

Matakana link road

Public Consultation Feedback
Report – July 2017

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Executive Summary

In April 2017, Auckland Transport (AT) sought public feedback on the four short-listed options for the proposed Matakana Link Road. Feedback on the short-listed options was invited from 26 April to 20 May 2017. Submitters were asked to identify their preferred route option (see map below). A number of additional questions prompted submitters to provide feedback on any issues or opportunities they perceived with the options.

A total of 221 submissions were received and the following feedback themes have been identified;

- In terms of preference, Options D and A received the most support from the public – 35% and 28% of submissions respectively. Option B received 14% and Option C 8%.
- That the protection of the showgrounds must be taken into account was expressed in 60 of the submissions received.
- Preservation of the bush, Significant Ecological Areas and QEII covenanted areas was expressed in 48 of the submissions received, with the options that had minimal disturbance in terms of ecological impact (Option A, B and D) preferred. A preference for as few bridge crossings as possible was favoured over multiple bridge crossings.
- A preference for the Matakana link road to link directly to the new Ara Tūhono Puhoi to Warkworth motorway was expressed in 39 of the submissions received.
- 23 submissions raised points regarding implications the Matakana link road will have for urban growth. 7 submitters believed the new Matakana link road did not take urban growth into account while 16 believe that it does.
- 32 submissions expressed that options which allowed for future access to the eastern beaches/ communities is preferred.
- That Matakana link road should link at a location further north of Matakana Road was expressed by 12 submitters.
- That Matakana link road should link with Clayden Road was expressed by 11 submitters.
- A need for efficient intersections to enable the flow of traffic was highlighted in 45 submissions. 27 expressed a preference for roundabouts, 15 for efficient intersections with no preferred intersection type and 3 for signalised intersections.
- 11 submissions expressed support for walking and cycling facilities to feature along the road.

The feedback themes identified through public consultation to a large degree are aligned with the success factors which have been identified for the Matakana link road. These feedback themes are currently being reviewed by the project team and will inform the identification of an indicative option for the Matakana link road which will be announced in October 2017.

Following this, further development of the preferred option and specialist assessments will be undertaken to inform the Detailed Business Case for the project, an Assessment of Environmental Effects report, resource applications and the Notice of Requirement.

1. Background

Auckland Transport has shortlisted four options for the proposed Matakana Link Road in Warkworth. The purpose of this report is to collate feedback from the public consultation which ran from 26 April to 20 May 2017.

1.1 Project Development

Auckland Transport, Auckland Council and the New Zealand Transport Agency have collaborated to develop a transport network plan needed to support future urban areas in the Auckland Region. The programme was formerly known as Transport for Future Urban Growth (TFUG) and is now known as Supporting Growth. As part of TFUG, a preferred network was developed for Warkworth. The plan for Warkworth included the Matakana link road which forms part of the TFUG base plan for Warkworth and is described as a four lane road connecting Matakana Road and SH1 which will bypass the busy Hill St intersection. The concept of the Matakana link road was included in consultation on the TFUG plan for Warkworth and was met with a high level of support from the community.

Development of options for the Matakana link road began in October 2016. The long list described ten options, which were assessed based on eight critical success factors to identify the short list of options:

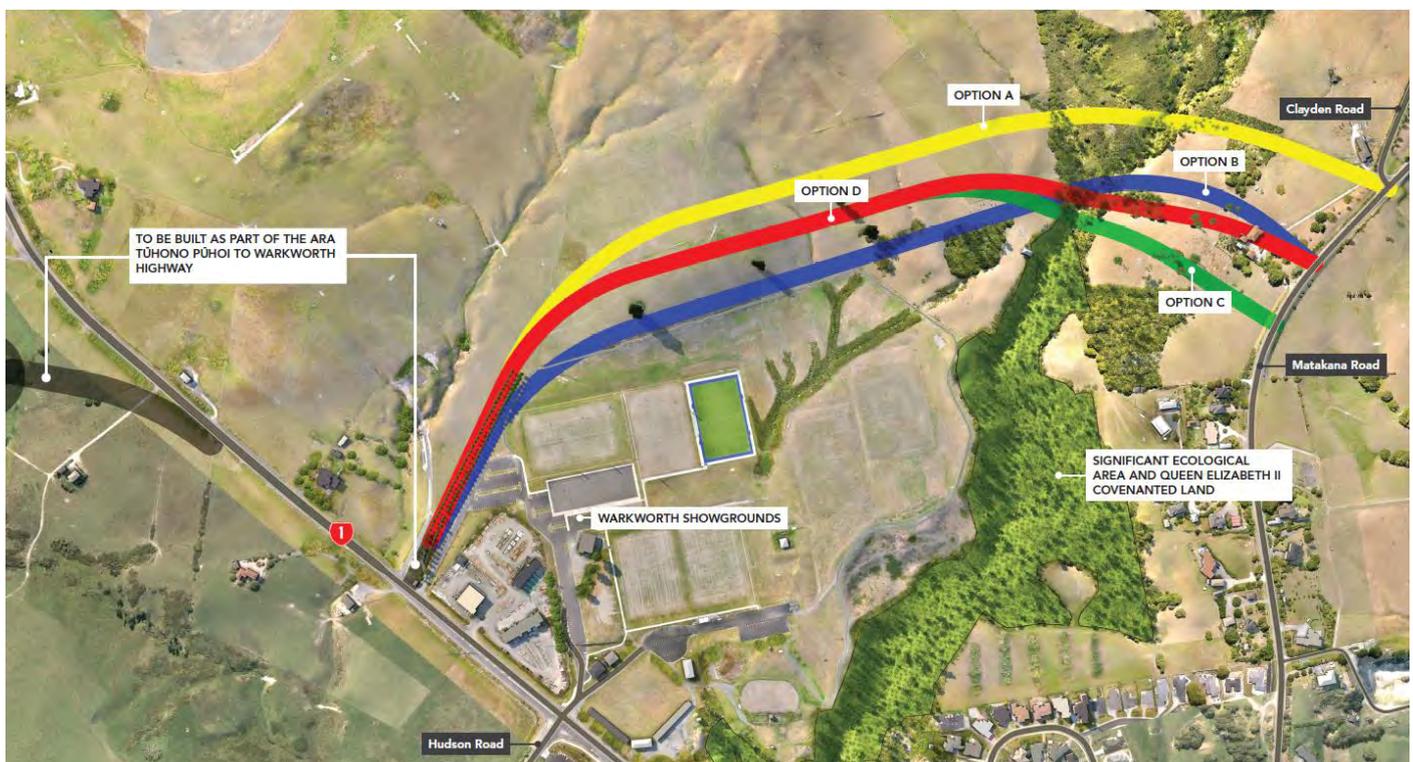
- Does not pass through the Warkworth Showgrounds;
- Does not significantly adversely affect the Significant Ecological Area (SEA) and the Queen Elizabeth II National Trust covenanted land;
- Does not depart from appropriate AT design standards;
- Enables future connectivity with wider proposed transport network (i.e. to future Matakana link road extension to Sandspit Road and the Warkworth Western Collector);
- Provides for safe intersections at both ends;
- Does not adversely affect performance of the Ara Tūhono Puhoi to Warkworth motorway;
- Provides good access to the Future Urban Zone and light industrial land in the area;
- Avoids or minimises any impact on known sites of interest to Mana Whenua.

The four short-listed options are shown below in **Error! Reference source not found.**; each of the four options joins SH1 immediately north of the Warkworth showgrounds, they all

cross farmland (Future Urban Zone and future light industrial areas) and bush before connecting with Matakana Road. These short-listed options formed the basis of the public consultation captured in this report.

1.2 Key facts of public consultation

This public consultation is designed to gauge local opinion of the four short-listed options for the new Matakana link road. As such detailed information regarding the road is not yet available. The feedback from this consultation will be used to inform the identification of an indicative option for the new road. The public should note that a variation of one of the options, or a combination of elements from multiple options, may potentially be identified as the indicative option.



Map showing the short-listed options

1.3 Public Consultation

The public feedback period ran from 26 April until 20 May 2017.

Property owners and their representatives, ratepayer associations, the local business association and other interest groups were invited to attend a stakeholder briefing session hosted by the AT project team at the Warkworth Masonic Hall on 26 April.

An open day was held on 6 May at the Mahurangi Rugby Clubroom and was attended by approximately 80 interested individuals.

Information on the consultation was provided on the AT website at www.at.govt.nz and distributed via AT and local board social media.

Advertisements for the consultation and open day were issued in the Rodney Times and Mahurangi Matters newspapers.

The open day was held at the Mahurangi Rugby Clubrooms and was attended by approximately 80 interested parties from the Warkworth area and the wider Auckland Region. The aim of the open day workshop was to provide interested parties with an update on the project and to gather feedback on the four short-listed routes which have been identified for the Matakana link road.

The open day involved a presentation and Q&A session with the project team and a display describing the project development to date. Attendees were encouraged to provide feedback in a variety of ways, including identifying preferred routes on a poster, and completing a feedback form (either on paper or online).

The paper and online feedback forms consisted of six questions:

1. Which route is your preferred option?
2. Why is this your preferred option?
3. Is there anything you would change about this route and why?
4. How will you use the road, and where are you likely to travel from?
5. Do you foresee any issues arising from the creation of the road?
6. Do you have any other comments?

A total of 221 responses were received. This feedback has been collated and a brief summary of the responses is outlined in this report.

This summary is intended for the project team to report back to the wider community and key stakeholders and will eventually form part of a consenting process to meet the reporting requirements in Schedule 4 of the Resource Management Act (1991).

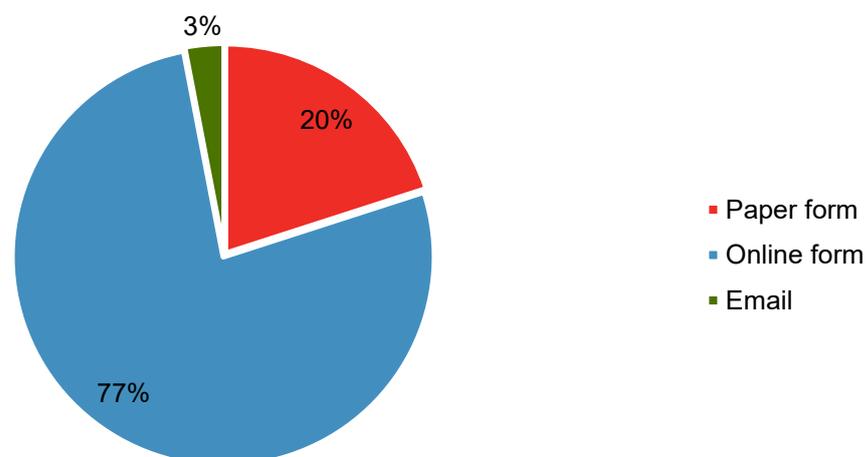
2. Feedback Received

Of the feedback sought through the questions on the consultation forms, Questions 1 (Which route is your preferred option?) and 4 (How will you use the road, and where are you likely to travel from?) elicited specific responses which have been summarised below, these answers were quantitative.

The remaining questions were intended as triggers to encourage feedback on the options and issues that may arise as a result of the road. The answers received from these questions were varied and there was significant overlap in the content. Accordingly, the feedback from Questions 2, 3, 5 and 6 have been considered together and has resulted in the identification of a number of key themes around the development of the short-listed options.

There were 221 submissions received via email, paper and online submissions. Figure identifies that the majority (77%) of submissions were received via Auckland Transport's online submission form with a lesser number obtained from the open day (20%) and via email.

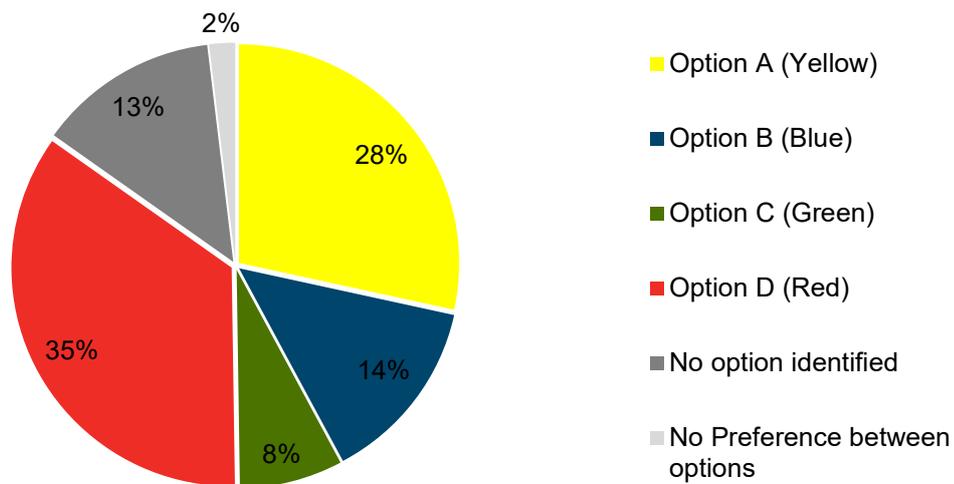
Figure 1: Method of providing feedback



Question 1 – Which option do you prefer?

Figure 1 shows the preferences identified between the four options. Of the 221 submissions received via email, paper and online submissions, 35% of submissions were in favour of Option D, while Option A was the next most popular choice; receiving support from 28% of submitters. Figure 1 also identifies that 13% of submissions did not identify a preferred option and 2% of submitters stated that they had no real preference between the options.

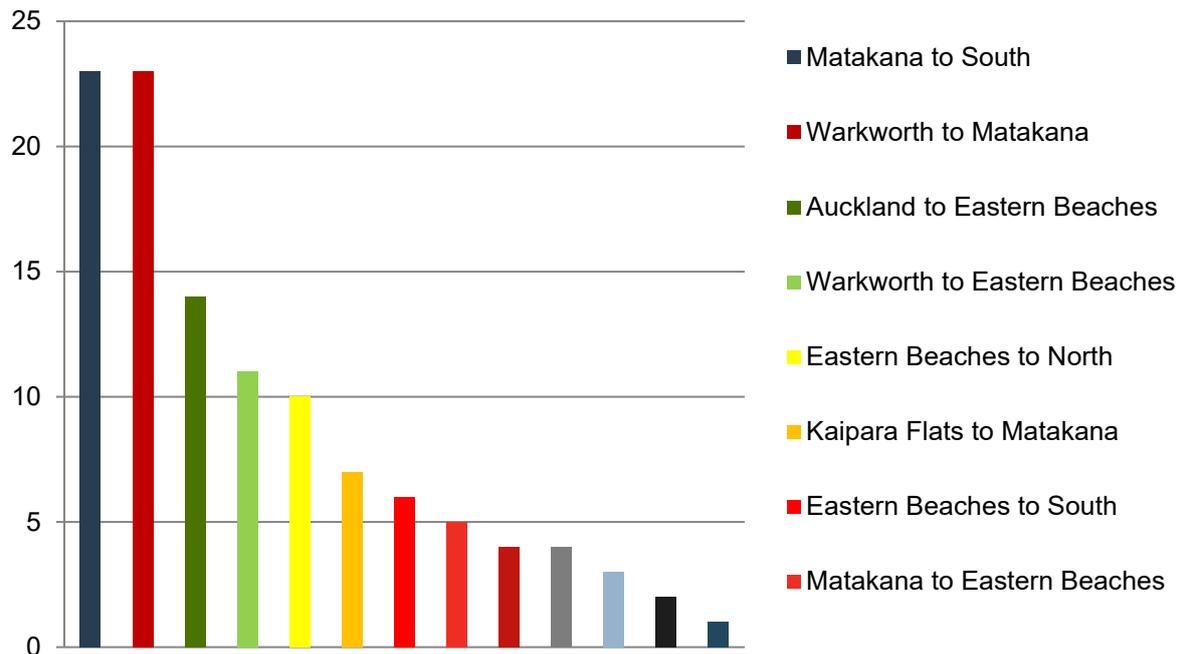
Figure 1: Option preferences



Question 4 – How would you use the road?

Figure 2 identifies the ways that those consulted with would use the Matakana link road. The most common uses of the road were to travel between Matakana and Warkworth, and Matakana and south towards Auckland.

Figure 2: Key travelling patterns from submissions



Questions 2, 3, 5 & 6 – Issues and Constraints (Key themes identified)

Among the qualitative feedback received from Questions 2, 3, 5 and 6 a number of key themes have been identified. Particularly strong themes related to support for options which avoid the Warkworth Showgrounds and SEA/QEII area. These themes are presented in Figure 3 and examples of the type of feedback received illustrating each theme are provided in Table 1.

Figure 3: Key themes identified through consultation

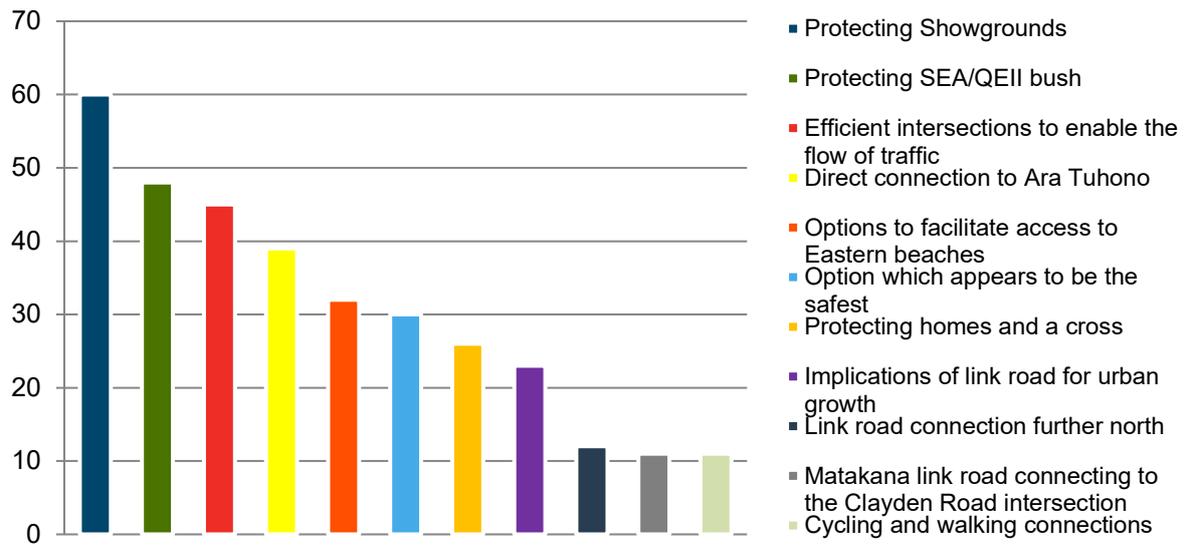


Table 1: Key themes from feedback received

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
1	Protection of the showgrounds was a key theme; options that are further from the showgrounds are preferred.	<p><i>“My biggest consideration when choosing Option D is the balance it offers between protection of the showgrounds and encroachment onto future urban/light industrial land”</i></p> <p><i>“Little affect on showgrounds”</i></p> <p><i>‘Avoiding sports fields is essential in growing area”</i></p> <p><i>‘Most feasible, does not affect the showgrounds and has best potential for future development”</i></p> <p><i>“Does not encroach on the key areas outlined including the showgrounds”</i></p>	<p>That the new Matakana link road does not pass through the showgrounds has been identified as a critical success factor by the project team.</p> <p>Affects outside of the road alignment will be discussed with the Local Board and Showgrounds stakeholders. This includes location of possible storm water treatment within the showgrounds. These affects will be investigated to determine if they can be avoided in the first instance, however, if these cannot be practically avoided, agreement on mitigation and/or minimisation of the affects will be discussed.</p>
2	Preservation of the bush, Significant Ecological Areas and QEII covenanted	<p><i>“We prefer the area that has the least impact on streams, other watercourses and continuous native bush”</i></p>	<p>That the new Matakana link road does not adversely affect the Significant Ecological Area (SEA) and the Queen Elizabeth II National Trust covenanted land</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
	<p>areas was favoured, with the options that had minimal disturbance in terms of ecological impact (Option A, B and D) preferred. Fewer bridges were favoured rather than multiple bridge crossings.</p>	<p><i>“Spans bush corridor at narrow place (please bridge it)”</i></p> <p><i>“Has minimal impact on ecological areas”</i></p> <p><i>“Does not cross significant ecological area”</i></p> <p><i>“Keeps away from the QEII area”</i></p>	<p>has been identified as a critical success factor by the project team.</p> <p>It should be noted that the construction of a new road will cause some inevitable disruption to local flora and fauna due to the bridging of the stream outside of the SEA. However, further investigation, design and discussions with ecology experts and Iwi will help guide AT on the best practicable options to mitigate these affects.</p>
3	<p>A need for efficient intersections to enable the flow of traffic was a strong theme. Feedback was split on whether this would involve roundabouts or</p>	<p><i>“Don’t want another series of lights, why not a roundabout?”</i></p> <p><i>“A roundabout from motorway exit, preferred option because better natural traffic flow”</i></p>	<p>Auckland Transport is using updated traffic models which reflect the future land use and growth in the Warkworth area to determine the best solution for intersection treatments.</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
	signalised intersections.	<p><i>"We need less lights and more roundabouts. Roundabouts move traffic faster"</i></p> <p><i>"Traffic lights might be a safe junction to SH1"</i></p> <p><i>"Regarding Hill St and the roundabout if there were traffic lights coming out of Elizabeth St turning right to Sandspit or Matakana I think it would be safer"</i></p>	The solutions will consider the affects of traffic flows, queuing, delays, pedestrian and cycling accessibility, as well as safety for all road users.
4	A direct connection to the Ara Tūhono Puhoi to Warkworth motorway.	<p><i>"I would use it as a direct connection the new motorway (would save a trip through Hill St)"</i></p> <p><i>"Would prefer a direct link to the new motorway"</i></p> <p><i>"It is clear from the presentation that the logical connection with SH1 is at the Ara Tūhono Puhoi to Warkworth interchange"</i></p> <p><i>"The link road to Matakana must lead directly to the Puhoi to Warkworth roundabout on SH1"</i></p>	<p>The location of the intersection with SH1 best balances the needs of local traffic with motorway traffic. It provides an alternative compared to an option that links directly to the motorway that would primarily service motorway traffic, forcing local trips to continue to use the Hill Street intersection.</p> <p>It will ensure best use of the Matakana link road by Warkworth drivers by drawing some local traffic away from the Hill Street intersection and providing a direct connection via traffic lights to future stages of the</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
		<p><i>“The SH1 end should be closer to the Puhoi motorway off-ramp, or indeed right opposite it”</i></p>	<p>Western Collector. The signalised intersection will connect the existing walking and cycling path on SH1 with Matakana link road to create new connections for local residents.</p> <p>The location also best meets the objectives of the future Warkworth transport network that was identified through the Transport For Urban Growth project ratified by the Transport Agency, Auckland Transport and Auckland Council in December 2016.</p>
5	Options that allowed for future access to Eastern beaches were favoured.	<p><i>“At that intersection with Clayden Road the obvious joining will be a large roundabout that will facilitate the addition of a link through to Sandspit”</i></p> <p><i>“Most direct and best option for future road to Sandspit, Snells Beach and Algies Bay”</i></p> <p><i>“Lines up with the future Snells Beach link road”</i></p>	That the new Matakana link road will enable future connectivity with the wider proposed network, which includes a future extension of the Matakana link road to Sandspit Road to the east and an intersection which connects with the Western Collector to the west has been identified as a critical success factor by the project team.

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
		<p><i>“The future linking to Sandspit and Snells Beach is critical and the positioning of the exit provides options based on a satellite view of the area”</i></p> <p><i>“Best connection point on Matakana Road for future Sandspit Link”</i></p>	<p>Options B and D provide the most desirable location for an intersection, as they are positioned in an area with good visibility and may provide for direct connection between Matakana link road and a future extension to Sandspit Road (a future Sandspit link road)</p> <p>Initial investigations have suggested that intersections which meet established safety standards can be built with each option. Detailed investigations, taking into account all other feedback from the community, are now underway.</p>
6	Some feedback noted concerns around the safety of routes that end at Matakana Road, particularly as this was perceived to	<p><i>“Already intersection in place, good visibility from Matakana”</i></p> <p><i>“B, C and D all end at Matakana Road on a curve and if you check the visibility is bad”</i></p>	That the new Matakana link road allows for safe intersections at both ends has been identified as a critical success factor by the project team.

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
	involve a curve with poor visibility.	<p><i>"It comes out at a safer place on Matakana"</i></p> <p><i>"Good visibility at intersection"</i></p> <p><i>"Great visibility as NO bends, straight road"</i></p>	Investigations are underway to assess design options which meet safety requirements as well as operational outcomes.
7	A preference for not removing houses along the route.	<p><i>"Avoids purchasing the farmhouse as shown on the map"</i></p> <p><i>"Exit/roundabout to between A & B option and avoid exiting homes and buildings"</i></p> <p><i>"Because it doesn't go right over the top of any existing houses"</i></p> <p><i>"Seems a shame to go through someone's house – maybe move a bit to allow that house to remain"</i></p>	<p>The construction of the Matakana link road will require the purchase of land which will impact a number of properties and their owners. This is necessary to allow for the physical construction of the road, to ensure that the alignment of the road can be as safe and efficient as possible and to future proof the area for other developments and improvements to the local road network.</p> <p>Discussions are underway with property owners whose land will potentially be affected and the land acquisition process will proceed once the preferred option has been identified.</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
		<i>"The area where the road will link to Matakana Road is the site of [a memorial]... cross and looks like it impacts on the farmhouse"</i>	
8	<p>Implications of Link Road for urban growth. Some feedback didn't think the road had been developed considering future growth areas. Other feedback held a contrary-view that it did consider future growth areas.</p>	<p><i>"There should be space for subdivisions either side of the new route and have feeder roads into the new route"</i></p> <p><i>"This is a short term solution that is not appropriate for the planned future growth of the town"</i></p> <p><i>"I like that this option allows for development on the norther boundary but the southern boundary could retain a rural outlook"</i></p> <p><i>"Allows most land on town side for residential expansion"</i></p> <p><i>"Has best potential for future development"</i></p>	<p>That the new Matakana link road will provide access to the future urban zone and light industrial zone has been identified as a critical success factor by the project team.</p> <p>Auckland Transport will seek to minimise encroachment into areas designated as Future Urban Zone and light industrial land as much as possible. However, some encroachment will be inevitable as the road is required to create access to these areas, to be designed as safely as possible and have a minimal adverse effect on the Significant Ecological Area and Queen Elizabeth II Covenanted land as possible.</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
9	Some feedback wanted the Matakana link road to be located further north.	<p><i>“Connection on Matakana Road is further North”</i></p> <p><i>“I believe the route should start further North”</i></p> <p><i>“We would propose a route further north to avoid the ecological values”</i></p> <p><i>“To be further north and totally avoiding the playing fields/reserves”</i></p>	<p>The location of the road is meant to allow the best use of the Matakana link road by Warkworth drivers. It will help to draw some local traffic away from the Hill Street intersection and provide a direct connection via traffic lights to future stages of the Western Collector.</p> <p>The location also best meets the objectives of the future Warkworth transport network that was identified through the Transport For Urban Growth project ratified by the Transport Agency, Auckland Transport and Auckland Council in December 2016.</p>
10	Some feedback wanted the Link Road to connect with the	<p><i>“Road should intercept Matakana Road at Clayden Road”</i></p> <p><i>“Better connection at Clayden Road”</i></p>	<p>Option A does connect to Clayden Road. However, this is currently the least desirable location for the intersection as it would create an intersection of five roads in the future; Matakana Road (Heading north),</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
	Clayden Road intersection.	<p><i>“Extend to Clayden Road with large roundabout”</i></p> <p><i>“Because it avoids showgrounds and comes out at Clayden Road a sensible place on Matakana Road”</i></p> <p><i>“I believe coming out at Clayden Road helps connection to Snells/Sandspit”</i></p>	<p>Matakana Road (Heading south), the Matakana link road, Clayden Road and potentially the future extension to Sandspit Road (Sandspit link road).</p> <p>Further investigation on the impact of the project on Clayden road is underway and discussions with affected land owners will be held once we have identified if changes to Clayden Road are required.</p>
11	There was support for cycling and walking facilities along the link road.	<p><i>“It is a good idea if you provide for walkers and cyclists as you say you intend to”</i></p> <p><i>“I would be a cyclist/walker so am glad to see proper cycling and pedestrian options”</i></p> <p><i>“Ensure wide enough cycle lanes”</i></p>	<p>Whichever option is selected, the Matakana link road will include provision for separated cycling and walking facilities. Landscaping will be included along the corridor to provide separation between vehicles, pedestrians and cyclists and to enhance urban amenity.</p>

#	Key themes of feedback received	Illustrative quotes from feedback	AT response to feedback
		<p><i>“Flatten out some of the gradients – more expensive to build but safer and easier to maintain plus better for cycle and walking options”</i></p> <p><i>“Think about extending cycle and walkways so that people can safely walk any cycle between Warkworth-Snells-Matakana”</i></p>	

3. Next Steps

The next steps are to assess the short-list using both feedback from the consultation and a Multi-Criteria Analysis where specialists from a number of fields (ecology, transport, heritage etc) consider the options. This assessment will result in the identification of an indicative option. Once this preferred option is identified, the public will be informed. Following this, further development of the indicative option and specialist assessments will be undertaken to inform the Detailed Business Case for the project and an Assessment of Environmental Effects report, resource consent applications and the Notice of Requirement.

4. Conclusion

Feedback on the Matakana link road short-list designs was received from over 200 interested parties over the public consultation period in May 2017. Interested parties largely identified a short-list option that they could support. Particular support was noted for Options A and D, and comments were constructive; working towards tweaking the options. Key concerns that were raised regarded implications of the Matakana link road on traffic, the showgrounds, and ecological values.

The feedback themes identified through public consultation to a large degree are aligned with the success factors which have been identified for the Matakana link road. These feedback themes are currently being reviewed as a part of our investigation and will inform the identification of the indicative option for the Matakana link road which will be announced in October 2017.



Appendix A. Consultation feedback

Appendix A contains the summarised feedback obtained either through the paper or online feedback forms and email submissions.

#	Interested Parties	Preferred option	Summary of comments
1	QEII National Trust	Option A (Yellow)	Prefers option A, however would like to see a route further north to protect ecological values; noted that consultation is needed with QEII trust.
2	Private Individual	Option A (Yellow)	Prefers option A however, would like to see a direct link between the Link Road and the new motorway
3	Private Individual	Option A (Yellow) or C (Green)	Prefers option A or C because no-one loses their home, it does not encroach on showgrounds and it makes sense, but thinks the road needs to connect to the motorway. The idea of providing access for walkers and cyclists was a positive.
4	Private Individual	Option A (Yellow)	Prefers option A because it provides for a better future route to Sandspit.
5	Private Individual	Option A (Yellow)	Prefers option A because it is the farthest from Hill St and there is an existing intersection in place at the eastern end.
6	Private Individual	Option A (Yellow)	Prefers option A because B, C and D all end at Matakana Road on a curve with poor visibility. The individual believes the bypass must link directly with the end of the motorway, otherwise the short stretch of highway between the motorway exit and the junction will go back being congested.
7	Private Individual	Option A (Yellow)	Prefers option A because it ends at the safest point on Matakana Rd; suggests that the Link Road should connect to the motorway roundabout.
8	Private Individual	Option A (Yellow)	Prefers option A, but suggests that it is altered to cross the gully closer to options B, C or D to avoid two gully crossings on the route and also would like to see the exit/roundabout located between options B or C.
9	Private Individual	Option A (Yellow)	Prefers option A as it is the most sensible.
10	Private Individual	Option A (Yellow)	Prefers option A because it provides a better connection to Clayden Road for the future.

#	Interested Parties	Preferred option	Summary of comments
11	Private Individual	Option A (Yellow)	Prefers option A because it is further away from the showgrounds and the exit is a much safer place with more visibility than the other options.
12	Private Individual	Option A (Yellow)	Prefers option A as farthest along Matakana Road.
13	Private Individual	Option A (Yellow)	Prefers option A as it provides good visibility, direct connection to future extension to Sandspit Road, doesn't encroach on showgrounds and farthest away from existing homes.
14	Private Individual	Option A (Yellow)	Prefers option A as it limits the number of intersections on Matakana Road and would like to see it have a roundabout at the Matakana Road end. Would like future growth in eastern beaches to be incorporated into design.
15	Private Individual	Option A (Yellow)	Prefers option A, but is concerned about the problems that will be caused by creating two intersections close together on Matakana Rd. Possibility would be to align option A with B or D it would have all the benefits whilst reducing the number of intersections.
16	Private Individual	Option A (Yellow)	Prefers option A because it is the most logical route and doesn't want to impact the house at 245 Matakana Road.
17	Private Individual	Option A (Yellow)	Prefers option A as it makes the most sense.
18	Private Individual	Option A (Yellow)	Prefers option A as it has little effect on showgrounds and is the most straight forward route.
19	Private Individual	Option A (Yellow)	Prefers option A as it makes the most sense and comes to an existing intersection that needs upgrading.
20	Private Individual	Option A (Yellow)	Prefers option A as it avoids homes and the showgrounds, however, the route should be part of the new Puhoi - Warkworth highway. Would prefer to see fewer lights and more roundabouts.
21	Private Individual	Option A (Yellow)	Prefers option A as Clayden Rd intersection provides a good future connection to Sandspit. A preference for roundabouts over traffic lights for better traffic flow.
22	Private Individual	Option A (Yellow)	Prefers option A as it allows for residential growth, would like to see the link road come off the same intersection as the new Puhoi motorway.

#	Interested Parties	Preferred option	Summary of comments
23	Private Individual	Option A (Yellow)	Prefers option A because it avoids the showgrounds and comes out at Clayden Road which is a more sensible place.
24	Private Individual	Option A (Yellow)	Prefers option 7 from the long list, because it is the least obtrusive option, with no bridges, no removal of bush and more available development land.
25	Private Individual	Option A (Yellow)	Prefers option A, however has a preference for roundabouts over lights along the route.
26	Private Individual	Option A (Yellow)	Prefers option A, however a preference for a roundabout over lights at intersections.
27	Private Individual	Option A (Yellow)	Prefers option A as it is a good path, despite the bridges and undulating terrain. Preference for a roundabout at the junction with Matakana Road and lights preferred at the SH1 junction.
28	Private Individual	Option A (Yellow)	Prefers option A as it is elevated and ties into an existing intersection. Would prefer the road to begin at the new Puhoi motorway.
29	Private Individual	Option A (Yellow)	Prefers option A as it is the least disruptive.
30	Private Individual	Option A (Yellow)	Prefers option A, noted that a direct connection to the motorway is needed.
31	Private Individual	Option A (Yellow)	Prefers option A and noted traffic concerns at Hill St.
32	Private Individual	Option A (Yellow)	Prefers option A as with the road ends at a safer point on Matakana Rd.
33	Private Individual	Option A (Yellow)	Prefers option A as it does not go through the showgrounds.
34	Private Individual	Option A (Yellow)	Prefers option A as it has the least interruption.
35	Private Individual	Option A (Yellow)	Prefers option A as it connects at an intersection on Matakana Road with good visibility.
36	Private Individual	Option A (Yellow)	Prefers option A as it links to the safest place on Matakana Road and doesn't encroach on showgrounds.
37	Private Individual	Option A (Yellow)	Prefers option A as it has the least disruption to existing dwellings. Noted preference for a roundabout at the intersection with Matakana Road and Clayden Road.
38	Private Individual	Option A (Yellow)	Prefers option A as the connection on Matakana Road is further North.
39	Private Individual	Option A (Yellow)	Prefers option A as it provides better access to Matakana road.

#	Interested Parties	Preferred option	Summary of comments
40	Private Individual	Option A (Yellow)	Prefers option A as it is an ideal route to bypass Hill St.
41	Private Individual	Option A (Yellow)	Prefers option A as it avoids the Significant Ecological Area.
42	Private Individual	Option A (Yellow)	Prefers option A as it has the least environmental impact and is the closest connection to Matakana.
43	Private Individual	Option A (Yellow)	No Comment.
44	Private Individual	Option A (Yellow)	Prefers option A as it is the most simple and the straightest.
45	Private Individual	Option A (Yellow)	No comment.
46	Private Individual	Option A (Yellow)	Prefers option A as it comes out at Clayden Road.
47	Private Individual	Option A (Yellow)	Prefers option A as it includes Clayden Road. Preference for a roundabout on end of motorway link straight to this road for traffic flow.
48	Private Individual	Option A (Yellow)	Prefers option A as it doesn't affect the showgrounds.
49	Private Individual	Option A (Yellow)	Prefers option A as it encroaches the least onto the showgrounds and has the least impact on identified environmental areas. Preference for the SH1 intersection to start further north and potentially end south of Clayden Road closer to options D or B. Noted that the house at 245 Matakana Road will be removed to build the road.
50	Private Individual	Option A (Yellow)	Prefers option A as it avoids the SEA. Noted that Clayden Rd is a good place for a roundabout intersection.
51	Private Individual	Option A (Yellow)	Prefers option A as it avoids the showgrounds and ecological areas. A suggested change would be for the intersection to be moved further south of Clayden Road.
52	Private Individual	Option A (Yellow)	Prefers option A; preference for a large roundabout at the Matakana Road end.
53	Private Individual	Option A (Yellow)	Prefers option A as it is further north away from showgrounds and will be easier to join onto the proposed Sharps Road intersection. A preference for joining SH1 with a roundabout. Concerns regarding consultation with the community, more members would like to see the big picture of what is going on.

#	Interested Parties	Preferred option	Summary of comments
54	Private Individual	Option A (Yellow)	Prefers option A as it ends at Clayden Road which helps future connection Snells/Sandspit and it keeps away from the QEII area. A suggested change would be to start part of the route along option D to minimise span of bridge than run along the bush line and back onto the option A route.
55	Private Individual	Option A (Yellow)	Prefers option A as it doesn't encroach on the showgrounds, SEA and QEII. With the road ending at Clayden Road it allows a future road to Sandspit to connect at the same place. Preference for a set of roundabouts along the route opposed to traffic lights. Noted that if there is spare unusable land left over that cannot be used for urban or industrial land, would like to build croquet lawns.
56	Private Individual	Option A (Yellow)	Prefers option A as farthest away from sportsfields. Would like to see options end at the new motorway and concerns over lack of consultation with QEII trust.
57	Private Individual	Option A (Yellow)	Prefers option A as it is farthest away from QEII bush and sportsfields; noted that further consultation is needed with QEII trust.
58	Private Individual	Option A (Yellow)	Prefers option A, however the road should be part of the new Puhoi to Warkworth highway.
59	Private Individual	Option A (Yellow) or B (Blue)	Prefers option A because it avoids the showgrounds and option B has the smallest amount of bush removed.
60	Private Individual	Option B (Blue)	Prefers option B as it seems to form the safest intersection with Matakana Road and has minimal impact on bush areas.
61	Private Individual	Option B (Blue)	Prefers option B and supports bike lanes however would like to see a proper intersection.
62	Private Individual	Option B (Blue)	Prefers option B as it provides the best intersection.
63	Private Individual	Option B (Blue)	Prefers option B or D as these options seem to have the best intersection on SH1.
64	Private Individual	Option B (Blue)	Prefers option B as it offers good visibility at Matakana Rd intersection.
65	Private Individual	Option B (Blue)	Prefers option B is the best option based upon the information provided. Asks if there is any possible way to make the route less steep.

#	Interested Parties	Preferred option	Summary of comments
66	Private Individual	Option B (Blue)	Prefers option B as it seems to be the most direct and removes the least amount of bush.
67	Private Individual	Option B (Blue)	Prefers option B as it has a better intersection on Matakana Rd and less impact on environmentally sensitive areas than other options.
68	Private Individual	Option B (Blue)	Prefers option B as it has good intersections, provides for an extension to Sandpit Rd, and has minimal impact on bush and showgrounds.
69	Private Individual	Option B (Blue)	Prefers option B as it doesn't add to the Clayden Rd intersection; concerned if Clayden Rd is the future link to Sandpit Road as it may become the new Hill St.
70	Private Individual	Option B (Blue)	Prefers option B as it seems more direct, a change would be a link to Snells beach highway.
71	Private Individual	Option B (Blue)	Prefers option B as it has the least impact and is practical. Notes beneficial to have an alternative (Matakana Link Road) route.
72	Private Individual	Option B (Blue)	Prefers option B as it has the best visibility for an intersection.
73	Private Individual	Option B (Blue)	Prefers option B as it seems logical. Preference for minimising encroachment on the showgrounds.
74	Private Individual	Option B (Blue)	Prefers option B as it is better for future proofing new roading.
75	Private Individual	Option B (Blue)	Prefers option B as it is the most effective with the least impact on the environment.
76	Private Individual	Option B (Blue)	Prefers option B as it seems logical for future urban growth.
77	Private Individual	Option B (Blue)	Prefers option B as it appears to be the better choice and is one of the preferred intersection choices.
78	Private Individual	Option B (Blue)	Prefers option B as it links with SH1 and it is away from development and Clayden Road.
79	Private Individual	Option B (Blue)	Prefers option B as it has the shortest path, is the straightest of the options, it encroaches the least on significant land features and provides good visibility.
80	Private Individual	Option B (Blue)	Prefers option B as it has the possibility of future extensions.

#	Interested Parties	Preferred option	Summary of comments
81	Private Individual	Option B (Blue)	Prefers option B as it offers the best choice for traffic flow. Noted a preference for the road to connect via a roundabout at the Puhoi/Warkworth highway. Noted impacts a cross and the house at 245 Matakana Road.
82	Private Individual	Option B (Blue)	Prefers option B as it has the least encroachment on other areas and better intersection on Matakana Rd.
83	Private Individual	Option B (Blue)	Prefers option B as it is the best case scenario with the fewest compromises. Noted a preference for part of the route to be flattened to provide safer and easier walking and cycling options.
84	Private Individual	Option B (Blue)	Prefers option B as it has the least impact on the environment and ends at the best point on Matakana Road. Preference for the intersection to flow from the new motorway.
85	Private Individual	Option B (Blue)	Prefers option B as it seems logical and provides for a future Sandspit connection.
86	Private Individual	Option B (Blue)	Prefers option B as it has a minor effect on the showgrounds, no ecological encroachment and has the best intersection.
87	Private Individual	Option B (Blue)	Prefers option B as it seems to be the safest and least intrusive. Noted concerns about safety of local residents and cyclists.
88	Private Individual	Option B (Blue)	Prefers option B as this option provides the best visibility and future-proofing at the intersection with Matakana road.
89	Private Individual	Option C (Green)	Prefers option C as it avoids purchasing the farmhouse; this individual would have preferred more public consultation.
90	Private Individual	Option C (Green)	Prefers option D but would like it to avoid a house, so perhaps exit via option C. Overall this individual thinks that the road is in the wrong place and that the entrance should move north towards Goatley Road and eastern exit towards/beyond Golf Hill.
91	Private Individual	Option C (Green)	Prefers option C as it has the least negative impact on homes.
92	Private Individual	Option C (Green)	Prefers option C as it avoids the showgrounds, Clayden road, and a house. Would like to see it join automatically with the proposed Sandspit Road.

#	Interested Parties	Preferred option	Summary of comments
93	Private Individual	Option C (Green)	Prefers option C as it avoids the demolition of houses.
94	Private Individual	Option C (Green)	Prefers option B as it offers better access to Matakana Road. Would mean that fewer roads join at the eastern intersection.
95	Private Individual	Option C (Green)	Prefers option C as it does not interfere with showgrounds or ecological area. Preference for a roundabout on Matakana Road exit.
96	Private Individual	Option C (Green)	Prefers option C as it is a short route and doesn't destroy the house at 245 Matakana Road and the farm land.
97	Private Individual	Option C (Green)	Prefers option C as it is the least disruptive; a suggested change would be to provide roading for future growth areas in the eastern beaches.
98	Private Individual	Option C (Green)	Prefers option C so it avoids the house at 245 Matakana Road.
99	Private Individual	Option C (Green)	Prefers option C as it has less impact on existing property and better intersection on Matakana Road. Noted that providing a walkway and cycleway on both sides appears to be costly and excessive.
100	Private Individual	Option C (Green)	Prefers option C as it doesn't interfere with the existing Clayden Road intersection and school bus stop. A suggested change would be for the route to be closer to Warkworth as there would be less disruption to existing houses.
101	Private Individual	Option C (Green)	Prefers option C as it avoids existing dwellings.
102	Private Individual	Option C (Green)	Prefers option D as it doesn't encroach on the sports grounds and minimal impact on bush or the house at 245 Matakana Road.
103	Private Individual	Option C (Green)	Prefers option C as it doesn't encroach on the sports grounds, it avoids people's homes and would require the shortest bridge across the bush area.
104	Private Individual	Option C (Green)	Prefers option C as it has a better intersection with Matakana Road and doesn't encroach on the showgrounds.
105	Private Individual	Option C (Green)	Options have been listed in order of preference; C, A then B and D (from most preferred to least preferred). Noted the impact on the farmhouse,

#	Interested Parties	Preferred option	Summary of comments
			farm land and an ecological area that has been restored on the property.
106	Private Individual	Option C (Green)	Prefers option C as it avoids the showgrounds, bush and farmhouse; preference for the road to be built in two stages to save costs and to allow progress on Sandspit Rd.
107	Private Individual	Option D (Red)	Prefers option D as it avoids the sports fields, showgrounds and ecology. Noted that the Matakana Link Road should be two lanes in each direction and that there were no footpaths on Clayden Road.
108	Private Individual	Option D (Red)	The preferred option is option D. However, suggests that the Link Road should join SH1 opposite the motorway.
109	Private Individual	Option D (Red)	Prefers option D, however; suggests that the road should connect through to Sandspit.
110	Private Individual	Option D (Red)	Prefers option D, unsure if the link road will assist on the return journey to Warkworth, but thinks it will have an advantage going towards Matakana.
111	Private Individual	Option D (Red)	Prefers option D as it has the least amount of encroachment.
112	Private Individual	Option D (Red)	Prefers option D as it has the least impact, although concerned that every route option has environmental destruction.
113	Private Individual	Option D (Red)	Prefers option D as it does not encroach on the showgrounds and has the least impact on bush.
114	Private Individual	Option D (Red)	Prefers option D as it is the best option to join Matakana Road, with the least number of bridges. Would like to see it extended to Clayden Road with a roundabout.
115	Private Individual	Option D (Red)	Prefers option D as it doesn't encroach on the showgrounds.
116	Private Individual	Option D (Red)	Prefers option D as it offers the best compromise between the motorway expansion, housing, and the ecological site.

#	Interested Parties	Preferred option	Summary of comments
117	Private Individual	Option D (Red)	Prefers option D as it is the best route for future connections. It also has a low impact on showgrounds and ecological areas, provides good visibility along the route and provides for future growth.
118	Private Individual	Option D (Red)	Prefers option D as it does not encroach on showground land. However, noted that the entry should be closer to the new Puhoi to Warkworth motorway.
119	Private Individual	Option D (Red)	Prefers option D but would like the SH1 intersection to be moved further north, a link to Sandspit Road to ease traffic at Hill St and walkways via an underpass to cross the Link Road.
120	Private Individual	Option D (Red)	Prefers option D it is a good balance between protecting the showgrounds and minimising encroachment on future urban land.
121	Private Individual	Option D (Red)	Prefers option D as it makes sense to join Matakana Road at a point of high visibility.
122	Private Individual	Option D (Red)	Prefers option D as it is the most direct and best option for future road to eastern beaches.
123	Private Individual	Option D (Red)	Prefers option D as it avoids the sports fields.
124	Private Individual	Option D (Red)	Prefers option D as it keeps away from the Warkworth showground reserve area and lines up with the future Snells Beach link road.
125	Private Individual	Option D (Red)	Prefers option D as it appears to be best option as far as future proofing with proposed connection to eastern beaches. Raised concerns regarding steepness of the proposed road past the sportsgrounds.
126	Private Individual	Option D (Red)	Prefers option D as it has less impact on the environment and better access at the Matakana intersection, would prefer less consultation.
127	Private Individual	Option D (Red)	Prefers option D as it has less impact and more likely to be connect with urban development in the future.
128	Private Individual	Option D (Red)	Prefers option D as it looks the safest and has the least environmental impact.
129	Private Individual	Option D (Red)	Prefers option D as it is the most feasible, does not affect the showgrounds and has the best potential for future development.

#	Interested Parties	Preferred option	Summary of comments
130	Private Individual	Option D (Red)	Prefers option D as it does not encroach on the showgrounds and has minimal impact on ecological areas. Noted that a future link to the eastern beaches is critical.
131	Private Individual	Option D (Red)	Prefers option D as it doesn't encroach on the showgrounds, it comes out south of Clayden Rd with good visibility and allows for future link to Sandspit Rd.
132	Private Individual	Option D (Red)	Prefers option D as it has the least encroachment on the showgrounds/sports fields and bush, but also has a good connection to Matakana Road. Suggests a change to not remove any existing houses.
133	Private Individual	Option D (Red)	Prefers option D as it doesn't encroach on the show grounds and intersects with Matakana Road in a clear location that can be linked to Sandspit.
134	Private Individual	Option D (Red)	Prefers option D as it is safe and provides a future connection to Sandspit Road.
135	Private Individual	Option D (Red)	Prefers option D as it is the simplest option without too much disruption. Preference for a roundabout at Matakana Road exit over lights or stop signs.
136	Private Individual	Option D (Red)	Prefers option D as it has the best balance of pluses and minuses.
137	Private Individual	Option D (Red)	Prefers option B or D as they have the intersection at the safest place with the best visibility and a potential future link onto Sandspit. A change would be to not go through the house at 245 Matakana Road.
138	Private Individual	Option D (Red)	Prefers option D as it has the best exit at Matakana Rd due to visibility and it doesn't encroach on the showgrounds. However, against having a 4 or 5 road intersection at Matakana Road.
139	Private Individual	Option D (Red)	Prefers option D as it has a better point of exit for visibility on Matakana Road. Option D appears to be the safest and has minimal impact on the ecological area.
140	Private Individual	Option D (Red)	Prefers option D as it has a good exit onto Matakana Rd.
141	Private Individual	Option D (Red)	Prefers option D as it appears to be the safest option with fewer sharp bends and good visibility.

#	Interested Parties	Preferred option	Summary of comments
142	Private Individual	Option D (Red)	Prefers option D as it is the most obvious direct route. A suggested change would be provision for a park and ride station at the showgrounds end and a potential bus service.
143	Private Individual	Option D (Red)	Prefers option D as it looks like the best option; the other options don't future proof the route.
144	Private Individual	Option D (Red)	Prefers option D as it appears to be the best compromise.
145	Private Individual	Option D (Red)	Prefers option D as it is the best connection point on Matakana Road for future Sandspit Rd and does not encroach on the showgrounds land to the west.
146	Private Individual	Option D (Red)	Prefers option D as it seems to have the least impact and good visibility connecting to Matakana Rd.
147	Private Individual	Option D (Red)	Prefers option D as it seems to have the least impact on the environment and good visibility at the Matakana intersection. It connects to a current road; it misses the ecological bush area and provides for future planning options. A change would be to ensure the cycling lanes are wide enough for safety.
148	Private Individual	Option D (Red)	Prefers option D as it provides for future connectivity.
149	Private Individual	Option D (Red)	Prefers option D as it provides for possible future connections.
150	Private Individual	Option D (Red)	Prefers option D as it seems the most sensible termination point and doesn't impact the showgrounds. A suggested change would be extending the cycle and walkway to provide better connections between Warkworth, Matakana and eastern beaches.
151	Private Individual	Option D (Red)	Prefers option D as it has the best layout.
152	Private Individual	Option D (Red)	Prefers option D as it seems less invasive on the showgrounds and the bush with a better intersection onto Matakana road.
153	Private Individual	Option D (Red)	Prefers option D as it avoids the showgrounds and provides future access to Sandspit extension.
15	Private Individual	Option D (Red)	Prefers option D as it has good visibility at Matakana Road and it provides an alternative route to Matakana.

#	Interested Parties	Preferred option	Summary of comments
155	Private Individual	Option D (Red)	Prefers option D as it offers a future connection with the proposed Sandspit Road.
156	Private Individual	Option D (Red)	No comment.
157	Private Individual	Option D (Red)	Prefers option D as it avoids the showgrounds, doesn't create a five road intersection, and it has the shortest bridge.
158	Private Individual	Option D (Red)	Prefers option D as it offers the best connection to the proposed Sandspit road, and it misses the showgrounds and the ecological area.
159	Private Individual	Option D (Red)	Prefers option D as the intersection with Matakana Road has visibility, ease of access, and options for future proofing.
160	Private Individual	Option D (Red)	Prefers option D as it is future proofed. Noted a preference for the road to connect via a roundabout at the Puhoi/Warkworth highway and avoidance of any lights.
161	Private Individual	Option D (Red)	Prefers option D as it has good visibility at Matakana Rd and the least impact on the existing nearby amenities.
162	Private Individual	Option D (Red)	Prefers option D as it provides good visibility at the intersection at Matakana Road and encroaches less on the QEII land.
163	Private Individual	Option D (Red)	Prefers option D for all the reasons given in the AT study.
164	Private Individual	Option D (Red)	Prefers option D as it does not encroach on the showgrounds and has a good connection point on Matakana Rd.
165	Private Individual	Option D (Red)	Prefers option D as it is the most balanced it has the lowest effects on the biodiversity areas while not encroaching on the showgrounds land but still with the best intersection point. Noted a preference for a roundabout at Matakana Road intersection.
166	Private Individual	Option D (Red)	Prefers option D or any option.
167	Private Individual	Option D (Red)	Prefers option D as it doesn't encroach on the showgrounds and future proposed skate and bike park at the showgrounds.

#	Interested Parties	Preferred option	Summary of comments
168	Private Individual	Option D (Red)	Prefers option D as it crosses the bush at the narrowest point and avoids Clayden Rd. Concerned that urban design has not been applied.
169	Private Individual	Option D (Red)	Prefers option D as it has the least ecological impact, it allows for future urban growth and doesn't encroach on the showgrounds.
170	Private Individual	Option D (Red)	Prefers option D as it avoids the showgrounds, intersects Matakana Rd at a good point and is able to extend to Sandspit Rd in the future.
171	Private Individual	Option D (Red)	Prefers option D as it seems the best compromise and can connect to Western Collector which needs urgent completion to and from SH1.
172	Private Individual	Option D (Red)	Prefers option D as it has a good position on Matakana road, it allows for a safe intersection and avoids being too close to Warkworth township.
173	Private Individual	Option D (Red)	Prefers option D as it does not cross the significant ecological area.
174	Private Individual	Option D (Red)	Prefers option D as it allows good access to Matakana Road.
175	Private Individual	Option D (Red)	Prefers option D as it does not affect the showgrounds area, requires less bridge-work and avoids the Clayden Road intersection.
176	Private Individual	Option D (Red)	No comment.
177	Private Individual	Option D (red)	Prefers option D it doesn't encroach on the showgrounds. Concerns that AT and NZTA aren't working together that they are working silos.
178	Private Individual	Option D (Red)	Prefers option D as it has the least encroachment on the sportsground. Noted that the idea of having cycling and walking paths in both directions sounds great but in reality believes that the route is too dangerous for cyclists.
179	Private Individual	Option D (Red)	Prefers option D as it is the most practical.
180	Private Individual	Option D (Red) or B (Blue)	Prefers option D then option B because they have the least impact on the bush areas. Suggest that the Link Road continues to Sandspit Road.
181	Private Individual	No preferred option	No preferred option, suggests that the Link Road joins the motorway and doesn't want another signalised intersection - would prefer a roundabout.

#	Interested Parties	Preferred option	Summary of comments
182	Private Individual	No preferred option	No preferred option although have noted that a roundabout at the end of the motorway would be favoured over traffic signals or an unsignalised intersection.
183	Private Individual	No preferred option	No preferred option would prefer the flattest route as cycling facilities important and future proofing the route for urban growth.
184	Goatley Holdings and Stellan Trust	No preferred option	No preferred option, however, noted that they held several aspirations for the project. These aspirations aligned with the critical success factors that AT have for the project.
185	Stevenson Family Trust	No preferred option	No preferred option, however, noted that they held several aspirations for the project. These aspirations aligned with the critical success factors that AT have for the project.
186	Private Individual	No preferred option.	No comment.
187	Private Individual	No preferred option	No preferred option, however, noted concerns regarding the movement of freight around the Matakana Link Road. Specific concern was noted around trucks and trailers turning into the Timberworld yard which is located close to SH1.
188	Private Individual	No preferred option	No preferred option, however, noted concerns regarding whether options would limit the future expansion of the showgrounds.
189	Private Individual	No preferred option	No preferred option, however, noted possible future uses of the Showground and a desire to not limit these.
190	Private Individual	No preferred option	No preferred option, however, noted concerns regarding the intersection at Matakana Road and if it will be signalised.
191	Private Individual	No preferred option	No preferred option, however, noted concerns if an option resulted in unusable land on either side of the Matakana Link Road.
192	Private Individual	No preferred option	No preferred option, however, noted that some Options B provided for better passive surveillance of the showgrounds.
193	Private Individual	No preferred option	No preferred option, however, noted concerns regarding a potential confusion for road users with an intersection at Clayden Road.

#	Interested Parties	Preferred option	Summary of comments
194	Private Individual	No preferred option	No preferred option, however, noted concerns regarding noise issues, flood plain considerations, unusable land and suggested a hybrid option could be considered.
195	Private Individual	No option identified	No option identified because all of the options create more mileage between Warkworth, Snells and Algies.
196	Private Individual	No option identified	No option identified. Suggests that the western end of the Link Road should connect to the motorway roundabout.
197	Private Individual	No option identified	No option identified because the individual noted that a connection to the new motorway in the future would be a good idea.
198	Private Individual	No option identified	No option identified because the individual thinks all options are in the wrong place however, would like the Hill St intersection fixed and would like the bridge to be widened on SH1.
199	Private Individual	No option identified	No option identified because, would prefer to avoid the sports field boundaries and any option should cross the gully with one bridge.
200	Private Individual	No option identified	No option identified, because, would prefer a direct link to the new motorway.
201	Private Individual	No option identified	No option identified noted that the individual would like to see a roundabout from the motorway exit and suggests that the link road is in the wrong place on SH1.
202	Private Individual	No option identified	No option identified although have noted that they think the link road to Matakana must lead directly to the Puhoi to Warkworth roundabout on SH1 and not require a zig-zag route involving a right turn onto SH1.
203	Private Individual	No option identified	No preferred option, have attached a map showing an alternative route creating a one-way loop towards Matakana incorporating the Link Road and the Hill St intersection.
204	Warkworth A&P Society	No option identified	No preferred option, but stated opposition to Option B as this option would affect their use of that land for their Annual Show both during construction and once the road is opened and it could potentially affect their long lease on the land.

#	Interested Parties	Preferred option	Summary of comments
205	Private Individual	No option identified	No option identified, but noted Hill St intersection.
206	Private Individual	No option identified	No option however noted that a roundabout is needed to link the road to SH1.
207	Forest & Bird	No option identified	No option identified, strongly against any impact on QEII bush and any impact on streams.
208	Northwood Developments	No option identified	No option identified but suggested that none of the options incorporate future growth of the showgrounds and would like to see improvements on Hill St.
209	Private Individual	No option identified	No option identified however, suggested that the route should link with the motorway and improve traffic flows.
210	Private Individual	No option identified	No option identified because the individual doesn't support any options presented.
211	Mahurangi Community Sport & Recreation Collective Inc	No option identified	No option identified, strongly against encroachment of the showgrounds.
212	Private Individual	No option identified	Doesn't support any options as believes that the route should start further north of the showgrounds. Vital to protect showgrounds and also consider how these are used by dog walkers etc.
213	Private Individual	No option identified	No option identified. .Concerned about traffic merging from motorway to link road as there will be fewer lanes.
214	Private Individual	No option identified	No preferred option, the project is beneficial. Raised concerns regarding Hill St.
215	Private Individual	No option identified	No option identified, noted traffic issues at Hill St.
216	Private Individual	No option identified	No option identified, noted Hill St traffic issues.
217	Private Individual	No option	No option because the individual believes the route needs direct access to the motorway.
218	Private Individual	No option identified	No option identified, however, would like the road to link onto the new motorway.
219	Private Individual	No option identified	Prefers option 1B from the long-list, this is favoured due to it being the most direct option and believes it will mainly be used for local traffic.

#	Interested Parties	Preferred option	Summary of comments
220	Private Individual	No option identified	No option identified as unsure it will relieve congestion. Would like to see the route end towards Matakana.
221	Private Individual	No option identified	No preferred option although have noted traffic concerns in Matakana and Omaha.

-END-

