on Vivian Street	General concern regarding safety impacts from faster traffic flows.	Traffic speeds will be managed through coordinated traffic signal operation (including off-peak) to discourage high-speed travel and maintain safety outcomes.
Query need for an additional lane	Claims that congestion along SH1 is limited to predictable peak commuter windows, suggesting the problem is efficiency of movement rather than lack of roading capacity.	Data shows that the demand along SH1 is high from 6:30 am through to 9 pm on weekdays. Whilst there are peak periods in the morning and late afternoon, delays and congestion occur throughout the day and into the weekend. Technical Report #1, Alternatives, discusses the investigation of non-infrastructure options, including demand management methods.
Loss of parking	- Concerns about the impact of the proposed removal of car parking on local businesses and the university. Reduced parking access is likely to limit participation and affect the ability to maintain a safe, inclusive, community-focused environment. - It is requested that the removal of parking be reconsidered and that during construction, the remaining car parks are not used by construction or traffic management contractors. - Concern that removal of taxi stands and short-stay parking on Vivian Street will further discourage visitors to Cuba Street. Suggestions were made to restrict service lane/parking to peak periods only (retain off-peak parking/loading).	- Permanent parking removal is proposed on Kent Terrace to maintain consistent traffic capacity through Vivian Street and to the Basin, noting that retaining parking would narrow the roadway and prevent the Project's efficiency benefits from being realised. Alternative parking is available in Te Aro and Mt Victoria. The impact of parking removal is documented in Technical Report #5, Integrated Transport Assessment. - Any temporary parking removal during construction will be managed through the Construction Traffic and Transport Management Plan (CTTMP) - Clearway parking can create operational and enforcement challenges and introduce safety/efficiency issues outside peak periods. Permanent parking changes are required in some locations to achieve consistent corridor capacity and deliver overall Project benefits. Technical Report #5 Integrated Transport Assessment has recommended that consideration be given to providing loading bays on adjoining roads, or off-peak loading (only) bays.
Removal of pedestrian crossing on Taranaki St to increase	Main restriction on right-turning traffic flow is pedestrian crossing on Taranaki Street – pedestrian crossings should be restricted	Removing existing pedestrian provision is not considered appropriate at this location due to the existing demand that exists and the impact on access and safety.

Issue theme	Key matters raised	Response / consideration
vehicle movement	to the left side of the street and across SH1 on either side of Taranaki Street.	
Pedestrian crossings at Vivian Street and Karo Drive	Concern that pedestrian crossings at Vivian Street and Karo Drive are already difficult to use, due to signal timing and the need to cross multiple cycleways, and that current conditions are challenging for pedestrians.	Intersection designs incorporate pedestrian safety measures (e.g., wider waiting areas and removal of slip lanes where practicable). While crossing distances may increase at some locations, it is anticipated that minimum green times (time for pedestrian crossings) will be provided at all crossings, with additional green time where required. Traffic signal phasing (including for pedestrians) will be a matter for ongoing consideration by NZTA and WCC, as the respective road controlling authorities.
Urban design, streetscape and amenity	- Concern that introducing a wide, multi-lane transport corridor along Vivian Street and Cuba Street would change neighbourhood character and negatively affect amenity, liveability and walkability. - Concern that the additional traffic lane will encroach on private land and impact buildings.	- Streetscape mitigation measures and intersection design refinements are proposed to minimise impacts on neighbourhood character, particularly at sensitive locations such as the Cuba/Vivian Street intersection. Pedestrian facilities include increased waiting space and improved crossings, supported by visual simulations and proposed mitigation measures to manage amenity effects. - The three lanes on Vivian Street will not require the acquisition of private property, as shown on drawings included in the lodgement material. Some verandahs are impacted to a minor extent, where they overhang the public footpath. The verandahs are discussed in more detail in Technical Report #8 Historic Heritage Assessment.
Suggestion for grade separation in Te Aro	Suggests that the east/west and north/south traffic should be grade-separated for changes around Te Aro, as it is already difficult travelling along Willis and Victoria Streets and crossing SH1.	Technical Report #1 Alternatives details the options considered, including grade separation of SH1 through Te Aro.
More consideration for pedestrians	- Disappointed that pedestrians weren't a consideration in the proposal at the Vivian Street intersections, doesn't agree with widened curbs being removed. - Concern that changes around Te Aro will impact walkability when crossing Vivian Street, splitting Cuba Street and discouraging pedestrian activity to the southern half of Cuba Street.	- Pedestrians have been considered at the Vivian Street intersections where practical. Two examples include the increased waiting space and wider crossing at Cuba Street, and the removal of the slip lane and changes to Willis Street at the Willis Street intersection. - Suitable pedestrian minimum green times (time taken to undertake the crossing) will be provided at all crossings.

Issue theme	Key matters raised	Response / consideration
Impacts on local residents	• The addition of another lane for vehicular traffic will increase pollution and noise for Te Aro residents, particularly along Vivian St. • Concern that widening works around Abel Smith Street may require the removal of existing trees, which currently provide noise attenuation and help mitigate air pollution for nearby residents.	• Technical Report #6 and Technical Report #18, Air Quality Assessment, provide an assessment of the Project's impact. Along Vivian Street, existing noise levels range from 69 dB to 71 dB LAeq(24h). All noise levels are in Category C. In the future, without the Project going ahead, traffic noise levels would increase by about 2 decibels due to increased traffic volume. With the Project in place, a further 1 dB increase in noise levels is predicted for some floor levels, resulting in noise levels ranging from 71 to 74 dB LAeq(24h). • Technical Report #18 shows that concentrations at the sensitive receptors are below the relevant air quality guideline for all assessed contaminants. Any change in concentration is unlikely to be observed or noticed by the public and is unlikely to affect people's quality of life. • No tree removals are proposed near Abel Smith Street, and existing vegetation will not be affected by the Project in this location.
Severance of Cuba Street	• Concern with the severance of Cuba Street impacting local amenity	• The impacts of the Project on the Cuba Street intersection have been carefully considered, with streetscape works to mitigate impacts on pedestrian amenity and public space. These elements include increased pedestrian standing space at each corner, reinstated trees, planting and bench seating to maintain and enhance local amenity.

Basin Reserve - Feedback from adjacent landowners and occupiers

Table 6 provides a summary of feedback from adjacent landowners and occupiers that relates to design concerns during the construction or operation of the Basin Reserve section.

Table 6: Summary of feedback from adjacent landowners and occupiers relating to the Basin Reserve section

Issue theme	Key matters raised	Response / consideration
Damage to buildings and infrastructure from construction works.	- Concerns about potential damage to underground services, particularly wastewater pipes along Ellice Street and recommends that ageing infrastructure be replaced prior to construction. - Concern that vibration during construction and operation will damage adjacent residential properties, noting the vulnerability of older timber houses.	- Underground utilities will only be replaced where directly impacted by the Project. - Vibration assessments indicate that structural damage to dwellings is unlikely. Road surfaces will be constructed to minimise vibration, and any potential amenity effects will be managed through the Construction Noise and Vibration Management Plan (CNVMP), including consultation with affected residents where criteria may be exceeded.
Closure of Ellice Street	Supports closing of the bottom of Ellice Street, provided that the slip lane to the tunnel is kept.	The left turn movement from Ellice Street towards the Mt Victoria tunnel is retained in the proposed design as shown in the drawings, which form part of the lodgement material.
Closure of Pirie Street	- Closing Pirie Street from existing to Kent and Cambridge Terraces will add to traffic flows on Elizabeth Street as one of only two exits from Mount Victoria. If buses have to go along Elizabeth Street before heading south, there will be congestion at the Brougham/Pirie intersection and at the Elizabeth Street/Kent Terrace lights. - Phasing of lights at Elizabeth Street should have electronic monitoring to allow the volume of traffic to exit to Kent and Cambridge Terrace.	- The traffic modelling for the Project does indicate an increase in traffic on Elizabeth Street but does not indicate a significant increase in congestion. Technical Report #5, Integrated Transport Assessment, considers the impact of changes in traffic flow on efficiency and safety. The changes at the Basin and the additional lanes through the Mt Victoria Tunnel result in Kent Terrace (and the approaches to the Basin in general) experiencing a significant reduction in delays and journey-time variability. - The assessment has considered the additional demand on Elizabeth Street because of the closure of Pirie Street. All Wellington City intersections are controlled using detectors that measure demand on each approach and adjust timings to minimise delay. Changes to phasing at intersections will be confirmed through the detailed design and construction.
Impacts on Ellice Street properties	Concerns regarding impacts on Ellice Street, where properties back onto NZTA land. Would like more information, including plans illustrating initial site clearance works, earthworks, vegetation removal, and laydown,	The area behind Ellice St dwellings towards Paterson St will be used as a construction yard to support Mt Victoria tunnelling operations during construction. This includes removing vegetation and structures, carrying out earthworks, erecting perimeter fencing and installing temporary site facilities. Site facilities include offices, welfare spaces, equipment storage, maintenance areas,

Issue theme	Key matters raised	Response / consideration
	storage, and stockpiling areas, particularly regarding the gully behind the Ellice Street dwellings. • Would like confirmation of the extent of impacts from construction at the rear of the property from plant fumes and dust generation.	vehicle parking, material stockpiling, and delivery and receiving areas. • Construction areas are not usually large noise generators. The closest road construction works would be about 40m from the dwelling, meaning compliance with the daytime noise criteria is likely to be achieved. Tunnel portal works may cause vibration levels at or just above the daytime amenity criterion of 1 mm/s PPV, and noise levels may infringe the daytime noise criterion of 70 dB LAeq by a small margin (about 5 dB). These will be managed through the Construction Noise and Vibration Management Plan (CNVMP) and, where the relevant noise or vibration criteria are likely to be infringed, a Schedule to the CNVMP. The Schedule will require consultation with affected residents. • A construction air quality management plan (CAQMP) will support the construction phase. The CAQMP will include all required dust and other air-quality mitigation measures and outline how they will be implemented during construction.
Basin Reserve layout and conflict points	• Concern that changes at the Basin Reserve introduce too many conflict points and traffic lights, increasing risk and delay. Suggestion that traffic, pedestrians and other movements should be separated as much as possible.	• Further separating SH1 movements from other vehicles and active modes at the Basin Reserve would involve additional grade separation. This approach was examined previously and would raise significant consenting challenges (including similar issues identified through the earlier Basin Bridge proposal). The Basin Reserve options assessment is summarised in Technical Report #1 Alternatives.
Landscape and visual amenity	• Concern regarding tree and vegetation removal and visual impacts of concrete/asphalt, including at the Basin Reserve suggesting significant mitigation through green areas and planting.	• Tree removal and replacement planting are detailed in the lodgement drawings, with evergreen native species proposed to provide visual and amenity mitigation. Significant mitigation is afforded at the Basin Reserve by the full-width land/green bridge extension of Pukeahu Memorial Park, extending through to Cambridge Terrace. • Additional increased green areas and planting are proposed contiguous with the existing Canal Reserve, at the extended plaza space outside the North Gate and around the street edges of the Basin Reserve. This is discussed in detail in Technical Report #7 Landscape, Urban Form and Visual Amenity Assessment.
Impact to Home of Compassion Crèche	• Concern with the potential impact on the Home of Compassion Crèche during relocation.	• The relocation of the Home of Compassion Crèche building will be carefully planned and protected in accordance with a Heritage Management Plan as detailed in the Technical Report #8 Historic Heritage Assessment.
Traffic from Newtown	• Concerned about traffic coming from Newtown to Hataitai having to cross	• The traffic coming from Newtown will enter/cross SH1 at the same time as pedestrians and cyclists,

Issue theme	Key matters raised	Response / consideration
	northbound SH1 lanes for changes to Basin Reserve – means lights will slow SH1 traffic and overflow traffic around the Basin.	so the SH1 traffic would be disrupted regardless of the Newtown traffic.

Eastern Connections - Feedback from adjacent landowners and occupiers

Table 7 provides a summary of feedback from adjacent landowners and occupiers that relates to design concerns during the construction or operation of the Eastern Connections section.

Table 7: Summary of feedback from adjacent landowners and occupiers relating to the Eastern Connections section

Issue theme	Key matters raised	Response / consideration
Concern about connections to Hataitai Village	- Concerns about the design of the single exit from Hataitai. Concern that Hataitai and Kilbirnie connections cut off the Hataitai community from local facilities and bring significant traffic past schools - Suggestions were made to retain the left-hand turn from Taurima Street onto Ruahine Street. These included using Taurima or Tapiri as the entrance to the loop onto northbound SH1; making Goa one-way onto SH1, as Hataitai traffic can exit at Taurima; or raising SH1 slightly at Tapiri Street and creating an underpass instead of an overpass for access to SH1.	- Direct access between Hataitai and Kilbirnie (including local facilities and shopping) is maintained with no restriction on access between Hamilton Road and Kilbirnie Crescent and along Evans Bay Parade. Access to community facilities at Hataitai Park is enhanced by not having to cross SH1 at grade. Traffic modelling undertaken for the Project indicates that traffic volumes will increase on Moxham Avenue southbound (and decrease northbound); however, the modelling shows no congestion. - It is assumed that the feedback is referring to removing the turns out of Hataitai at Taurima Street and Goa Street in favour of the Hataitai Connection bridge. There are other routes out of Hataitai (depending on the destination). The new Hataitai Connection bridge will have more capacity and priority than either of the previous Taurima Street and Goa Street accesses, which both required gaps in one or both directions of SH1 traffic. The new Hataitai Connection bridge has a merge where traffic can smoothly join SH1. There is still an exit to Wellington Road at Hamilton Road. Technical Report #1, Alternatives, details the options considered for access to Hataitai.
Increased traffic on local roads	Concern the second Mount Victoria Tunnel will continue to experience congestion at both ends, and that removal of turning movements and single-lane access at SH1/Hataitai connections will create peak-hour bottlenecks on SH1 and on local roads (including Moxham Avenue,	For the Eastern Connections section, the modelling shows improved efficiency and safety on SH1, with complementary upgrades at the Basin Reserve and along Ruahine Street / Wellington Road to realise these benefits. The assessment indicates the single lane from SH1 onto the Hataitai Connection Bridge has sufficient capacity to accommodate forecast demand beyond 2053, and it does not predict the diversion of traffic via the Hataitai Connection Bridge and local streets (Moxham Avenue / Kupe Street / Hamilton Road) described in the feedback. Removal

Issue theme	Key matters raised	Response / consideration
	Kupe Street and Hamilton Road). - Concern about removal of Taurima Street and Goa Street exits; location and capacity of the new Hataitai Connection bridge; concern of queuing on Moxham Avenue. - Concern that local delays, turning restrictions and traffic redistribution will reduce liveability and make access to key services and village centres less convenient for residents of Hataitai, Kilbirnie and Newtown. - Concerned about no right-hand turn from SH1 to Hamilton Road coming from the airport, bringing more traffic to Moxham Avenue, Kupe Street and Hamilton Road.	of the right-turn at Kilbirnie Crescent / Hamilton Road relieves pressure on SH1 and improves north-south local movements (including buses). Options providing full ramp connectivity in this area (including arrangements near Goa Street) were evaluated during option development but were not progressed due to safety, land and environmental constraints. - The new Hataitai Connection Bridge replaces Taurima Street and Goa Street exits and provides greater capacity and priority, allowing vehicles to merge smoothly onto SH1 rather than relying on traffic gaps. An exit to Wellington Road is retained at Hamilton Road. The location reflects topography and improved access to Hataitai Park. Traffic modelling shows no significant queuing on Moxham Avenue or the SH1 off-ramp, and removal of existing Taurima Street right-turn queuing reduces peak congestion. - The Project prioritises safe and efficient movement on SH1, which carries a high traffic volume, while seeking to maintain or improve the operation of key public transport corridors and high-demand local roads where practicable. Increased SH1 capacity reduces rat-running on local roads such as Moxham Avenue and Rongotai Road. - Relocating the access point from Hamilton Road to the new Hataitai Connection bridge will not change the amount of traffic entering Hataitai streets but will change the distribution of traffic. The Integrated Transport Assessment, which forms part of the lodgement material, considers the impact of changes in traffic flow on efficiency and safety.
Increased traffic through local town centres	- Concern that traffic redistribution will reduce liveability in Hataitai, Kilbirnie and Newtown, with longer travel times and increased through-traffic. - Concerns that traffic changes will erode village character in Hataitai, Kilbirnie and Newtown and increase severance between neighbourhoods.	- The change in traffic volumes in the Hataitai town centre (Moxham Avenue north of Taurima Street) is expected to be minor. The Project will result in changed travel patterns through the Kilbirnie suburban centre. By providing additional traffic capacity on SH1, vehicles that previously 'rat-ran' to avoid congestion on SH1 will shift to SH1, reducing traffic on some links. - The Project provides improved access into and out of Hataitai and Kilbirnie via the new Hataitai Connection bridge, which offers greater capacity and priority than the existing Taurima Street and Goa Street accesses that rely on gaps in SH1 traffic. Permanent closures of existing access points will not occur until the new connection is operational
Impacts on emergency vehicle access	Concerned emergency vehicles travelling between Wellington Hospital, the eastern suburbs and Hataitai will not be able to undertake a	The Project team has been engaging with emergency services. Following consultation with emergency service providers, the intersection has been amended so that emergency services can still make right turns from Wellington Road, maintaining

Issue theme	Key matters raised	Response / consideration
	right turn at Wellington Road/Hamilton Road/Kilbirnie Crescent and will be required to detour via Moxham Avenue, Kupe Street and Hamilton Road, increasing response times.	their route to Wellington Hospital. Emergency access has been considered in the Technical Report #5 Integrated Transport Assessment evaluation of local road performance.
Increase traffic on Moxham Ave	- Only one lane off SH1 to Hataitai will create a bottleneck in the middle of Moxham Avenue at peak times. - Concern that increased traffic along Moxham Avenue will impact access for buses, slowing down public transport. - Concern that increased traffic on Moxham Avenue will affect school and community facility access and safety, particularly at pick-up/drop-off times. - Adding the turning median on Moxham Avenue to the bridge will impact build-up during peak hours.	- Technical Report #5, Integrated Transport Assessment, considers the impact of changes in traffic flow on efficiency and safety. The modelling of forecast traffic flows for the Project has shown that one lane will have sufficient capacity to meet demand beyond 2053. - The traffic modelling does not indicate that the additional traffic on Moxham Avenue will significantly impact buses. The Project will also enable public transport providers (i.e. GWRC/Metlink) to reroute some express buses onto SH1 if this provides a better public transport service. Bus stop and pedestrian access improvements are proposed along Moxham Avenue as shown on drawings included in the lodgement material. - Since the consultation, there have been design changes to the Project, including safety improvements on Moxham Avenue around the school. These improvements include improving visibility around the pedestrian crossing. Kerb buildouts will also be installed, reducing crossing distances for students and preventing cars from parking in a way that would obstruct views of the crossing. In addition, prior to the Project commencing, there will be changes to the Moxham Avenue bus stops as proposed by WCC and GWRC. According to Technical Report #5, Integrated Transport Assessment, these modifications will mitigate the effects of the increased traffic flows. - Without the right turn bay (turning median) proposed on Moxham Avenue, vehicles waiting to turn right onto the bridge will block any vehicles wanting to head south on Moxham Avenue. Providing the right turn allows buses and other vehicles to pass vehicles waiting to turn right onto the bridge.
Preference for separated pedestrian and cycle paths	- Request for separated walking and cycling facilities through the Mount Victoria Tunnel, with concern regarding the width of the proposed shared path and safety for downhill cyclists. - Support for active modes but concern shared paths are too narrow and insufficiently	- The proposed active-mode facilities meet minimum design requirements and represent an improvement on existing provision. Cyclist gradient, speed, and shared-path safety were key considerations in selecting the tunnel vertical alignment. - The Project delivers continuous walking and cycling connections through the corridor, including the second Mount Victoria Tunnel and Ruahine Street/Wellington Road. Path dimensions meet standards within corridor constraints, with safety informing the selection of alignment.

Issue theme	Key matters raised	Response / consideration
	separated from traffic, particularly through the Mount Victoria Tunnel, along Ruahine Street and at the Basin Reserve.	
Provision of cycle path along Ruahine Street	Concern that the lack of a cycleway on SH1 will divert cyclists onto Hamilton Road and Moxham Avenue. It is requested that a cycle path be provided on the west side of Ruahine Street. Concern was also expressed that WCC may convert on-street parking into a cycleway, which negatively impacts residents.	The Project now includes cycling facilities along Ruahine Street and Wellington Road between the Mount Victoria Tunnel portals and Evans Bay Parade, as shown on the lodgement drawings. Insufficient space exists for fully separated paths without further widening into the Town Belt or private property.
Loss of right turns will impact access to Newtown and Wellington Hospital	- Opposition to the removal of right turns at Hamilton Road, Wellington Road, Kilbirnie Crescent and Evans Bay Parade, with concern that this will lengthen trips between Hataitai, Newtown, Kilbirnie and Wellington Hospital and force travel via the Basin Reserve or Kilbirnie routes - Traffic light phase at Wellington/Hamilton Roads and Kilbirnie Crescent to allow right turns from Hamilton Road onto Wellington Road for better access to Newtown. The current proposal will increase congestion in Kilbirnie town centre - Suggests maintaining the existing right turn at Wellington Road/Kilbirnie Crescent for eastbound traffic to enable a more direct route for Miramar/airport traffic - Concern that removal of the right turn from SH1 to Kilbirnie Crescent will reduce access to community facilities, including the Pool, Library and Toitū Pōneke Users, and increase local travel times. - Suggestion for a new local road connection from the western end of the new overhead bridge to the non-state highway section of Wellington Road to serve the	- The change in traffic volumes in the Hataitai town centre (Moxham Avenue north of Taurima Street) is expected to be minor. Travel times between Newtown and Hataitai will vary by time of day, and the route chosen is discussed in detail in Technical Report #5, Transport Effect. At peak times, journey times are expected to be shorter and more reliable for most journeys because of the Project. For some trips, the quickest route would become via the Mt Victoria tunnel and changed arrangement at the Basin Reserve. - Removing the right turn from Hamilton Road will increase the demand on Kilbirnie Crescent. There will be a net increase in traffic on Evans Bay Parade (south of SH1) due to the removal of the right turn into Kilbirnie Crescent, but the proposed volumes have been assessed as suitable for this road. - The retention of the right turn at that location would require the intersection to be signalised, which would add delay to SH1, which is not aligned with the Project objective - For vehicles that previously turned right into Kilbirnie Crescent, both the pool and the recreation centre/library have car parks which can be accessed off Evans Bay Parade (where the right turn capacity is increased). The Pōneke rugby club/the Hub does not have access from Evans Bay Parade, so users from SH1 eastbound will have to travel slightly further. - Traffic demand between Newtown and Hataitai does not justify the additional cost and impacts on the Town Belt that would result from this connection. This option was therefore not progressed.

Issue theme	Key matters raised	Response / consideration
	upper Crawford Street area and improve access to Newtown.	
Safety of dual right-turn lanes from SH1 into Evans Bay Parade	Concern that dual right-turn lanes from SH1 into Evans Bay Parade are unsafe given nearby schools, sports fields and community facilities; requests for short signal cycles or peak-hour turning bans at Kilbirnie Crescent.	An independent Safe System Audit undertaken during the Investment Case did not identify the dual right-turn lanes into Evans Bay Parade as a safety concern. Crash analysis at similar dual right-turn intersections along SH1 does not indicate elevated crash risk. Short signal cycles are not feasible due to intersection size and pedestrian crossing requirements. Peak-hour turn bans are not proposed due to higher crash risk, driver confusion and enforcement costs. No right-turn movements from Kilbirnie Crescent are proposed as part of the Project.
Access to Hataitai Park and the Town Belt	- Concern about reduced access to Hataitai Park. - Seeks for walkability and access to the Town Belt to be retained.	- Access to Hataitai Park is improved by removing the need to cross SH1 at grade. - Following completion of the Project, walking access to the Town Belt will be enhanced. This includes the existing footbridge, which will be replaced by a wider, accessible shared-path bridge. A new grade-separated crossing of SH1 will be provided by the Hataitai Connection bridge, as well as a new footpath will be provided on the west side of Ruahine Street from Wellington Road to the Hataitai Connection bridge.
Loss of community facilities	- Concern about the relocation of community facilities, including Hataitai Kindergarten and the Badminton Wellington Centre. - Concern about the loss of the northern end of Kilbirnie Park, which may mean one less winter sports field and a new configuration of cricket pitches, which may have to be reduced. In addition, the use of the north-western corner of Kilbirnie Park as a staging site for machinery and materials will affect the Easts CC/Marist AFC clubrooms.	- The Hataitai Kindergarten is currently investigating alternative sites within Hataitai. NZTA is working with WCC and Badminton Wellington to identify options to prevent a permanent decrease in the number of competition-level badminton facilities within the Wellington City area. - WCC has been aware for some time of the potential loss of space in Kilbirnie Park required for the Project, creating the loss of a current cricket field, as stated in the Kilbirnie Park Masterplan. WCC is currently exploring options to reconfigure the playing fields at Kilbirnie Park to retain the current number of cricket fields. There is an opportunity under the Kilbirnie Park Masterplan to relocate the clubrooms further into Kilbirnie Park, alongside Toitū Pōneke. Consultation with Marist AFC and the Eastern Suburbs Cricket Club has been undertaken and will continue, in order to understand their relocation objectives and whether these can be met.
Loss of Town Belt Land	Concern about impacts on the Town Belt, including permanent land take and vegetation loss.	NZTA is working with WCC and Mana Whenua on appropriate compensation for permanently acquired Town Belt land. Vegetation affected by construction will be replaced through new planting, recreation trails will be reinstated, and the public access path from Taurima Street into the Town Belt will be

Issue theme	Key matters raised	Response / consideration
		reinstated with the top of the slope replanted in native vegetation.
Pedestrian access	Footpath should be completed on Western Ruahine Street from Hataitai Park to Wellington Road to provide pedestrian access from Moxham Avenue, over the bridge and into Newtown.	The Project now includes a footpath connection on the west side of Ruahine Street from Wellington Road to Hataitai Park (and the Hataitai Connection Bridge) as shown on drawings included in the lodgement material, providing an alternative and safer route between Newtown and Hataitai.
Noise, vibration and air quality impacts on local residents	- Requests for ongoing noise and air-quality monitoring on Moxham Avenue, Kupe Street and Wellington Road. - Requests low-noise asphalt or equivalent for the full length of the corridor adjacent to residential properties - General concern with increased noise on Moxham Avenue - Concern regarding additional pollutants and requests for construction and operational air-quality controls.	- Ongoing traffic-noise monitoring is not recommended due to variability from unrelated sources and because modelling indicates most dwellings would experience little change. For air quality, the assessment proposes a PM₁₀ monitoring station on Moxham Avenue, near the church, to confirm that construction controls are effective. Post-construction monitoring is not proposed, noting GWRC's ongoing regional monitoring at Willis Street. - Various noise mitigation options have been considered for SH1 along Ruahine Street; the Technical Report #6 Noise and Vibration Assessment addresses the impact of the Project and discusses the feasible options. - Traffic volumes on Moxham Ave are predicted to somewhat increase with the Project in place. Technical Report #6, Noise and Vibration Assessment, anticipates that this increase would result in a traffic noise increase of about 1 decibel, a slight change that may not be noticeable. Such a change in noise level is not considered to cause adverse effects, particularly given that traffic noise levels are generally in Categories A and B (i.e., acceptable levels that do not warrant building-modification mitigation). - The pollutants assessed in Technical Report #18 Air Quality Assessment cover those most likely to result in health effects, as per NZTA guidance. The air quality assessment shows that concentrations at the modelled sensitive receptors are below the relevant air quality guideline for all assessed contaminants.
Construction phasing	Suggestions to close or restrict Hataitai access early and to prioritise works through the Basin Reserve, Arras Tunnel, Taranaki Street and Cuba Street to avoid blocking Ruahine Street and the Mount Victoria Tunnel during construction.	Construction phasing and staging will need to balance disruption, safety, resourcing and commercial considerations. Detailed construction sequencing has not yet been finalised and will be developed during the construction planning phase.
Service lanes	Support for Taurima Street service lanes as per 2013	Various options for the service lane along Ruahine Street have been considered. The proposed design

Issue theme	Key matters raised	Response / consideration
	plans; concern about service road adjustments and corridor widening impacts. Concern that service lane arrangements for Wellington Road and Walmer Place are unclear, including whether the lane is one-way or two-way and how it connects to Moxham Avenue and Hamilton Road.	reduces the length of service lane compared to previous schemes for a number of reasons, including to limit the impact on the Town Belt. The service lane providing access to Walmer Street and the north side of Wellington Road west of Hamilton Road is two-way, with access from Moxham Avenue, as shown on the drawings included in the lodgement material.
Stormwater and flooding impacts	- Concern that widening Wellington Road and removing houses will reduce green space, increase impermeable surfaces, and raise flood risk. - Seeks confirmation that construction will not cause water-related issues, noting that the Waipapa Stream runs underground and influences local groundwater movement and surface water behaviour. Notes that a sump and other mitigation works have previously been undertaken to address pooling and water ingress on Moxham Avenue.	- A new stormwater system is proposed to manage runoff from additional impermeable areas. Flood modelling confirms that nearby properties are unaffected by Project-related flooding, with affected areas beyond significant flood extents. Removal of Wellington Road properties enables integration of vegetation into the corridor, creating green connections between Kilbirnie Park and the Town Belt/Mount Victoria - While the Project will not be designed to address existing flooding issues on private properties along the SH1 route, the increased capacity of the new stormwater systems to be constructed as part of the Project will reduce surface flows to some extent and will not increase flood risk in the vicinity of residential properties on Moxham Avenue.
Urban design, landscape and visual amenity	- Concern that the proposed road barrier on Ruahine Street will reduce sunlight on nearby residential properties on Moxham Avenue. - Concern with loss of natural/green character due to introduction of two high-volume road corridors on either side of residential properties on Ruahine and Moxham Avenue, such as Park Mews. Seeks appropriate buffering to be implemented along Ruahine Street and Moxham Avenue.	- The roadside barrier is not expected to have a material impact on shading. Technical Report #7 Landscape, Urban Form and Visual Amenity Assessment considers the impact of shading on residential properties along the corridor. Sun/shade studies indicate that shading impacts are avoided along this stretch of Ruahine Street because the widened highway corridor is no higher than the existing. - There is no change in greening along Moxham Avenue because of the Project. On Ruahine Street, across from Park Mews, the highly vegetated, green character of the Town Belt's treed hill slopes above the state highway will remain and continue to provide a green backdrop in views from Park Mews. Specifically, the tier of large-scale pōhutukawa between the highway and netball courts will remain, with reinstated planting between these trees and the stabilised turf cut slope at the highway edge.
Raising Ruahine Street	Opposes raising the road level of Ruahine Street due to increased noise impacts and other residential amenity for residential properties on	Shading and visual/amenity effects are addressed in Technical Report #7 Landscape, Urban Form and Visual Amenity Assessment. For Ruahine Street, sun/shade studies indicate the roadside barrier and widened corridor are not expected to materially

Issue theme	Key matters raised	Response / consideration
	Ruahine Street including the Park Mews. Requests for Ruahine Street to be trenched to provide a natural barrier and lower the height needed for the Hataitai Park overbridge.	change sunlight access for adjacent properties, as the widened corridor is no higher than existing levels and the Town Belt edge is set further away. Detailed cross-sections can be made available to demonstrate the change in levels and boundary interface conditions, including any retaining, fencing and proposed planting relative to the boundary with Park Mews. A trenched alignment would require higher retaining walls on the west side of Ruahine Street, which would require more Town Belt and a higher cost. A trenched section also creates challenges for construction staging and maintaining traffic flow.
Recognition of significant buildings	Concern about the lack of recognition of Park Mews as a sensitive architectural site.	The Park Mews complex is specifically addressed in Technical Report#8 Historic Heritage Assessment and has been recognised as having high heritage values due to its unique architecture and landmark value. There are no direct impacts on the Park Mews complex, and the heritage assessment recommends standard measures for its protection (e.g. pre-construction building condition survey, stabilisation, and monitoring measures). Such measures mean the potential for adverse effects on Park Mews will be avoided.
Concerns about the Hataitai Connection Bridge	Concerned about need to demolish homes to construct the Hataitai Connection Bridge.	Various options for the location of the new Hataitai Connection Bridge have been considered. The proposed location has been selected for a number of reasons, including topography. The Bridge will provide improved access to/from Hataitai Park, as well as improved access to Hataitai itself.
Speed limits	Concerned about congestion resulting from 30km/hr speed limit on Moxham during peak hours. Concerned about the ability to reverse out of the driveway in a line of traffic.	No changes to the speed limit on Moxham Avenue are proposed as part of the Project. Any changes to speeds on Moxham Avenue likely relate to the national programme for school speed zones and are independent of the Project. Traffic modelling undertaken for the Project indicates that northbound traffic on Moxham Avenue will decrease as a result of the Project, which should improve the safety of reversing out of that driveway.
Widening of Wellington Road	The widening of Wellington Road and removal of houses will replace significant green space.	Removal of the properties along Wellington Road will allow the vegetation behind them to be integrated into the road corridor, creating a green connection between Kilbirnie Park and the Town Belt / Mount Victoria.

Appendix F4: Stakeholder letters

07 April 2026

State Highway 1 Wellington Improvements Project

Kei ngā mana, kei ngā reo, tēnā koutou katoa,

This letter is provided on behalf of Taranaki Whānui ki Te Upoko o Te Ika in relation to the State Highway 1 Wellington Improvements Project led by Waka Kotahi – New Zealand Transport Agency.

As mana whenua and Te Tiriti partners, we recognise the importance of engaging constructively with the Crown and its agencies to achieve outcomes that support the wellbeing, safety, and connectivity of our communities, while upholding our responsibilities as kaitiaki within our takiwā.

Our engagement in this project is informed by the strategic priorities of Taranaki Whānui, including enhancing the wellbeing of our people, protecting and enhancing our taiao, and supporting sustainable, long-term outcomes for our uri.

Engagement with Waka Kotahi remains ongoing. There are matters that continue to be worked through, and we are actively participating to ensure our values, interests, and responsibilities are appropriately reflected in the design and delivery of the project.

This position is provided on behalf of Taranaki Whānui to support ongoing engagement on the project.

On that basis, Taranaki Whānui provides in-principle support for the project, subject to the continuation of good faith engagement and the resolution of outstanding matters.

This position does not represent a final or unconditional view and is provided to support ongoing engagement.

Nāku noa, nā



Kara Puketapu-Dentice

Tumu Whakarae | Chief Executive Officer

Taranaki Whānui ki Te Upoko o Te Ika – Port Nicholson Block Settlement Trust

Tramways Building
1-3 Thorndon Quay
Freepost 166974
Wellington 6144

Telephone: (04) 472 3872
Email: reception@portnicholson.org.nz
Website: www.pnbst.maori.nz



TE RŪNANGA O
TOA RANGATIRA

Te Rūnanga o Toa Rangatira
Kahe te Rau o te Rangi,
A Block, Whitireia Polytech,
3 Wi Neera Drive, Porirua

www.ngatittoa.iwi.nz

Kesh Keshaboina

Regional Manager of System Design

RoNS SH1 Wellington Improvements Project

Waka Kotahi - New Zealand Transport Agency

13 April 2026

Kei ngā mana, kei ngā reo, tēnā koutou katoa.

Letter of Support – State Highway 1 Wellington Improvements Project

On behalf of Te Rūnanga o Toa Rangatira I would like to formally support the State Highway 1 Wellington Improvements Project led by Waka Kotahi – New Zealand Transport Agency.

As mana whenua and partners with the Crown under Te Tiriti o Waitangi, we recognise the importance of working in genuine partnership to achieve outcomes that enhance the wellbeing, safety, and connectivity of our communities. We remain committed to upholding our role as Te Tiriti partners and to engaging in good faith throughout the development of this project.

We acknowledge that engagement with Waka Kotahi is ongoing and that there are matters which continue to be worked through. Mana whenua are actively participating in this process to ensure our values, interests, and responsibilities are appropriately reflected.

Notwithstanding these matters, mana whenua support the project in principle. We are committed to continuing to work collaboratively and constructively with Waka Kotahi to progress the project in a manner that reflects our shared responsibilities and aspirations.

Nāku noa, nā



Helmut Modlik

Tumu Whakarae | CEO



44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

27 July 2026

To

Titihuia Puketapu, Liam Hodgetts, Alice Heather
Trustees
Mātai Moana Charitable Trust
c/o Katrina Gaston



Tēnā koutou

State Highway 1 Wellington Improvements Project – Proposal for Biodiversity Compensation on Mātai Moana Reserve

We are writing to you regarding the State Highway 1 Wellington Improvements Project (the Project). As you may be aware, the New Zealand Transport Agency (NZTA) is currently preparing an application for approvals under the Fast-track Approvals Act 2024 (FTAA) for the Project. The Project is being developed by the NZTA in partnership with Mana Whenua, through the Port Nicholson Block Settlement Trust and Te Rūnanga o Toa Rangatira Incorporated.

The Project involves the removal of some wetland areas. NZTA has been discussing options for addressing this wetland loss with both Mana Whenua and Wellington City Council. Through these discussions, a preference has been expressed for any biodiversity compensation offered for the loss of these wetlands to be applied to areas within Mātai Moana Reserve. A suitable area for this biodiversity compensation (approximately 0.5ha) has been identified through those discussions and is supported by ecological advice. This area is shown in **Attachment 1**.

The proposal focusses on the implementation of restoration planting, including additional compensation actions such as pest mammal management and weed control to support the establishment of vegetation, across areas of pasture or exotic vegetation within the gulley system shown in Attachment 1.

The purpose of this letter is to seek the agreement of the Mātai Moana Charitable Trust, as the administering body for the Mātai Moana Reserve, for the NZTA carry out biodiversity compensation measures within the Reserve land shown in Attachment 1 and for the NZTA to refer to this proposal in its application under the FTAA.

The precise details of the compensation actions (including extents, timing and access arrangements) will be discussed and confirmed between NZTA and the Trust prior to those measures being implemented.

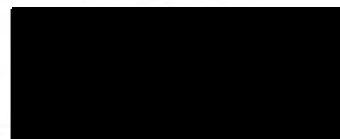
We would be grateful if you could confirm the Trust's agreement with this proposal in writing by counter-signing this letter. If the Trust is willing to provide this written approval, NZTA intends to include a copy of this approval in its FTAA application.

Nāku noa, nā



Kesh Keshaboina
Regional Manager Systems Design (Wellington/ToS)
New Zealand Transport Agency

SIGNED by
Titihuia Puketapu
Trustee
Mātai Moana Charitable Trust



Signature

SIGNED by
Alice Heather
Trustee
Mātai Moana Charitable Trust

Signature

We would be grateful if you could confirm the Trust's agreement with this proposal in writing by counter-signing this letter. If the Trust is willing to provide this written approval, NZTA intends to include a copy of this approval in its FTAA application.

Nāku noa, nā



Kesh Keshaboina
Regional Manager Systems Design (Wellington/ToS)
New Zealand Transport Agency

SIGNED by
Titihuia Puketapu
Trustee
Mātai Moana Charitable Trust

Signature

SIGNED by
Alice Heather
Trustee
Mātai Moana Charitable Trust


Signature

05/08/2026



metlink.org.nz
info@metlink.org.nz
0800 801 700

By email

2 June 2026

Kesh Keshaboina
Regional Manager, System Design
Waka Kotahi NZ Transport Agency

100 Cuba Street
Te Aro, Wellington 6011
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

Tēnā koe Kesh

SH1 Wellington Transport Improvements - Public transport network opportunities

Greater Wellington Regional Council (GWRC) is the public transport authority for the Wellington region, operating public transport under the Metlink brand. In the context of the fast track consent application for the proposed State Highway 1 Wellington Improvements (SH1WI) project, you have asked Metlink to confirm our position on running buses along the SH1 corridor, and through Hataitai, following completion of the project.

The SH1WI project is expected to deliver improved journey times and reliability to and from the eastern suburbs and international airport for all traffic. In its capacity as a public transport authority, Metlink supports the opportunity this presents to provide quicker and more reliable express bus services along the SH1 corridor once the upgrade is complete. It will also result in changes to traffic patterns on parts of the local road network, and Metlink sees this as a promising opportunity to reduce bus volumes through Moxham Avenue and the Hataitai Bus Tunnel while maintaining high quality public transport services for Hataitai and the eastern suburbs,

Metlink anticipates that use of the upgraded SH1 corridor would be most suitable for express bus services to and from the eastern suburbs where no (or few) intermediate stops are required. In today's Metlink bus network, these services would include the Airport Express, 38X, 30X, and 31X. This might be around 190 buses per weekday across the four existing services including both directions. Based on the transport modelling information provided by Waka Kōtahi NZ Transport Agency (NZTA), the expected travel time improvements for bus journeys between the eastern suburbs/airport and Courtenay Place using SH1 would be up to 9 minutes. Local bus and school services would continue to operate along Moxham Avenue and through the Hataitai Bus Tunnel to serve the Hataitai community, including core routes that are critical to local accessibility and resilience.



For some express bus services, such as the Airport Express and the 38X, there may be an ongoing requirement to retain a stop at the Kilbirnie Bus Hub for wider bus network interchange and connectivity. These bus services would likely connect to the SH1 corridor using Evans Bay Road.

We do not anticipate routing any core all-stopping bus services via the SH1 corridor based on the existing 2026 bus network design. These would continue to travel via established catchments of Kilbirnie, Hataitai and Mt Victoria. A central requirement of the Metlink public transport network is to maintain accessibility to, within, and through key population catchments to provide access and to support an efficient bus network.

Any support for changes of this nature is subject to:

- The SH1 improvements providing sufficient travel time reliability and consistency to meet express service objectives between Kilbirnie and Courtenay Place via SH1 and Cambridge Terrace
- Service changes being achievable within GWRC's operational, contractual, and budget constraints
- Appropriate lead-in time being available to enable service planning, engagement with operators and unions, and contractual variations
- Consideration of funding implications of service changes, including the potential role of co-funding support
- Retaining existing and establishing new bus priority measures and intersection treatments as needed to support and maintain the above operational conditions
- A final SH1WI corridor design detail that facilitates safe and efficient bus operations, appropriate lane configurations, direct bus routes and efficient connections with the adjacent local road network (including connections to and from Kent and Cambridge Terraces).

Metlink would also like to see the design of the SH1WI project future-proofed where practicable, including along the SH1 corridor to the east, and at the Basin Reserve where SH1 provides a connection to the north/south corridor, to facilitate future increases in public transport levels of service. Future proofing could include consideration of increased frequencies, new vehicle types, new stops.

Purpose and scope of the above position

The above position relates solely to the operational opportunity to run public transport services to/from the eastern suburbs along the SH1 corridor itself post-construction, should the SH1WI project proceed. It represents a narrow sub-set of our wider views and feedback on this proposal.



Metlink will continue to work collaboratively with NZTA and Wellington City Council to identify the wider public transport issues, opportunities, conditions and required mitigations associated with the SH1WI project, through the ongoing fast-track approvals process and Network Planning Group workstream.

We expect to have an opportunity to provide feedback on the draft conditions being prepared by NZTA to accompany the fast-track application. We would like to see the requirements outlined in this letter reflected in these conditions as necessary, alongside any wider conditions and mitigations we may identify.

Ngā mihi



Samantha Gain

Group Manager Metlink



Emma Speight
Director Regional Relationships
(Wellington and Top of the South)
NZ Transport Agency Waka Kotahi

5 August 2026

Dear Emma,

We are writing on behalf of Wellington businesses to express our strong support for the planned State Highway 1 upgrades through Wellington, including a second Mt Victoria tunnel, a second Terrace tunnel, and improvements around the Basin Reserve.

These projects address three of the most significant transport bottlenecks in the capital and are critical to improving how people, freight and services move into and through Wellington.

We note recent discussion about the potential timing of this work as congestion charging and other demand management tools are considered. While we understand the importance of examining all available tools to manage demand, we encourage NZTA and responsible decision-makers to keep the core issue in focus: Wellington's core transport corridor is no longer fit for purpose.

Our road network is already operating beyond what it was designed to handle. The Mt Victoria tunnel, opened in 1931, now carries around 45,000 vehicles every day and was never built for the scale of traffic it now supports. Delays through this corridor affect commuters, freight operators, emergency services and businesses across the region.

For visitors, the experience is particularly striking. The six-kilometre journey between Wellington Airport and the CBD can take longer at peak times than the 500-kilometre flight from Auckland to Wellington itself.

State Highway 1 through Wellington is also a nationally significant connection between the capital, the airport, the port, and the wider lower North Island economy. When this corridor slows or stalls, it impacts not just Wellington commuters but the movement of freight, visitors and services across the region.

Improved travel time reliability will strengthen supply chains, support tourism and major events, expand labour market catchments, and give businesses greater confidence to invest.

As the nation's capital and a key economic hub for the lower North Island, Wellington relies on modern, resilient transport connections. Significant national transport investment has historically been concentrated elsewhere, and projects such as these are essential to ensuring Wellington has the infrastructure needed to support future growth and economic activity.

As you will be well aware, there has been decades of discussion and delay around this route. Wellington businesses and residents are now looking for certainty and a clear timeline for delivery.

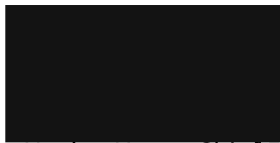
Encouragingly, there is strong public backing for progress. A random survey of 1,000 Wellingtonians last year found 67% support for a new Mt Victoria tunnel with just 16%

opposed. Support for Basin Reserve improvements was even higher, at 74% in favour and 9% opposed.

Feedback from NZTA's consultation process also showed support with 44% of respondents believing it will deliver positive benefits to the region versus 40% with a differing view. This was of course a self-selecting process which tends to be weighted more towards those adversely impacted.

Wellington is ready to see this project move forward. We appreciate the commitment to progressing these upgrades and would welcome further clarity on the expected timeline for delivery.

Yours sincerely,



Hayley Horan Chief Executive
Wellington Chamber of Commerce



44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

13 July 2026

To

Holden Hohaia

By Email

Tēnā koe Holden,

State Highway 1 Wellington Improvements Project – Notification of FTAA application lodgement

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to consult any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 (**MACA**) and to notify in writing any local iwi authorities, hapū and Treaty settlement entities and give them 20 working days to respond to the notice¹. NZTA acknowledges the role of Port Nicholson Block Settlement Trust (PNBST) as iwi authority and Treaty settlement entity for Taranaki Whānui ki Te Upoko o Te Ika (**Taranaki Whānui**).
2. The purpose of this letter is to advise PNBST that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project (**Project**). NZTA has also issued a separate formal notification letter to Te Ātiawa ki te Upoko o Te Ika a Māui Pōtiki Trust, as a MACA applicant, and to Te Rūnanga o Toa Rangatira Incorporated, as a MACA applicant, local iwi authority and Treaty settlement entity.
3. NZTA appreciates the leadership and spirit of partnership shown by PNBST to date and is committed to continuing to our work with PNBST, on behalf of Taranaki Whānui, to develop and deliver the Project. In particular and as you are aware, NZTA has:
 - (a) established the Mana Whenua Steering Group to provide a strategic oversight role for PNBST (alongside Te Rūnanga o Toa Rangatira Incorporated on behalf of Ngāti Toa Rangatira) in the development and delivery of the Project;
 - (b) commissioned PNBST to develop a cultural impact assessment to assess the potential cultural effects of the Project from a Taranaki Whānui perspective; and

¹ Fast-track Approvals Act 2024, ss 11(a)(i), 11(b)(ii) and 29(1).

- (c) supported PNBST to engage an Iwi Integration Lead and a Technical Advisor to attend regular project team meetings.
4. These initiatives provide appropriate mechanisms for ensuring that the views of PNBST on the Project are understood, considered and responded to by NZTA when preparing its substantive application for the Project. PNBST have the opportunity as part of this process to review and provide comments on the substantive application, including the assessment of environmental effects and proposed draft conditions.
5. If there are any matters arising out of this letter that you would like to discuss further with us, please contact myself or Ben Ngaia.
6. Once again, thank you for the support that you have provided to the Project to date. We value our partnership with Taranaki Whānui and the leadership shown to date and we look forward to continuing to work with you on this Project.

Nāku nā,



Andrew Gard

Project Director, SH1 Wellington Improvements project

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

13 July 2026

To

Anaru Adams
Te Ātiawa ki Te Upoko o Te Ika a Maui Potiki Trust

By Email

[REDACTED]

cc: [REDACTED]

Tēnā koe Anaru,

State Highway 1 Wellington Improvements Project – Consultation with MACA applicants

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to consult any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 (**MACA**)¹. NZTA acknowledge Te Ātiawa ki te Upoko o te Ika a Māui Pōtiki Trust (the **Trust**) as the mandated iwi organisation that represents the interests of Te Ātiawa uri for the purposes of the Resource Management Act 1991 in relation to marine, coast and waterways (including lakes, rivers and streams). We also acknowledge the innate connection between the Trust and Taranaki Whānui.
2. The purpose of this letter is to advise the Trust that NZTA is currently in the Consent Design phase and intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project (**Project**).
3. We would appreciate receiving any comments you would like us to consider prior to lodgement by Friday 31 July. If preferred, our Pou Ārahi, Marcelle Pio, and Iwi Integration Lead (appointed by Taranaki Whānui), Ben Ngaia, would welcome a conversation and the opportunity to provide you with a project update and further detail on the Project.
4. We have provided an overview of the aspects of the Project that may be relevant to the Trust's MACA application in the following sections of this letter.

¹ Fast-track Approvals Act 2024, ss 11(a)(i) and 29(1).

Project overview

5. The proposed design will alleviate Wellington's longstanding bottlenecks with the construction of a second Terrace Tunnel, a second Mt Victoria Tunnel, and a major roading upgrade at the Basin Reserve. It will also include supporting improvements to the remaining state highway corridor through Wellington city, Hataitai and Kilbirnie. It will allow people and businesses to get where they need to go faster and more reliably, while unlocking productivity and regional economic growth. Please note, future phases of the Project, including construction, are subject to further funding decisions.
6. Most of the Project activities will take place above mean high-water springs and therefore well outside of the area that is subject to the Trust's MACA application. However, the Project does involve the following activities that will take place in or affect Wellington Harbour, and which therefore may be relevant to your MACA application.

New stormwater outfall at Evans Bay

7. The Project proposes a new stormwater outfall at Evans Bay. The current outfall is proposed to be replaced and enlarged from 1,800 mm to 2,100 mm in diameter. These works will take place partly within the coastal marine area, and the application will therefore include an application for the regional resource consents necessary under the RMA to construct the new outfall.
8. In addition, ecological advice is that kororā burrows are present in this area of Project works. To ensure that any potential effects on kororā are appropriately managed, NZTA will be applying for wildlife approvals under the FTAA to relocate any kororā from the Project area to a nearby location in Evans Bay. Replacement burrows will also be provided as part of the Project.

Potential construction effects – erosion and sediment control

9. During the construction phase, the Project will generate sediment-laden run-off from bulk earthworks activities, some of which may have potentially elevated pH levels from grouting, piling and stabilisation activities.
10. NZTA has commissioned erosion and sediment control experts to assess these potential construction effects. In accordance with expert recommendations, the Project proposes to use a comprehensive Construction Erosion and Sediment Management Plan (CESMP) during construction, as well as site-specific erosion and sediment control plans (SSESCPs) to prevent discharge to Lambton Harbour and Evans Bay.
11. With these measures in place, construction effects on the coastal marine area are expected to be low or very low.

Stormwater treatment

12. The Project will increase the impervious area and the traffic volumes on SH1, which may lead to increased run-off volumes and the transport of pollutants into the coastal marine area. Run-off from the Project will generally be conveyed by existing stormwater networks, discharging into Lambton Harbour for The Terrace, Te Aro and Basin Reserve areas, and into the new Evans Bay outfall for the Eastern Connections area.

13. NZTA has commissioned stormwater and marine ecology experts to assess these potential effects. These experts have advised that whilst SH1 generates significant contaminant loads, these represent a small fraction of overall catchment loads and changes due to the Project will be substantially diluted at the point of coastal discharge. In addition, the Project provides for stormwater treatment system upgrades which will manage increased flows and reduce contaminant load from SH1, once the Project is operational.
14. With these measures in place, water quality in Evans Bay and Lambton Harbour is expected to slightly improve once the Project is operational.

Conclusion and next steps

15. As noted above, if the Trust has any comments on the application that it would like NZTA to consider before lodgement, please provide those comments by 31 July. If preferred, we are also happy to arrange a meeting with you to discuss the Project and any views the Trust may have on it.
16. We look forward to hearing from you. If you have any immediate questions regarding this letter or the Project more generally, please feel free to contact myself or Marcelle Pio in the first instance.

Nāku nā,



Andrew Gard
Project Director, SH1 Wellington Improvements project

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

13 July 2026

To

Rawiri Faulkner and Helmut Modlik
Te Rūnanga o Toa Rangatira Incorporated

By Email

[Redacted]

cc:

[Redacted]

Tēnā kōrua Rawiri and Helmut.

State Highway 1 Wellington Improvements Project – Consultation with MACA applicants

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (FTAA) requires the NZ Transport Agency Waka Kotahi (NZTA) to consult any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) and to notify in writing any local iwi authorities, hapū and Treaty settlement entities and give them 20 working days to respond to the notice¹. NZTA acknowledges the role of Te Rūnanga o Toa Rangatira Incorporated (**Te Rūnanga**) as a MACA applicant, iwi authority and Treaty settlement entity for Ngāti Toa Rangatira.
2. The purpose of this letter is to advise Te Rūnanga that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project (**Project**). NZTA has also issued a separate formal notification letter to Te Ātiawa ki te Upoko o Te Ika a Māui Pōtiki Trust, as a MACA applicant, and to Port Nicholson Block Settlement Trust (**PNBST**), as iwi authority and Treaty settlement entity for Taranaki Whānui ki Te Upoko o Te Ika (**Taranaki Whānui**).
3. NZTA is committed to working with Te Rūnanga, on behalf of Ngāti Toa Rangatira, in a spirit of partnership to develop and deliver the Project. In particular and as you are aware, NZTA has:
 - (a) established the Mana Whenua Steering Group to provide a strategic oversight role for Te Rūnanga (alongside the PNBST on behalf of Taranaki Whānui) in the development and delivery of the Project;

¹ Fast-track Approvals Act 2024, ss 11(a)(i), 11(b)(ii) and 29(1).

- (b) commissioned Te Rūnanga to develop a cultural impact assessment to assess the potential cultural effects of the Project from a Ngāti Toa Rangatira perspective; and
 - (c) supported Te Rūnanga to engage an Iwi Integration Lead to attend regular project team meetings.
4. These initiatives provide appropriate mechanisms for ensuring that the views of Te Rūnanga on the Project are understood, considered and responded to by NZTA when preparing its substantive application for the Project. Te Rūnanga will have the opportunity as part of that process to review and provide comments on the substantive application, including the assessment of environmental effects and proposed draft conditions.
 5. If there are any matters arising out of this letter that you would like to discuss further with us, please contact myself or Hikitia Ropata.
 6. Once again, thank you for the support that you have provided to the Project to date. We value our partnership with Ngāti Toa Rangatira and look forward to continuing to work with you on this Project.

Nāku, nā,



Andrew Gard
Project Director, SH1 Wellington Improvements project

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

16 July 2026

To

Jenny Clafferty
Department of Conservation

By Email

Tēnā koe Jenny,

State Highway 1 Wellington Improvements Project – Notification to Administering Agencies

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to notify in writing relevant administering agencies and give them 20 working days to respond to the notice ¹.
2. The purpose of this letter is to advise that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project on or shortly after 14 August 2026.
3. Thank you for engaging constructively with NZTA to date. We look forward to continuing to work with you on this Project.

Nāku nā,

Andrew Gard
Project Director, SH1 Wellington Improvements Project

¹ Fast-track Approvals Act 2024 section 29(1)(aa).

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

16 July 2026

To

Andrew Banks & Katherine Greenaway
Greater Wellington Regional Council

By Email

[REDACTED] and [REDACTED]

Tēnā kōrua Andrew & Katherine,

State Highway 1 Wellington Improvements Project – Notification to Local Authorities

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to notify in writing any local authorities and give them 20 working days to respond to the notice ¹.
2. The purpose of this letter is to advise that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project on or shortly after 14 August 2026.
3. Thank you for engaging constructively with NZTA to date. We look forward to continuing to work with you on this Project.

Nāku nā,



Andrew Gard
Project Director, SH1 Wellington Improvements Project

¹ Fast-track Approvals Act 2024 section 29(1)(aa).

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

16 July 2026

To

Dean Raymond
Heritage New Zealand Pouhere Taonga

By Email



Tēnā koe Dean,

State Highway 1 Wellington Improvements Project – Notification to Administering Agencies

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to notify in writing relevant administering agencies and give them 20 working days to respond to the notice ¹.
2. The purpose of this letter is to advise that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project on or shortly after 14 August 2026.
3. Thank you for engaging constructively with NZTA to date. We look forward to continuing to work with you on this Project.

Nāku nā,



Andrew Gard
Project Director, SH1 Wellington Improvements Project

¹ Fast-track Approvals Act 2024 section 29(1)(aa).

44 Bowen Street
Private Bag 6995
Wellington 6141
New Zealand

16 July 2026

To

Stewart McKenzie & Susannah Goble
Wellington City Council

By Email

[REDACTED] and [REDACTED]

Tēnā kōrua Stewart & Susannah,

State Highway 1 Wellington Improvements Project – Notification to Local Authorities

1. As you will be aware, before lodging a substantive application, the Fast-track Approvals Act 2024 (**FTAA**) requires the NZ Transport Agency Waka Kotahi (**NZTA**) to notify in writing any local authorities and give them 20 working days to respond to the notice ¹.
2. The purpose of this letter is to advise that NZTA intends to lodge an FTAA application for statutory approvals (including RMA approvals, wildlife approvals and archaeological authorities) for the State Highway 1 Wellington Improvements Project on or shortly after 14 August 2026.
3. Thank you for engaging constructively with NZTA to date. We look forward to continuing to work with you on this Project.

Nāku nā,

[REDACTED]

Andrew Gard
Project Director, SH1 Wellington Improvements Project

¹ Fast-track Approvals Act 2024 section 29(1)(aa).