

Before a Board of Inquiry
Transmission Gully
Notices of Requirement and Consents

under: the Resource Management Act 1991

in the matter of: Notices of requirement for designations and resource consent applications by the NZ Transport Agency, Porirua City Council and Transpower New Zealand Limited for the Transmission Gully Proposal

between: **NZ Transport Agency**
Requiring Authority and Applicant

and: **Porirua City Council**
Local Authority and Applicant

and: **Transpower New Zealand Limited**
Applicant

Statement of evidence of Craig Simon Nicholson (Principal Project Manager – Transmission Gully) on behalf of the NZ Transport Agency

Dated: 16 November 2011

REFERENCE: John Hassan (john.hassan@chapmantripp.com)
Nicky McIndoe (nicky.mcindoe@chapmantripp.com)

STATEMENT OF EVIDENCE OF CRAIG SIMON NICHOLSON ON BEHALF OF THE NZ TRANSPORT AGENCY

QUALIFICATIONS AND EXPERIENCE

- 1 My full name is Craig Simon Nicholson.
- 2 I have a Bachelor of Engineering Degree with First Class Honours and a Master of Engineering Degree with Distinction (both in Civil Engineering) from the University of Canterbury. I am a member of the Transportation Group of the Institution of Professional Engineers of New Zealand (*IPENZ*) and have served on the national management committee.
- 3 I have nineteen years professional experience in traffic engineering, road safety engineering, transportation planning and project management. I have spent the last five years working for the NZ Transport Agency (*NZTA*) and its forerunner Transit New Zealand (*Transit*), almost entirely on the Transmission Gully Project (*TGP* or *Project*), initially as Senior Transport Planner and then, since March 2009, as the Principal Project Manager for the TGP. From December 2010 until May 2011, I was also the Acting Highways & Network Operations Manager for Wellington, but in that role I continued to have responsibility for and oversight of the TGP.
- 4 Before joining Transit, I worked for fourteen years in engineering consultancy, first for Opus International Consultants and then for MWH New Zealand, specialising in traffic engineering and transportation planning, including significant experience in economic evaluation for roading projects, transportation modelling, road safety engineering, traffic impact assessment and strategic transportation network planning. This experience was predominantly focussed on the planning and delivery of State highway projects in New Zealand, but also included international experience in Jordan, Malaysia and Bhutan.
- 5 My evidence relates to the Notices of Requirement (*NoRs*) and applications for resource consent lodged with the Environmental Protection Agency (*EPA*) by the NZTA and Porirua City Council (*PCC*) on 15 August 2011 in relation to the TGP.
- 6 The Transmission Gully Proposal comprises three individual projects, being:
 - 6.1 The 'NZTA Project', which refers to the construction, operation and maintenance of the Main Alignment and the Kenepuru Link Road by the NZTA;

- 6.2 The 'PCC Project' which refers to the construction, operation and maintenance of the Porirua Link Roads by PCC¹; and
- 6.3 The 'Transpower Project' which refers to the relocation of parts of the PKK-TKR A 110kV electricity transmission line between MacKays Crossing and Pauatahanui Substation by Transpower New Zealand Limited (*Transpower*), in order to enable the construction of the NZTA's Main Alignment.
- 7 My evidence does not discuss the Transpower Project, except to the extent that Transpower is an important stakeholder whose assets will be affected by the NZTA Project component of the Proposal.
- 8 I confirm that I am closely familiar with the area which the TGP is within, and the State highway and roading network in the vicinity along Wellington's western corridor. I also confirm that I am authorised to give this evidence on behalf of the NZTA.

SCOPE OF EVIDENCE

- 9 My evidence will deal with the following:
- 9.1 My role as TGP Project Manager;
- 9.2 Project description;
- 9.3 History of the TGP;
- 9.4 Consultation and stakeholder engagement;
- 9.5 NZTA's property purchase programme; and
- 9.6 Responses to matters raised in submissions.

SUMMARY OF EVIDENCE

- 10 The TGP route is an inland alternative to the coastal route of the existing SH1 between MacKays Crossing and Linden. It is approximately 27 km long and passes mostly through farmland, regional parks and rural residential areas, with some areas of scrub and plantation forest towards the south end of the route.
- 11 The topography of the route is challenging, with the route alignment being very steep from Paekakariki to the Wainui Saddle and similarly at other parts of the route, particularly south of SH58.
- 12 Although references to an inland highway date back at least as far as 1919, strategic investigations into a new inland highway began in

¹ The Porirua Link Roads are the Whitby Link Road and the Waitangirua Link Road.

1987, and Notices of Requirement to designate the route were lodged in 1996. These notices were confirmed in 2002 after the resolution of all appeals.

- 13 The TGP route was also confirmed in the Western Corridor Plan (*WCP*) that was adopted by the Wellington Regional Transport Committee in 2006. The adopted *WCP* included the specific project interventions that were planned to be implemented in the corridor to give effect to the strategic framework that was subsequently developed in the Wellington Regional Land Transport Strategy 2007-2016 and more recently, the Wellington Regional Land Transport Strategy 2010-2040 (*WRLTS*).
- 14 The Scheme Assessment Report completed for the TGP in 2008 during Phase 1 of the investigations into the TGP, concluded that along parts of the TGP route, the preferred alignment lay outside the designations which had been confirmed in 2002. This "preferred alignment" was consulted on by the NZTA at a concept level in July/August 2008 and again following more detailed technical investigations in October 2010.
- 15 Since early 2009, the NZTA has undertaken Phase 2 of the investigations into the TGP, which has involved more detailed investigations into the preferred alignment, including various engineering, environmental and planning investigations that led to the development of the technical reports that are appended to the Assessment of Environmental Effects (*AEE*).
- 16 The Phase 2 investigations have also included continual refinement of the Preferred Alignment on the basis of the more detailed environmental and engineering investigations and workshopping of issues by the various technical experts. The refinements have sought to reach the most appropriate balance between different, sometimes competing or conflicting factors, such as the Project objectives, environmental effects and stakeholder views.
- 17 The NZTA has consulted with a large number of affected property owners and other interested parties prior to lodging the consent applications, and has also consulted extensively with the relevant Councils. The NZTA has amended the application documentation to take into account matters raised during consultation.
- 18 Over the last 15 years or so, the NZTA (on behalf of the Crown) has acquired 67 property interests along the route of the TGP Main Alignment. An additional 74 property interests remain to be acquired. The acquisitions that have occurred have involved a variety of different property interests, including both full and partial property purchases and in some cases establishing new or extinguishing existing rights of way.

- 19 The NZTA has considered all of the submissions lodged on the applications. I have responded to some of the issues raised in submissions, while other witnesses have responded to others.

ROLE AS TGP PROJECT MANAGER

- 20 In my role as the Principal Project Manager for the TGP, my responsibilities are as follows:
- 20.1 Staff management of the NZTA's TGP team;
 - 20.2 Overall project management and reporting, including responsibility for all technical, programme, procurement and contract management;
 - 20.3 Financial responsibility for all professional services contracts let by the NZTA in relation to investigations;
 - 20.4 Confirmation and acceptance of financial responsibility, on behalf of the Crown, for property acquisition commitments;
 - 20.5 Co-ordination and integration of engineering, environmental and planning inputs at both the Scheme Assessment and Detailed Investigations stages; and
 - 20.6 Management of project communications and stakeholder liaison, including responsibility for community consultation and stakeholder engagement. This has included meeting and providing presentations to interested or affected parties.
- 21 The evidence of **Mr James** describes the NZTA's statutory objectives and functions and how the TGP fits within the wider context of the regional state highway network and various transport policies. My evidence describes the history and development of the TGP itself.

DESCRIPTION OF THE TRANSMISSION GULLY PROJECT

The Transmission Gully Project route

- 22 The TGP route runs inland between MacKays Crossing and Linden. It is approximately 27km long and passes mostly through farmland, regional parks and rural residential areas, with some areas of scrub and plantation forest towards the south end of the route. While the route is entirely within the Wellington Region, it passes through the boundaries of Wellington City, Porirua City, Upper Hutt City (a very small section immediately south of the Wainui Saddle), and Kapiti Coast District.
- 23 The topography of the route is challenging, with the route alignment being very steep from Paekakariki to the Wainui Saddle and similarly at other parts of the route, particularly south of SH58.

- 24 From north to south the route can be split into 9 project sections, which each have different characteristics:
- 24.1 **MacKays Crossing.** The route commences at MacKays Crossing, linking into the existing four lane overbridge. It leaves SH1 in the vicinity of the former Car Haulways site at Paekakariki. At this point the terrain is flat, with some farming and lifestyle properties in the general vicinity;
 - 24.2 **Wainui Saddle.** The route ascends steeply from Paekakariki up the Te Puka Stream valley, which is a relatively small and deeply incised valley with steep slopes on both sides, to the Wainui Saddle. Access is via a farm track that also assists Transpower to maintain its 110 kV transmission line. The Wainui Saddle is the highest point of the alignment, at approximately 260 metres above sea level;
 - 24.3 **Horokiri Stream.** The Wainui Saddle is also the headwaters of the eastern branch of the Horokiri Stream which flows southwards along a widening valley towards Battle Hill Farm Forest Park. The floor of the valley is currently being used for livestock (sheep and beef) farming;
 - 24.4 **Battle Hill.** Here the terrain is still rolling but the steepness decreases and the widened floor of the valley is flat. As is typical along the route, the steep hill slopes contain a number of stream tributaries, the majority of them being ephemeral. There are a number of residential lifestyle blocks in the vicinity of the Battle Hill Farm Forest Park;
 - 24.5 **Golf Course.** From Battle Hill the route descends through rolling farmland and residential lifestyle blocks and crosses the eastern end of the Pauatahanui Golf Course. At the northern end of this section the east and west branches of the Horokiri Stream meet before the combined stream flows into the Pauatahanui Inlet at Grays Road. Various tributaries to the Ration Stream cross this section of the TGP route before the Ration Stream also flows into the Pauatahanui Inlet at Grays Road (approximately 1km to the east of the Horokiri Stream);
 - 24.6 **SH58.** At SH58 a major intersection is proposed, approximately 600m east of the Pauatahanui Bridge. The TGP alignment crosses over SH58 and the Pauatahanui Stream almost at right angles. The area is predominately flat and at the closest point the alignment is some 400 metres from the boundary of the coastal marine area at the headwaters of the Pauatahanui Inlet. There are also a number of residential lifestyle blocks in relatively close proximity;

- 24.7 **James Cook.** The route then ascends behind newly established subdivisions in Whitby and continues through rolling terrain into the Belmont Regional Park. The TGP route follows the east side of the Duck Creek valley before crossing the headwaters of Duck Creek. The PCC is proposing, as part of the TGP, to provide two link road connections into Eastern Porirua. James Cook Drive in Whitby would be extended and connected via a roundabout to a new road connection from Warspite Avenue in Waitangirua. The combined link road would then connect to the TGP main alignment via a grade-separated interchange;
- 24.8 **Cannons Creek.** Between Duck Creek and Cannons Creek the alignment traverses an undulating plateau before crossing the deep valley of Cannons Creek. The land use is primarily farming, forestry and restoration planting, including large parts of the Belmont Regional Park. The route then passes farmland in the proximity of the Takapu Road electricity substation, and descends towards Porirua behind Ranui Heights; and
- 24.9 **Linden.** The route then merges with the existing SH1 adjacent to Collins Avenue in Linden. There is also a link (the Kenepuru Link) provided to cross the existing motorway, the North Island Main Trunk rail line and the Porirua Stream to meet Kenepuru Drive near the Kenepuru hospital. Land use is more urban in this section than in other parts of the route.
- 25 Plans of the route are included as GA09 to GA18 in Volume 4 of the Assessment of Environmental Effects.
- 26 The designations and resource consents that are now sought by the NZTA and PCC will authorise the construction and operation of the TGP. The designations will also assist with protecting the route before construction begins, and protecting the future highway, once constructed, from the activities of third parties.

HISTORY OF THE TRANSMISSION GULLY PROJECT

- 27 References to investigations into an inland highway date back at least as far as articles in the Evening Post newspaper in June 1919², and there is a persistent “urban myth” which the NZTA is unable to confirm, that the US Army offered to build the TGP during or soon after World War 2. The NZTA does not have any reliable records of these early considerations of the TGP route.

² Evening Post, Volume XCVII, Issue 131, 5 June 1919, page 3 and Issue 133, 7 June 1919, page 4.

GATS Study 1989

- 28 The first strategic investigations into a new inland highway commenced in 1987 with the Greater Wellington Area Land Use and Transportation Strategic Review (*GATS*) which led to an Environmental Impact Report (*EIR*) on the Region's western corridor. This study examined a number of options along both the inland and coastal routes. The *EIR* found that the inland route was more environmentally and socially acceptable than upgrading the coastal route, and also better than the "Do Minimum Option" to leave SH1 as a single lane in each direction with some upgrades.
- 29 The *EIR* was audited by the Parliamentary Commissioner for the Environment in 1990. The Parliamentary Commissioner expressed some reservations (primarily about the focus on further road construction rather than on improving public transport and also about the proposed southern connection to the inland route through Takapu Valley³) but, notwithstanding those reservations, agreed in principle with the finding that the inland route was more environmentally and socially acceptable than upgrading the coastal route. Indeed, the Parliamentary Commissioner found that:

"As an *EIR* comparing two principal roading options... [the *EIR* report] and its attendant Technical Reports are excellent. Within the brief as envisioned by the Regional Council, public consultation and impact assessment was done, in general, thoroughly and to a high standard. The *EIR* team are to be congratulated, and the Commissioner commends... this type of approach, in general terms, for major project proposals in future"⁴; and

"The Commissioner agrees with the *EIR* findings that the proposed four-laning of the Coastal Route would have significant adverse effects on the communities and environment it would pass through... The Commissioner also agrees that if the only choice available is between the Coastal Route or the Inland Route, then clearly the Inland Route would have an impact on fewer people, would not directly damage coastal resources (although it could harm the Pauatahanui Inlet with siltation from construction earthworks), and as an [sic] bonus would provide an alternative route that may remain open (or be cleared relatively quickly) in the event of a major earthquake."⁵

³ At that time, the proposed TGP route traversed the Takapu Valley, with the southern connection to SH1 being via the existing Takapu Road interchange at the southern end of Tawa. Subsequent to the *GATS* study and the Parliamentary Commissioner's audit, but before the existing TGP route designations were lodged in 1996, the proposed route was altered from Transpower's Takapu Road substation, to instead traverse the hills above Cannons Creek and Ranui Heights, with the southern connection to SH1 being via a new interchange at Linden.

⁴ Section 3.1, page 23, Office of the Parliamentary Commissioner for the Environment 'Audit of the "Future State Highway Number One Route" Environmental Impact Report', March 1990 (*the PCE's audit report*).

⁵ Section 5, page 68, of the *PCE's* audit report.

30 The Commissioner went on to recommend, inter alia:

“That all further consideration of four-laning of the Coastal Route be abandoned...”⁶

“That an Inland Route alignment be finalised and designations placed on the land promptly... (provided that a number of [at that time] outstanding issues be resolved first).”⁷

Existing Designations (confirmed in 2002)

31 The GATS study and subsequent investigations by the Wellington Regional Council led to Transit developing a preliminary design for the TGP. The main difference between the preliminary design and the inland route considered during the GATS study was the relocation of the southern interchange from Takapu Road to Linden.⁸

32 In terms of the RMA, the most significant of the early milestones was the lodgement of the notices of requirement to designate the route in 1996. The notices were finally confirmed in 2002 by the Environment Court after the resolution of all appeals. No regional resource consents were applied for at that time.

Western Corridor Plan 2006

33 Options for progressing highway improvements along the western corridor were reviewed in 2004. The Western Corridor Transportation Study was carried out by GWRC and Transit, with the assistance of the relevant territorial authorities. This multi-modal transportation study considered alternatives and options for the transportation corridor and the constitution of an overall package of transportation strategies between Peka Peka in the north and Ngauranga Gorge in the south.

34 The final relevant outcome was that the TGP formed a critical component of the adopted WCP, although not before some spirited debate at a regional level about the relative merits of upgrading the existing SH1 coastal route or building the TGP.

35 At the time, the coastal route upgrade was considered more affordable and could be staged to spread the costs over time, so it was included in the technical advice to the Study partners and in the draft WCP, despite the TGP scoring higher overall in the remaining multi-criteria analysis / planning balance sheet process. However, there were significant concerns raised about the accuracy of the relative cost comparison and the vast majority of approximately 6,000 submitters to the draft WCP were opposed to the coastal route upgrade (96%), with most favouring the TGP instead (83%).

⁶ Recommendation 1, page 71, of the PCE’s audit report.

⁷ Recommendation 6, page 72, of the PCE’s audit report.

⁸ See footnote 3 above.

- 36 Following an extensive public hearings process, the WCP Hearings Subcommittee recommended the TGP as the preferred roading solution between Linden and MacKays Crossing, and the TGP was subsequently included in the final WCP.
- 37 Following the recommendations of the WCP Hearings Subcommittee, the Wellington Regional Transport Committee adopted the WCP in April 2006.
- 38 Both the Transit Board and GWRC also adopted the WCP in 2006. In adopting the Plan, both agencies committed to the achievement of the following outcomes (as noted in the adopted WCP):
- 38.1 A safer, more reliable road and rail corridor;
 - 38.2 User expectations for a consistent regional corridor are met;
 - 38.3 Reduced congestion on parts of the corridor; and
 - 38.4 Balanced investment in road and passenger transport, along with travel demand management.
- 39 The adopted WCP included the specific project interventions that were planned to be implemented in the corridor to give effect to the strategic framework that was subsequently developed in the Wellington Regional Land Transport Strategy 2007-2016 and more recently, the WRLTS 2010-2040.

Scheme Assessment Report 2008

- 40 In 2007, when Phase 1 of the current investigations into the TGP commenced, Transit commissioned preparation of a Scheme Assessment Report (*SAR*) for the TGP. This process encompassed a re-evaluation of the designated route with the objectives of optimising the alignment, carrying out a greater level of technical analysis, including a more robust consideration of the methods to be utilised during construction, and providing more certainty about the expected cost of the TGP.
- 41 As part of the SAR development, a total of 37 different viable options were identified in the nine project sections of the TGP, including both alignment options (i.e. route choice and construction form) and connection options (i.e. interchange forms and link road connections). **Mr Edwards** provides additional information on this in his evidence.
- 42 Following extensive technical analysis of the various options, but before settling on a preferred alignment, a three day "Options Assessment Workshop" was held in March 2008 that involved Transit and its consultant technical specialists as well as technical staff from Land Transport New Zealand (*LTNZ*), Greater Wellington

Regional Council (*GWRC*), Kapiti Coast District Council (*KCDC*), PCC, Upper Hutt City Council (*UHCC*), Hutt City Council (*HCC*) and Wellington City Council (*WCC*). The workshop reviewed technical assessments that had been prepared for each of the options and then sought, and reached, a consensus among all the parties (including a final session that involved the Chief Executives, or their representatives, of LTNZ and each of the Councils) about the optimum project scope.

- 43 This process brought about proposals to change the previously designated alignment and to alter the configuration of the connections to eastern Porirua.
- 44 In June 2008 the SAR was completed and published in draft. The executive summary to the draft SAR stated the following:
- “Two alignments for the Transmission Gully route have been identified following an exhaustive technical investigation and evaluation process, including traffic modelling, site visits, detailed option assessment and workshops involving a large number and variety of technical experts, and a thorough assessment of route alternatives and cost estimates. One alignment is the best that can be achieved within the existing designation, the other is the best alignment unconstrained by the designation. Of the two, the alignment unconstrained by the designation is preferred because it provides advantages in terms of route security, has less impact on environmentally important streams and Pauatahanui Inlet, is less intrusive on the landscape and is significantly cheaper than the best in-designation alignment.”
- 45 Following public consultation in July / August 2008 on the preferred alignment identified in the draft SAR, the NZTA Board considered the preferred alignment at its 18 December 2008 meeting and considered it to be a more robust, cost effective and environmentally responsive proposal compared with the existing designations that dated from the work undertaken in the mid 1990s.
- Detailed investigations into preferred alignment**
- 46 Since that time, the NZTA has undertaken Phase 2 of the investigations into the TGP, which has involved more detailed investigations into the preferred alignment.
- 47 The Phase 2 investigations commenced in early 2009 and included the various engineering, environmental and planning investigations that led to the development of the technical reports that are appended to the AEE. The Phase 2 investigations also included workshopping of issues by the various technical experts to ensure that an appropriate balance was achieved between different factors.

- 48 During the public consultation in July / August 2008, seven specific items were identified in submissions that the NZTA considered required further investigation and/or refinement before lodgement of the notices of requirement and resource consent applications for the Project. These seven items were:
- 48.1 Pull-off and vehicle inspection areas;
 - 48.2 Property impacts at Paekakariki;
 - 48.3 Parks and Reserves / Farming operations;
 - 48.4 Bulk water mains;
 - 48.5 Access to existing properties at SH58;
 - 48.6 Whitby and Waitangirua link roads; and
 - 48.7 Kenepuru link road.
- 49 These seven specific items have been further investigated and have all now either been fully resolved or have a clear path to resolution during the detailed design phase of the Project.
- 50 In addition to resolving the seven specific items described above, the Preferred Alignment has been continually refined throughout 2009 and 2010 on the basis of further, more detailed environmental and engineering investigations. The refinements have sought to reach the most appropriate balance between different, sometimes competing or conflicting factors such as the Project objectives, environmental effects and stakeholder views. Many relatively minor alignment changes were made to the design but the most important changes are described in **Mr Edwards'** evidence.
- 51 One of the Project objectives of the TGP⁹ is that it be a "cost-optimised" route. The refinements to the design have ensured this objective will be achieved in the following ways:
- 51.1 The TGP has been designed to the NZTA's "expressway" rather than "motorway" design standards. One of the key reasons for this decision was to ensure that the design standards used were "fit for purpose" but were not "gold plated". As an example, the NZTA's motorway standards utilise design speeds that are at least 10 km/h higher than the corresponding expressway standards, so would result in more extensive cuts and fills to achieve the desired road alignment, with associated environmental effects and costs;

⁹ The Project objectives are set out in **Mr James'** evidence.

- 51.2 During the Phase 1 investigations, the form and function of all of the previously proposed link roads and interchanges along the TGP were re-evaluated. As a result, the previously proposed link road from near the Takapu Road substation to Warspite Avenue in Cannons Creek was replaced with the proposed Waitangirua link road, that provides a more cost effective connection and better transport benefits;
- 51.3 During the Phase 1 investigations, the consideration of various alternative alignments led to a preferred alignment for the TGP that was approximately \$170 million (14%) less expensive and had lower environmental effects than the best alignment that could be provided within the confines of the existing designation;
- 51.4 During the Phase 2 investigations, the design refinements to the preferred alignment described in paragraph 50 above and in **Mr Edwards'** evidence have led to further cost savings of approximately \$180 million (16%) in real terms, primarily by reducing the overall quantity of earthworks and structures, and by achieving a much better cut to fill balance.

CONSULTATION AND STAKEHOLDER ENGAGEMENT

Engagement with the public, including land owners

- 52 Various forms of public consultation about the TGP have taken place over a period of many years. In recent years when consultation has been undertaken there has generally been a high level of community support, with comments along the lines of "stop talking about it and get on with it" being common. A similar sentiment, to proceed as quickly as possible, is also evident in a number of the submissions that have been lodged with the EPA.
- 53 Chapter 10 of the AEE provides a detailed description of the consultation and engagement that has been undertaken by the NZTA.
- 54 As discussed in paragraph 35 above, when consultation was undertaken on the draft Western Corridor Plan in late 2005 the vast majority (96%) of the approximately 6,000 submitters were opposed to the coastal route being upgraded, with most of the submitters (83%)¹⁰ favouring the TGP being built instead. The WCP Hearing Sub-committee's report concluded that:

¹⁰ A petition submitted by MP Nathan Guy as part of the draft WCP consultation was signed by 5,443 people, but was analysed as a single submission (because signatories also had the ability to make submissions in their own right). This petition was in support of the TGP and opposed to the coastal route upgrade. Had that petition been analysed as 5,443 individual submissions then the support for the TGP would have been over 90%.

“the public response represents a very real Regional consensus. Irrespective of where submitters and survey participants lived in the Region, support for [the TGP] and antipathy to the Coastal Route Upgrade was high. There is no evidence here, that opposition to the Coastal Route Upgrade is merely a case of NIMBYism [the “Not In My Back Yard” response]. There is Region-wide antipathy to the Coastal Route Upgrade and Region-wide support for [the TGP].”¹¹

- 55 Following the development of the preferred alignment in the draft SAR, public consultation was undertaken in July / August 2008. Information was displayed and TGP staff, including myself, were available to answer questions at “Open Day” displays at six shopping malls (Coastlands in Paraparaumu, North City in Porirua, Johnsonville Mall in Johnsonville, Maidstone Mall in Upper Hutt, Queensgate in Lower Hutt and the BNZ Centre in Wellington). More than 2,400 submissions were received during the consultation. Most submissions either supported (89%) or didn’t mind (4%) the preferred alignment, with relatively few (7%) opposed to it.
- 56 At the beginning of that consultation period, the NZTA wrote to every owner of land that was expected to be required for the Project to explain the preferred alignment and to offer to meet them to discuss the Project and its impact on their property. The letters included individualised plans for each property showing the section of the TGP route through and adjacent to that Property. These letters were hand delivered to almost all of the landowners by members of the TGP team (and/or the NZTA’s property consultants) who spoke to the property owners or occupiers about the letters. I personally hand delivered around 25 of these letters.
- 57 Since July 2008, the previous Principal Project Manager and, more recently, I have written a number of times to each of the owners of land required for the Project and I have twice included updated versions of the individualised property plans with my letters.
- 58 Over that same period, NZTA staff, including myself on many, but not all, occasions and/or its consultant technical specialists have met with a large number of these property owners and also adjacent property owners, sometimes individually and sometimes in groups, in order to understand and try to address any concerns they may have. These meetings included land owners along all sections of the route, including on SH1 at Paekakariki, Paekakariki Hill Road, Flightys Road, SH58 at Pauatahanui, Bradey Road, Takapu Road, Ranui Heights, Tremewan Street, Collins Avenue and Little Collins Street.

¹¹ Paragraph 4.6, page 29, of the Proposed Western Corridor Plan: Hearing Sub-committee’s Report.

59 The NZTA has also met with a large number of community, stakeholder and interest groups, emergency services, motoring and road user groups and others to provide briefings about the TGP. I have attended meetings with nearly all of these groups, which have included:

59.1 NZ Police;

59.2 NZ Fire Service;

59.3 Wellington Free Ambulance;

59.4 KCDC;

59.5 PCC;

59.6 GWRC;

59.7 Wellington Regional Transport Committee;

59.8 Department of Conservation;

59.9 Royal NZ Forest and Bird Society;

59.10 Fish and Game New Zealand;

59.11 Porirua Harbour Inter Agency Group;

59.12 Te Rūnanga o Toa Rangatira (representing the Ngāti Toa iwi);

59.13 Port Nicholson Block Settlement Trust (representing Taranaki Whanui ki Te Upoko o Te Ika, including the Te Atiawa iwi);

59.14 NZ Historic Places Trust;

59.15 Housing NZ;

59.16 Tawa Community Board;

59.17 Linden School;

59.18 Ranui Residents Association;

59.19 Pauatahanui Residents Association;

59.20 GWRC Active Transport Forum;

59.21 Pauatahanui Inlet Community Trust;

59.22 Guardians of Pauatahanui Inlet;

59.23 Pauatahanui Wildlife Reserve management committee;

59.24 Porirua Harbour and Catchment Community Trust;

59.25 NZ Automobile Association;

59.26 NZ Road Transport Federation/Association;

59.27 NZ Heavy Haulage Association;

59.28 IPENZ Wellington Branch; and

59.29 Various Lions and Rotary Clubs.

60 In October 2010, the NZTA undertook a series of Open Days (in Pauatahanui, Paekakariki and Tawa) and a Project Expo (in Porirua) to engage with the community about the expected environmental effects of the TGP and the proposed works to avoid, remedy or mitigate those effects.

61 Information boards were displayed and TGP team members, including myself, and a number of the NZTA's consultant technical staff were available to answer questions at the Open Days. The same approach was used at the Project Expo, supplemented by a 20 minute presentation (held twice during the day) by the consultant technical staff to explain the proposals.

62 In my opinion, the NZTA has sought to engage meaningfully with the communities affected by the TGP to understand any concerns they may have and to try to address those concerns during the development of the Project.

Engagement with Councils

63 In late 2006, Transit established a "technical working group" (TWG) for the TGP, which included relevant transport and/or infrastructure management and development staff from GWRC, KCDC, PCC, UHCC, HCC and WCC. The purpose of the TWG was to monitor progress on behalf of all the relevant Councils and to provide technical input into the Project development. Transit understood and expected that as particular issues arose, members of TWG would seek input and feedback from their Council colleagues as they saw fit to help guide the Project development. The TWG met from 2006 until the end of 2010, with meetings held approximately every 4 to 6 weeks during the Phase 1 investigations and every 6 to 8-weeks during Phase 2.

64 As noted in paragraph 42 above, a three day "Options Assessment Workshop" was held in March 2008. This workshop involved all of the members of the TWG and was also open to other technical staff from the Councils that the TWG members saw fit to invite.

- 65 A "data pack" containing approximately 250 A3-size pages of drawings and technical (engineering and environmental) assessments of the relative merits of the various route and connection options was pre-circulated for workshop attendees to review. In pre-circulating the material, Transit requested and intended that the TWG members would seek advice, as necessary, from their Council colleagues about the technical assessments and about any changes that Councils thought should be made to the assessments before attending the "Options Assessment Workshop". The workshop reviewed each of the technical assessments and then sought, and reached, a consensus among all the parties (including a final session that involved the Chief Executives of each of the Councils) about the optimum project scope.
- 66 The TWG meetings continued until the end of 2010, when the TWG members decided that the project design was sufficiently well developed that their input was no longer required.
- 67 In parallel with the TWG, an "Executive Advisory Group" (*EAG*) was established for the TGP in 2007, which included the Chief Executives of each of the Councils in the Wellington Region. The EAG has met regularly, generally monthly, since that time. Although the EAG initially met solely to discuss progress of and important emerging issues for the TGP, the format proved to be so successful and useful for the Council Chief Executives that it was expanded to cover all state highway and railway projects in the region.
- 68 In mid 2009, the NZTA met with the planning and regulatory staff of the relevant Councils (GWRC, KCDC, PCC, UHCC and WCC) to seek their feedback on the draft consenting strategy for the TGP and to set up a process for detailed technical engagement with them during the pre-application phase of the project.
- 69 The Councils jointly decided at that time to form a so-called Regulatory Authority Technical Advisory Group (*RATAG*) for the TGP, to provide technical advice and guidance to the NZTA during the pre-application phase. My understanding was that the Councils' primary rationale for this decision was to provide a single source of feedback from all the Councils to the NZTA (albeit with any dissenting views acknowledged and recorded) to minimise duplication of effort and to share resources effectively.
- 70 The RATAG comprised the regulatory managers of each of the Councils, or their nominated representatives. It was agreed between the NZTA and the Councils that RATAG would provide technical advice to inform the scope of the various technical investigations and to advise on the public consultation processes undertaken in late 2010 and the development of the technical reports, AEE and the regulatory applications.

- 71 A "Technical Engagement Protocol" (*TEP*) was agreed between the NZTA and each of the Councils that jointly comprised RATAG, to set out the expectations and protocols for the technical engagement. The TEP is attached as **Appendix A**.
- 72 The TEP specifically dealt with one issue that the Councils were concerned about, namely that the NZTA and/or its specialist technical advisors might contact their technical specialist staff members directly seeking feedback and/or input into mitigation scoping or design. The Councils were concerned with ensuring both that their technical engagement interactions with the NZTA did not compromise their ability to undertake their regulatory functions with the independence which the RMA requires and that they maintained control over prioritising workload issues for their staff. Therefore, the TEP specified that all communications between each Council and the NZTA should be through a single "RATAG contact person", who was the external planning consultant who had been engaged by RATAG to act as a project manager for them.
- 73 The NZTA and its consultants endeavoured to comply with this requirement, but were concerned, and did advise RATAG on a number of occasions, that the requirement for all communications, such as requests for meetings, feedback, etc to be directed through one person was making technical engagement with the Councils more difficult than it normally is for projects.
- 74 Through the TEP, meetings were held monthly with RATAG (and twice monthly if requested). Meetings were also held in between with the RATAG project manager to discuss any particular issues and to agree the agenda for the next RATAG meeting.
- 75 Input from RATAG and their consultant advisors also included:
- 75.1 RATAG and their advisors reviewed and provided feedback on the draft scope documents for the technical investigations undertaken by each of the specialist consultants;
 - 75.2 RATAG and their advisors were invited to attend workshops to discuss noise impacts, site specific environmental management plans, mitigation and draft consent conditions;
 - 75.3 RATAG and their advisors received copies of all technical reports, drawings and the AEE for their review and feedback over a period of several months before the documentation was formally lodged with the EPA in August 2011.
- 76 Special meetings were also convened with RATAG and their specialist consultant technical advisors to discuss issues raised either during the development of NZTA's technical reports, or RATAG's reviews of those reports.

- 77 These included meetings to discuss transport issues (road design, road safety and traffic modelling), landscape and visual effects, ecological effects and land use and transport integration.
- 78 Overall, I believe the NZTA has sought to engage meaningfully with all of the relevant Councils throughout the development of the TGP.

Engagement with Transpower

- 79 The proposed alignment of the TGP requires the relocation of a number of Transpower's electricity transmission towers within Porirua City and Kapiti Coast District (between SH58 at Pauatahanui and SH1 at Paekakariki).
- 80 The NZTA has worked with Transpower since 2008 to establish how this aspect of the Proposal can be delivered and consented. Transpower has helpfully entered into various agreements with the NZTA which confirm that it is happy to work with the NZTA and that it will undertake the works needed to its assets as part of the Proposal. Those agreements currently cover in detail the investigation and consenting stages and in principle the subsequent stages up to and including construction.
- 81 Once consent has been granted, the NZTA intends to develop detailed agreements with Transpower for the ensuing stages which will, for example, cover how construction activities can be co-ordinated so that they are undertaken efficiently and with the least possible disruption to communities, whilst being mindful of environmental effects.
- 82 Transpower has, with the NZTA's input, undertaken engineering and environmental investigations to develop a preferred transmission line realignment and design. The proposed transmission line realignment responds to the NZTA's proposed roading design and the complexities that are likely to be involved with its construction, particularly at the Wainui Saddle. This approach has also meant that the NZTA and Transpower have been able to integrate as much as possible construction and the need for long term service and access.
- 83 The agreement with Transpower requires that the NZTA submits relevant conditions for the protection of Transpower's assets during the NZTA construction activities (provided as Appendix B to the AEE) as part of the application for the Board's consideration. In parallel, the NZTA is consulting with Transpower on its dust management requirements.

Future engagement

- 84 If the designations and resource consents are approved, the NZTA will continue to work with landowners, stakeholders and local communities, during the detailed design phase and the subsequent

construction phase. Some of these requirements, particularly in relation to the construction phase, are built into the draft Construction and Environmental Management Plan and the associated sub-plans which the NZTA is committing to preparing.

- 85 The NZTA will work with landowners in finalising the highway design at particular locations, for example south of Battle Hill Forest Farm Park and adjacent to Little Collins Street in Linden where there are opportunities to adjust the highway design (within the proposed designation) to secure better outcomes.
- 86 The NZTA will also continue to engage with Te Rūnanga o Toa Rangatira (representing Ngāti Toa) during the design and the construction phases of the TGP, particularly in relation to the design and manner in which stream diversion works are undertaken. These provisions are contained in a Memorandum of Understanding that the NZTA entered into with Te Rūnanga o Toa Rangatira in August 2011.

NZTA'S PROPERTY ACQUISITION PROGRAMME

- 87 Over the last 15 years or so, the NZTA (on behalf of the Crown) has acquired 67 property interests along the route of the TGP main alignment. An additional 74 property interests remain to be acquired. The acquisitions that have occurred have involved a variety of different property interests, including both full and partial property purchases and in some cases establishing new or extinguishing existing rights of way.
- 88 For the first 10 years or so, the NZTA's approach was "reactive", by which I mean the NZTA generally only entered into property purchase negotiations when owners requested to do so, because they wanted to sell and/or subdivide their property. The NZTA's approach became "proactive" in 2007 when a dedicated TGP Property Manager was appointed, as part of establishing a TGP project team. Since that time, the NZTA has sought to engage with affected property owners in order to commence negotiations to purchase all property interests that are required for the TGP.
- 89 All of the acquisitions to date have been undertaken in accordance with the provisions of the Public Works Act 1981 (*PWA*) on a "willing seller – willing buyer" basis. No negotiations to acquire properties have involved any of the *PWA*'s compulsory purchase provisions.
- 90 The NZTA has an indicative programme of future property acquisitions in order to complete the purchase of all required property interests for the TGP before construction begins.

RESPONSE TO SUBMISSIONS

91 Whilst I have read all of the submissions received in relation to the TGP, this section of my evidence responds only to those submissions that focus on the NZTA or the TGP in general or to issues that are covered in my evidence. The evidence of other NZTA witnesses discusses the parts of the same submissions which are relevant to their areas of expertise.

Submissions in Support

92 More than half (35) of the 67 submissions received support the TGP either in full (13), or in part (22). This support is appreciated by the NZTA and is, in my view, recognition of the fact that there is strong underlying community support for the Project (as I have described in paragraphs 35, 54 and 55 above) and that the NZTA has been working responsibly and openly with communities over the past several years to develop the TGP in an environmentally responsible and cost effective manner. Put another way, given the size, complexity and high profile of the TGP, the fact that less than 30 submissions have been received that oppose the applications either in full (10) or in part (17) indicates to me that there is very little community opposition to the Project.

Project Funding

93 Submissions 0003, 0004, 0024, 0034 and 0048 question how the TGP is to be funded, argue that it is too expensive, and/or argue that the benefit to cost ratio (*BCR*) is too low to fund.

94 In my view, these arguments are not relevant for the Board of Inquiry to consider. It is for the NZTA Board to decide whether or not to fund the TGP, in accordance with the NZTA's statutory functions as defined in section 95(1) of the Land Transport Management Act (*LTMA*) 2003.

95 Notwithstanding the relevance or irrelevance of this issue, I can confirm that the NZTA expects funding for the TGP to be provided via the National Land Transport Programme (*NLTP*) in the same way that all state highway projects are funded. As a result, funding the TGP will not require any regional fuel taxes or rates, any borrowing of funds, or any changes to other spending from the Government's "consolidated account" as suggested by some submitters.

96 The NLTP is currently approximately \$3 billion per annum, funded on a "pay as you go" basis, almost entirely from fuel (petrol) excise duty, road user (diesel vehicle) charges and vehicle relicensing fees. The NZTA has a 10-year state highway forecast that provides a prioritised programme of state highway improvement projects which balances the expected project costs each year against the expected funding levels from the NLTF. The NZTA currently expects that the TGP construction will commence in the 2015/16 financial year.

97 In relation to the concerns that the BCR for the TGP is too low to fund, I note that the NZTA utilises three assessment criteria to determine if proposed activities (i.e. projects, or packages of projects) are eligible for funding and, if so, their priority. These criteria are:¹²

97.1 Strategic fit:

The NZTA considers whether proposals:

- (a) fit with the organisation's strategic direction (as set out in the NZTA's Investment and Revenue Strategy); and
- (b) address significant national or regional issues.

97.2 Effectiveness:

The NZTA considers how well proposals contribute to a particular strategic objective. Proposals achieving long-term, integrated and enduring solutions rate highest.

97.3 Economic efficiency:

The NZTA consider whether proposals:

- (a) use resources efficiently; and
- (b) offer long-lasting benefits.

For proposals that add new or improved infrastructure or services (such as the TGP), the economic efficiency criterion is assessed according to the BCR.

In the case of packages of work, such as the Wellington Northern Corridor Road of National Significance (*RoNS*) package, it is the overall package BCR (not the individual project BCRs) that is used to assess the "Economic Efficiency" criterion.

98 Each of the three assessment criteria are evaluated as being either 'high' (H), 'medium' (M), or 'low' (L) for each proposed activity and are combined to form an 'assessment profile' for the activity.

99 The assessment profile is then used to prioritise each activity for programming (and funding) in accordance with the NZTA's "Investment and Revenue Strategy".

¹² NZTA's Planning Policy and Funding Manual, Part G. A summary is also available at: <http://www.nzta.govt.nz/planning/funding/framework.html>

- 100 The Wellington Northern Corridor RoNS package (of which the TGP is an integral part) has been evaluated as having 'high' (H) strategic fit, 'high' (H) effectiveness and 'low' (L) efficiency.
- 101 This 'HHL' assessment profile gives the package a 'Priority 3' ranking for funding. This is the third highest priority ranking out of 11 possible priority rankings. ('HHH' is given a Priority 1 ranking; 'HHM', 'HMH' and 'MHH' are given a Priority 2 ranking; 'HHL' and 'HMM' are given a Priority 3 ranking, and so on.)
- 102 Therefore, the BCR is relevant to project funding, but is only one of three criteria used to determine the assessment profile, which in turn determines the priority for programming (and funding) for a proposed activity.
- 103 The BCR for the Wellington Northern Corridor RoNS package was evaluated in late 2009 as part of a 'business case' for the package. At that time, the BCR for the package was calculated to be 1.2 including 'Agglomeration' benefits. Wider economic benefits of employment were calculated to increase the overall BCR value from 1.2 to 1.4.
- 104 The BCR for the entire Wellington Northern Corridor RoNS package has not been updated since that time.
- 105 However, the BCR for the TGP has recently been re-evaluated by Opus International Consultants, to update their original (2008 SAR) economic evaluation, and to reflect the latest Project cost estimate and the latest published cost update factors in the NZTA's "Economic Evaluation Manual". The updated BCR for the TGP (which excludes agglomeration benefits) is 0.82. The updated BCR of 0.82 compares favourably with the corresponding BCR of 0.6 that was calculated for the TGP as part of the 2009 business case.

Funding for Public Transport rather than Roads

- 106 Submissions 0009 and 0049 suggest that funding for the TGP would be better spent on public transport improvements.
- 107 As noted in **Mr James'** evidence, the LTMA requires the Minister of Transport to issue a Government Policy Statement on Land Transport Funding (GPS) every 3 financial years.¹³ The GPS enables the Minister to guide the NZTA and the land transport sector on the outcomes and objectives and the short to medium term goals that the Crown wishes to achieve through the NLTP and from the allocation of the NLTF.¹⁴

¹³ Sections 84 and 86, LTMA.

¹⁴ Section 84, LTMA.

108 The LTMA provides that the NZTA must give effect to the GPS when carrying out its planning functions, including in preparing an NLTP.¹⁵

109 Of note, the GPS sets out that funding in the NLTP:

“... is allocated to activity classes established in the GPS. The allocation of funding to these activity classes reflects the strategic direction the Government has set. For each activity class, a funding range is given which sets out how much can be spent.”¹⁶

110 Therefore, funding of the TGP (which would come from the state highway improvements activity class) would not affect the amount of funding available for public transport improvements (which would come from the public transport activity class).

111 In essence, the TGP does not compete for funding with public transport improvements; it only competes for funding with other state highway improvement projects.

Tolling

112 Submissions 0003, 0023, 0042 and 0048 question whether a toll will be charged to travel along the TGP route and/or the effect that a toll would have on traffic volumes.

113 The NZTA has a very significant Roads of National Significance (*RoNS*) programme that it is endeavouring to deliver, substantially within 10 years. To meet this target, the NZTA will likely need to identify revenue sources other than the NLTF. One such alternative source of revenue is tolling.

114 The NZTA has no current plans to toll the TGP route. However, I cannot discount that tolling may be considered to help fund the early delivery of the TGP or other parts of the Wellington Northern Corridor *RoNS*.

115 Notwithstanding that, I can confirm that if the NZTA does propose to charge a toll to travel on the TGP, then the LTMA would require the NZTA to undertake public consultation¹⁷ and to take the outcome of that consultation into account¹⁸ before any decision to implement a toll could be made.

¹⁵ In accordance with section 89(1) of the LTMA, the NZTA must give effect to the GPS when performing its functions under subpart 1 of Part 2 of the LTMA in respect of land transport planning and funding.

¹⁶ Paragraph 56, GPS.

¹⁷ Section 49, LTMA.

¹⁸ Section 48, LTMA.

Consultation with Submitter 0018

- 116 Submission 0018 states that these submitters, who live on the opposite side of Tremewan Street from the proposed designation, have not been consulted.
- 117 It is true that the NZTA has not directly contacted these submitters. However, the public engagement that the NZTA undertook in October 2010, as described in paragraphs 600 and 61 above, was widely publicised and included an open day at Tawa College and a Project Expo at Pataka Museum, Porirua that these residents might have been able to attend.
- 118 The NZTA has generally only made direct contact with the owners of properties from which land is required for the Project. However, the NZTA has been happy to meet with and discuss the concerns of any adjacent property owners and/or residents who have contacted the NZTA. Our records indicate that these submitters have never contacted the NZTA.
- 119 Notwithstanding that, the NZTA is more than happy to meet with these submitters, to try to address their concerns about the effects on their property.

Consultation with Submitter 0023

- 120 Submission 0023 (from the Kāpiti Coast District Council) asserts that there has been minimal consultation with the Council during the development of the TGP and suggests that the NZTA has not tried to engage with the Council. I am disappointed by and disagree with the Council's view.
- 121 The NZTA has attempted to engage continuously with the relevant Councils since 2006, as I explained in paragraphs 63 to 78 above. In particular, the technical engagement process that was adopted was jointly proposed by all of the Councils, via RATAG.
- 122 Notwithstanding that I disagree with the Council's view, I acknowledge that the Council has raised a number of issues that it is concerned about.
- 123 Since receiving the Council's submission, the NZTA has actively sought to meet with the Council to discuss the issues raised. To date, the Council has been unavailable to meet, but we intend to meet as soon as possible, in order to try to address and resolve the Council's concerns in a mutually satisfactory manner.

Consultation with Submitter 0057

- 124 Submission 0057, which is from landowners whose property is partly required for the Project, asserts that the NZTA has not attempted to consult with them sufficiently and has acted with "an air of

arrogance and compulsion" in our dealings with them. I am sorry that they feel that way, but I disagree with their views.

125 The submission contains a number of significant factual errors about the NZTA's attempts to engage with them. In particular, our file records¹⁹ show that:

125.1 In November 2007, the NZTA, through its accredited property agent The Property Group (*TPG*), attempted to contact these owners several times to arrange a meeting to discuss an access agreement to allow survey and geotechnical investigations on their property. The owners did contact TPG by phone at least once at that time (on 21 November 2007) but they did not agree to a meeting and did not agree to access, so in December 2007 the NZTA decided to make other arrangements for site investigations in that area of the route.

125.2 On 9 July 2008, TPG made telephone contact with these submitters. (A file note shows that the husband was at home sick that day). He was advised during the conversation that the preferred route had a land requirement from their property. TPG requested a meeting, but he did not agree to one. TPG advised him that a letter from Transit and a plan would be dropped off to them the following morning and asked that he make contact with TPG following that.²⁰

125.3 The letter from Transit referred to during the phone conversation, dated 9 July 2008, from Transit's Principal Project Manager, specifically noted that the alignment affected their property but was not "fixed" at that time. The letter also noted that the views of affected property owners were being sought so that refinements could be made to the Project, if necessary.

125.4 A covering letter from TPG, also dated 9 July 2008, stated that "If you would like to meet to discuss, please be in touch, and I would be happy to arrange".

125.5 Also at that time, there was extensive media coverage of the Project, and over 2,400 public submissions were received during the consultation period. However, the NZTA has no

¹⁹ I am happy to make our file records for this property available to the Board of Inquiry, in order to verify my evidence, but I have not included any of the relevant documents as attachments to my evidence to protect the privacy of the various individual people involved.

²⁰ I note that the NZTA (then Transit) made contact that week with every landowner of property that would be required for the project. Letters and individualised property plans were hand delivered to nearly all owners, as described in paragraph 56. A project newsletter was also sent to all households in the Wellington Region at that time, which explained the changes to the proposed route, including in the area of these submitters property.

record that these landowners made any attempt to contact the NZTA, and our records indicate that these landowners either did not make a submission, or did so anonymously.

- 126 In my view, therefore, it is completely inaccurate for the submitters to say (in paragraph 10 of their submission) that the first they knew of "the encroachment of the highway onto our property" was when they received a letter from the NZTA dated 5 October 2010. In my view, it is similarly inaccurate for them to say (in paragraph 9 of their submission) that they were not provided with any opportunity for engagement in the planning process. I believe they were given a suitable opportunity and in fact, the NZTA specifically sought to engage with them in 2008 for that exact purpose, but they chose not to take up the opportunity.
- 127 The open days in October 2010, including the one that these submitters attended, were intended to engage with the community and with affected landowners about the expected environmental effects of the TGP and the proposed works to avoid, remedy or mitigate those effects. Although these open days were not really intended to discuss alternative alignment options, there was still an opportunity to modify the preferred alignment at that stage.
- 128 I did not speak to these submitters at the open day at Pataka Museum on 19 October 2010, but I have spoken to the NZTA staff member who did. His recollection of their discussion is quite different from the submitters' recollection. He recalls discussing the purpose of the consultation process with the submitters and he recalls them being unhappy about the Project effects on their property, but he does not recall them suggesting any specific changes. He also does not believe that he spoke to them in a directive manner, as they suggest, or that he was in any way offensive, but he and I are both sorry that they feel that way.
- 129 I believe that apart from that open day in October 2010, the first meeting with these submitters that any NZTA staff were present at was in July 2011 (not early 2011 as they have suggested), when Transpower were consulting with owners who may be affected by the proposed transmission line relocations. I understand they were advised at that time that the applications were to be lodged with the EPA in August 2011. I attended the first meeting with these submitters specifically about the highway, which was in early September 2011, about three weeks after the applications had been lodged. That is the reason that they were subsequently advised by one of my team members, Mr Ward, that the NZTA could not accommodate their desire to move the road and that they would have to put in a submission if they wished to oppose it, because the applications had already been lodged.

130 I do not believe that the NZTA has acted arrogantly in its dealing with these submitters. I believe that, unfortunately, they chose to rebuff the NZTA's efforts to engage with them over several years until it was too late to alter the proposed designation alignment. Notwithstanding that, the NZTA is more than happy to meet further with these submitters, to try to address their concerns about the effects on their property.

131 I note that these submitters have suggested an alternative alignment, to avoid their property completely. Although an alternative alignment would be possible and could perhaps have been accommodated if they had raised their concerns earlier, their suggested alignment provides a good example of why highway design is not as simple as it may seem and needs to balance many competing factors. They suggested (in paragraph 22 of their submission) that their proposed alignment would avoid "two unnecessary curves" between bridges 7 and 8, but in fact the reason that those curves are there is to avoid large cuts into the so-called "gasline ridge" hillside within the Battle Hill Farm Forest Park, which could require relocation of a significant length of the two gas mains that run through that area.

132 To attempt to minimise the effects on these submitters property, the NZTA is willing, during the detailed design stage of the Project, to attempt to realign the highway as far away from the submitters' house as possible, within the designation boundaries.

Proposed Alternative Routes and Connections

133 A number of submissions suggest changes to the proposed TGP alignment and/or connections or the entire route.

134 Submission 0002 recommends a full motorway-to-motorway interchange at the southern end of the TGP (allowing southbound traffic on the TGP route to turn onto SH1 northbound and SH1 southbound to turn onto the TGP route northbound) instead of the proposed motorway-Y junction (merge and diverge movements only) with a link to Kenepuru Drive. This option was considered and evaluated during the Phase 1 investigations, but it was found to provide poorer network flexibility and greater social environmental effects than other options in that section of the route. The "Option Evaluation Workshop" found that this was not the preferred option for this section of the route, so I do not consider this to be a preferable option.

135 Submission 0007 recommends an alternative route for the southern-most part of the TGP, along the Takapu Valley to Tawa, rather than around the hills above Ranui Heights to Linden. As described earlier in my evidence, the route along the Takapu Valley was originally proposed during the GATS study in the late 1980s, but it was subsequently replaced by the route to Linden, partly because of

environmental concerns highlighted by the Parliamentary Commissioner for the Environment, and partly because it did not provide any connectivity to the Porirua City Centre, so was opposed by the PCC.

136 Also, since the existing designation follows the route around the hills above Ranui Heights to Linden, and one of the NZTA's stated Project objectives for the TGP is to provide "a safe and reliable route between Linden [i.e. not Tawa] and MacKays Crossing", I believe it would contradict the communities' reasonable expectations to fundamentally alter the established route of the southern section of the TGP to traverse the Takapu Valley instead.

137 Submission 34 states that alternatives to the TGP have not been adequately assessed since upgrading the Coastal Route has not been considered. I disagree. The relative merits of upgrading the coastal route or building the TGP were extensively considered during the Western Corridor Transportation Study in 2005, as described in paragraphs 33 to 39 above. With that decision made, subsequent investigation has focussed on the TGP only.

138 Furthermore, I note that two of the NZTA's four stated Project objectives for the TGP are:

138.1 "To provide an **alternative** strategic link for Wellington that improves regional route security" (emphasis added), and

138.2 "... enabling the existing State Highway 1 to be developed into a safe multi-functional alternative to the proposed new strategic link."

139 Upgrading the Coastal route would not meet either of these Project objectives, so in my view it is not appropriate to consider it as an alternative to the TGP.

Cost of the TGP relative to upgrading the Coastal Route

140 Submissions 0003 and 0034 suggest that upgrading the existing coastal route of SH1 would be less expensive than constructing the TGP. This is not the case.

141 During the development of the draft WCP in 2005, the cost of upgrading the Coastal Route was calculated to be approximately 20% to 25% less than the cost of the TGP, although considerable misgivings were expressed about the accuracy of the estimate for the Coastal Route upgrade during the public hearings into the draft WCP.

142 However, since that time, the Phase 1 and Phase 2 investigations into the TGP have led to a far more desirable alignment being identified than had previously been designated (and costed). The

preferred alignment (which the NZTA is now seeking approval for) has substantially reduced the quantity of earthworks required (by more than one million cubic metres), lessening the Project's environmental effects and has also substantially reducing the expected cost of the TGP (by around 30% in real terms).

- 143 Also, a detailed review of the cost estimate for upgrading the coastal Route was undertaken in 2009, using unit cost rates and other relevant information that had been derived during the Phase 1 investigations into the TGP. This review found that the cost of upgrading the Coastal Route would be much higher (by approximately 55% to 65%) than had been estimated during the development of the draft WCP.
- 144 The combination of a considerably reduced (by around 30%) cost for the TGP with a substantially increased (by approximately 55% to 65%) cost for upgrading the Coastal Route means that the TGP is now estimated to be substantially less expensive than upgrading the Coastal Route.

Benefits of the TGP relative to upgrading the Coastal Route

- 145 Submission 0034 discusses the relative benefits of the TGP vs upgrading the existing coastal route of SH1.
- 146 To the best of my knowledge, the only time that the benefits of the TGP and the Coastal Route upgrade have been directly compared since the existing NoRs for the TGP were lodged in the mid 1990s was during the Western Corridor Transportation Study in 2005. (There may have been comparisons before 2005 that I am unaware of, but the comparison in 2005 was certainly the last time that the benefits of both projects were directly compared).
- 147 At that time, transportation modelling was undertaken and annual road user benefits were calculated for the TGP and the Coastal Route upgrade, and also for many other road and rail improvement projects that were under consideration. The annual benefits for each of the improvement projects were assessed relative to a 'Do Minimum' scenario. The calculated annual benefits for the TGP were approximately 10% higher than the corresponding benefits for the Coastal Route upgrade. However, no analysis was undertaken of the net present value of the benefits and therefore no BCRs were calculated.
- 148 Since then, the transportation benefits of the TGP have been improved by replacing the previously proposed link road from near the Takapu Road substation to Warspite Avenue in Cannons Creek with the now proposed Waitangirua link road, as described in paragraph 51.2 above. As a result, the benefits of the TGP should now be greater than those of upgrading the Coastal Route by a larger percentage than was calculated in 2005.

Alternative road between Paekakariki and MacKays Crossing

149 Submissions 0023 (from the Kāpiti Coast District Council) and 0028 suggest that a local alternative route should be provided for the section of the TGP between Paekakariki and MacKays Crossing. I note that Submission 0028 addressed many of the same issues as Submission 0023, including this one. I also note that this section of the TGP, without a local alternative route, is approximately 600m long, not two kilometres as stated in both submissions.

150 One of the options that was considered and evaluated during the Phase 1 investigations for the section of the TGP route between Paekakariki and MacKays Crossing had the main TGP alignment slightly further to the south-west and retained the existing SH1 as a parallel local road, linking to the existing roundabout on the eastern side of the MacKays Overbridge.

151 This option was found to have higher property costs and to provide poorer network flexibility and greater social environmental effects than other options in that section of the route. The "Option Evaluation Workshop" found that this was not the preferred option for this section of the route, so I do not consider this to be a preferable option.

152 I note also that Council staff were present throughout the "Option Evaluation Workshop" (including the Council's acting Chief Executive during the final session) and did not express any concerns that the preferred option did not include an alternative local road.

Traffic safety on and changes to the existing SH1 route

153 Submissions 0023, 0042, 0046 and 0058 all raise questions about traffic safety on and changes to the existing SH1.

154 The traffic volumes on the existing SH1 route are predicted to be substantially lower if the TGP is built.

155 I note that there has been considerable misunderstanding in the local community, including by some submitters, about how much traffic is expected to remain on the existing SH1 coastal route through Pukerua Bay after the TGP is completed. Various old reports seem to have been interpreted by some submitters as indicating that traffic volume at Pukerua Bay would be around 17,000 vehicles per day (*vpd*) when the actual forecast is 5,000 *vpd* at the southern end of Pukerua Bay and 3,100 *vpd* along the coast north of Pukerua Bay.

156 The substantial traffic volume reduction on the existing SH1 route will enable that route to be redeveloped as a safe multi-functional alternative to the TGP route, which is entirely consistent with the TGP Project objectives (discussed in **Mr James'** evidence) and with the strong community desires expressed during the development of

the Western Corridor Plan. The sorts of treatments discussed in these submissions, such as pedestrian crossings, road narrowing and/or traffic signals that give greater priority to side road traffic and pedestrians, can all be achieved once the fundamental "traffic carrying" function of the existing route is removed.

- 157 In my view, it is appropriate for the Porirua City and Kāpiti Coast District Councils, in discussion with their communities, to determine the details of how the existing SH1 route should be redeveloped once the TGP route is completed, rather than having those details imposed on them by the NZTA.

Property values and Public Works Act issues

- 158 Submissions 0057 and 0067 have raised issues about the impact of the TGP on the value of their properties and other issues relating to the Public Works Act (PWA) 1981.
- 159 Submission 0057 states that the proposed TGP "profoundly diminishes the utility and value of our property." I do not dispute that the TGP has a significant impact on this property. I tried to raise with this submitter the issue of their rights to compensation under the PWA when I met with him in early September 2011, but he stated that he did not want to discuss that because he was not interested. For the record, these issues will be fairly addressed under the PWA, which provides for owners to be compensated both for the value of the land taken for a public work and for the "injurious affection" (such as loss of utility) to the balance land.
- 160 I also note that, as described in paragraphs 125.2 to 126 above, these submitters were made aware of the impact of the Project on their property in July 2008. In my view, therefore, it is completely inaccurate for the submitters to suggest (in paragraph 16 of their submission) that they were unaware of this impact when they invested in renovating their home in 2010.
- 161 Submission 0067 relates to a property that is included entirely within the boundaries of the proposed designation, although it is not actually required for any part of the construction. The reason for the designation including the whole property is that the adverse effects on this property during construction cannot be satisfactory mitigated.
- 162 As is explained in the submission, the NZTA only became aware very belatedly that this was a separate property, not part of one of the adjacent properties whose owners the NZTA has been communicating with over recent years. The NZTA sincerely apologises to the submitter for this oversight on our part.
- 163 The NZTA has discussed with this submitter (and will attempt to meet with him again to continue to discuss) various options that are

available for his property. The NZTA is happy to be guided by his preferences about the options, which include:

- 163.1 Since the property is within the designation boundaries, the Crown can purchase the property from him under the PWA before construction begins if he wishes. Following construction, it would then be offered back to him (as the former owner) in accordance with the PWA, should he wish to re-purchase it; or
 - 163.2 The NZTA could rent the property from him for the duration of the construction period if he wishes it to. After construction, he could move back into the property: or
 - 163.3 He could continue to own and occupy the property throughout the construction period if he wishes to and the NZTA could agree with him what mitigation measures would be provided to minimise the adverse effects on the property. However, he would need to acknowledge and accept that the adverse effects could not be mitigated to acceptable levels during the construction period.
- 164 This submitter has also asked for the NZTA to advise if the value of the property is likely to depreciate before, during, or after the construction. The NZTA cannot give any definitive answer to this question, because there are a number of relevant factors, not least of which is overall property value trends. However, it seems very likely that the value of the property will reduce during the construction period, because of the adverse effects that cannot be mitigated to acceptable levels. If the owner chooses to sell the property to the Crown, then the PWA process provides for the "fair market value" to be paid, excluding any effect that the Project would have on the value.

Access to Belmont Regional Park

- 165 Submission 0012 suggests that, once construction of the TGP is completed, an entrance should be provided into the Belmont Regional Park from Ribbonwood Terrace in Ranui Heights.
- 166 I suspect that this request arises from the submitter incorrectly believing that the area of land across the TGP route from Ranui Heights is part of the Belmont Regional Park. That land is not part of the Park and is not owned by GWRC. The Park boundary is approximately two kilometres away from Ribbonwood Terrace, near the Takapu Road electrical substation, so I do not consider it appropriate to provide pedestrian access along the TGP route to the Park, when an entrance to the Park is already available via the Cannons Creek Lake Reserve on Warspite Avenue.

Improvements to SH2 and SH58

- 167 Submissions 0011 and 0013 both support the TGP and also suggest improvements to other routes including SH2 and SH58.
- 168 The NZTA has strategies in place to develop the other routes that these submitters support improvements on, but those works are not required to mitigate the effects of the TGP, so they are not part of the current Proposal.



Craig Simon Nicholson
16 November 2011

APPENDIX A – TECHNICAL ENGAGEMENT PROTOCOL

Technical engagement protocol

Wellington Regional Council

New Zealand Transport Agency

Porirua City Council

Kapiti Coast District Council

Wellington City Council

Upper Hutt City Council



TECHNICAL ENGAGEMENT PROTOCOL

Date: 5 March 2010

SIGNATORIES

New Zealand Transport Agency (NZTA)

Wellington Regional Council (GWRC)

Porirua City Council (PCC)

Kapiti Coast District Council (KCDC)

Wellington City Council (WCC)

Upper Hutt City Council (UHCC)

BACKGROUND

- 1 NZTA is the requiring authority for existing designations included in the district plans for the Kapiti Coast District, Upper Hutt City, Porirua City, and Wellington City for the project known as "Transmission Gully" (*In-designation Alignment*). No regional resource consents have been sought for the In-designation Alignment.
- 2 Following further investigations of options, the former Transit New Zealand published a *draft Transmission Gully Scheme Assessment Report* which identified a "preferred alignment" differing in aspects of route and design from the In-designation Alignment (*the TG Project*). NZTA now wishes to make preparations for the lodgement and processing of such RMA applications, notices and plan change requests as may be necessary to enable the TG Project to be undertaken in accordance with the RMA (*RMA Applications*).
- 3 As with the In-designation Alignment, the TG Project follows the inland route known as Transmission Gully more or less between MacKays Crossing and Tawa (at Linden). As such, the TG Project alignment is also entirely within the boundaries of the Wellington region and would pass through boundaries of the four territorial authorities. Therefore, each of GWRC, KCDC, UHCC, PCC, and WCC (together described as the *Local Authorities*) would have relevant regulatory functions and responsibilities in regard to the RMA Applications.



- 4 The Signatories recognise that the scale and nature of the TG Project and its associated environmental effects and the high level of public interest mean:
 - 4.1 Environmental effects analysis, and associated TG Project design and mitigation outcomes, will need to be thorough and reliable and undertaken by relevant experts and according to sound industry practice;
 - 4.2 The analysis which informs the RMA Applications should be undertaken in a manner that enables appropriate peer review by and feedback from technical experts and officers engaged by the Local Authorities, subject to preserving the necessary independence of the Local Authorities to exercise their regulatory responsibilities under the RMA; and
 - 4.3 The processing of the RMA Applications need to be, and be perceived as timely, cost-effective, efficient and fairly enabling of participation in accordance with RMA principles. This will demand a high degree of coordination and communication, subject to preserving the independence with which the Local Authorities must carry out their regulatory responsibilities under the RMA.
- 5 Therefore, the Signatories have decided to adopt this Technical Engagement Protocol (*TEP*) as a document which is to be published on the NZTA's website.

PURPOSE OF THE TEP AND WHAT IT DOES NOT ADDRESS

- 6 Subject to preserving the independence with which the Local Authorities must carry out their regulatory responsibilities under the RMA, this TEP records understandings and agreed processes to:
 - 6.1 Assist the Local Authorities and NZTA to carry out their respective and individual RMA functions in relation to the pre-application or lodgement preparation and processing of the RMA Applications for the TG Project;
 - 6.2 Assist to achieve a high degree of coordination and communication between the Signatories;
 - 6.3 Assist to achieve the following in regard to RMA Applications for the TG Project:
 - (i) Thorough and reliable environmental effects' analysis, and associated TG Project design and mitigation outcomes, undertaken by relevant experts and according to sound industry practice; and
 - (ii) Appropriate peer review by and feedback from technical experts and officers engaged by the Local Authorities;
 - 6.4 Assist to achieve timely, cost-effective, and efficient processing of RMA Applications which are fairly enabling of participation in accordance with RMA principles.



- 7 The TEP concerns matter of process, not substance. The fact that the Local Authorities are signatories to this TEP is not an indication of any position which the Local Authorities may take on the merits of the TG Project and/or the RMA Applications and the Local Authorities expressly reserve their positions on those matters.
- 8 The TEP does not apply to or have any relevance to any other functions of the Local Authorities which may be relevant to the TG Project (e.g. landowner, member of the Regional Land Transport Committee, owner of infrastructural assets).
- 9 The TEP does not (and cannot) alter the regulatory responsibilities of the Local Authorities under the RMA. The Local Authorities will carry out their functions with the independence which the RMA requires.
- 10 Similarly, the TEP does not (and cannot) alter the responsibilities of the NZTA under the Government Rooding Powers Act 1989 and Land Transport Management Act 2003.

ROLE OF RATAG

- 11 The Local Authorities have formed a group to be referred to as the Regulatory Authorities' Technical Advisory Group (*RATAG*) whose purposes in relation to implementation of this TEP are:
 - 11.1 To assist coordination and management in engagement with NZTA, and
 - 11.2 To assist in securing common understandings and if/where possible consensus, but also clarity and transparency on matters of difference, as between the Local Authorities in the exercise of their statutory functions and responsibilities;
 - 11.3 To achieve efficiencies and synergy as appropriate to informing and advising the NZTA during the pre-application phase.
- 12 The Signatories intend that communications and engagements between NZTA and the Local Authorities, for the purposes of this TEP, will be primarily through RATAG, although there will be occasions where it will be more appropriate for communication and engagement to be directly between NZTA and a particular Local Authority. Paragraphs 13 to 22 concerning the process for interaction on the TG Project reflect those intentions.

PROCESS FOR INTERACTION ON THE TG PROJECT

- 13 Within 10 working days of the date of this TEP:
 - 13.1 The Local Authorities will provide NZTA with the details of the RATAG member whom they have appointed as RATAG's primary contact person (*RATAG Contact Person*);



- 13.2 Each Local Authority will also provide NZTA with the details of its primary contact person (*Local Authority Contact Person*).; and
- 13.3 NZTA will similarly provide the Local Authorities of the details of its primary contact person (*NZTA Contact Person*).
- 14 All communications between each Local Authority and NZTA regarding the TG Project will be through the RATAG Contact Person except for any matter which the Local Authority Contact Person or the RATAG Contact Person nominates, from time to time, as being a matter which a particular Local Authority Contact Person will deal directly with the NZTA Contact Person about.
- 15 The NZTA Contact Person and the RATAG Contact Person will keep each other informed of communications which each has with each Local Authority Contact Person.
- 16 At least once per month, the NZTA Contact Person will arrange for and meet with the RATAG Contact Person. This meeting is for the purposes of enabling the Local Authorities and NZTA to discuss TG Project progress and any upcoming actions, and for NZTA to provide early notice to Local Authorities of future workstreams. Matters for discussion, include NZTA's intended requests for response under paragraph 17 and timetable requirements for these. The RATAG Contact Person will prepare and distribute to each Local Authority Contact Person minutes of those meetings, and provide to the NZTA Contact Person a copy of those minutes.
- 17 The following arrangements will apply whenever NZTA requests a response from a Local Authority or the Local Authorities regarding any aspect of the TG Project:
- 17.1 The NZTA Contact Person will make the request in writing to the RATAG Contact Person (*Written Request*). The Written Request will specify the Local Authority or Local Authorities whose response is sought, and the final date by which NZTA requires written response (*Written Response*) which date must be at least 10 working days after the date the request is received by the Local Authority (*Specified Date*).
- 17.2 In the event that any Local Authority or Local Authorities considers that it is not practicable to provide Written Response by the Specified Date, the RATAG Contact Person may agree with the NZTA Contact Person alternative date(s), subject however to overriding expectations that best endeavours will be made to provide Written Responses by Specified Dates in order to achieve the purposes of this TEP.
- 17.3 As soon as practicable (preferably within 2 working days) after a Written Request, the RATAG Contact Person:
- (i) Will confirm how the Written Response will be made, including whether by a single response for all relevant Local Authorities through RATAG and/or separate Written Responses by any Local Authority, and



- (ii) May, in accordance with paragraph 17.2, propose an alternative date or dates for the Written Response or Written Responses which, if the NZTA Contact Person agrees, will be deemed the Specific Date.
- 18 The Local Authorities will use best endeavours to provide Written Responses by Specified Dates.
- 19 Paragraphs 15 to 18 of this TEP will also apply when a Local Authority has, under paragraph 14, nominated any Written Request to be a matter which the Local Authority Contact Person will deal directly with the NZTA Contact Person about. In those cases, paragraphs 15 to 18 will be read as if references to RATAG were to that Local Authority and to the RATAG Contact Person were to that Local Authority Contact Person.
- 20 The Local Authorities will comply with, and whenever possible, carry out functions in advance of, any timeframes specified in the RMA for carrying out their functions in relation to the TG Project matters to which this TEP relates. RATAG will assist to ensure this.
- 21 NZTA and the Local Authorities agree to operate a “no surprises” policy with respect to those matters concerning the TG Project to which this TEP relates.
- 22 Expert consultants engaged by NZTA and Local Authorities in relation to the TG Project will be permitted to communicate directly with each other, provided the NZTA Contact Person and RATAG Contact Person are kept informed of such direct communications.

SUBJECT OF INTERACTION

- 23 NZTA and the Local Authorities will focus their interaction and communication with each other (including through RATAG) on those aspects of the TG Project within the scope of their RMA functions. In particular, in addition to matters of hearing process:
- 23.1 GWRC has particular regulatory functions in relation to regional plans, including uses of river beds, the taking, damming or diversion of water, and discharges into air or water, or onto the land; and
 - 23.2 PCC, KCDC, WCC and UHCC have particular regulatory functions concerning land use and subdivision matters within the boundaries of their city or district.
 - 23.3 The functions of these Local Authorities are for the common purpose of giving effect to the RMA.
- 24 Having regard to the purpose of this TEP (as described in paragraphs 6 to 10) and the matters in paragraphs 4.1 to 4.3 of this TEP, NZTA and the Local Authorities (including through RATAG) will communicate with each other in relation to a range of matters as follows.

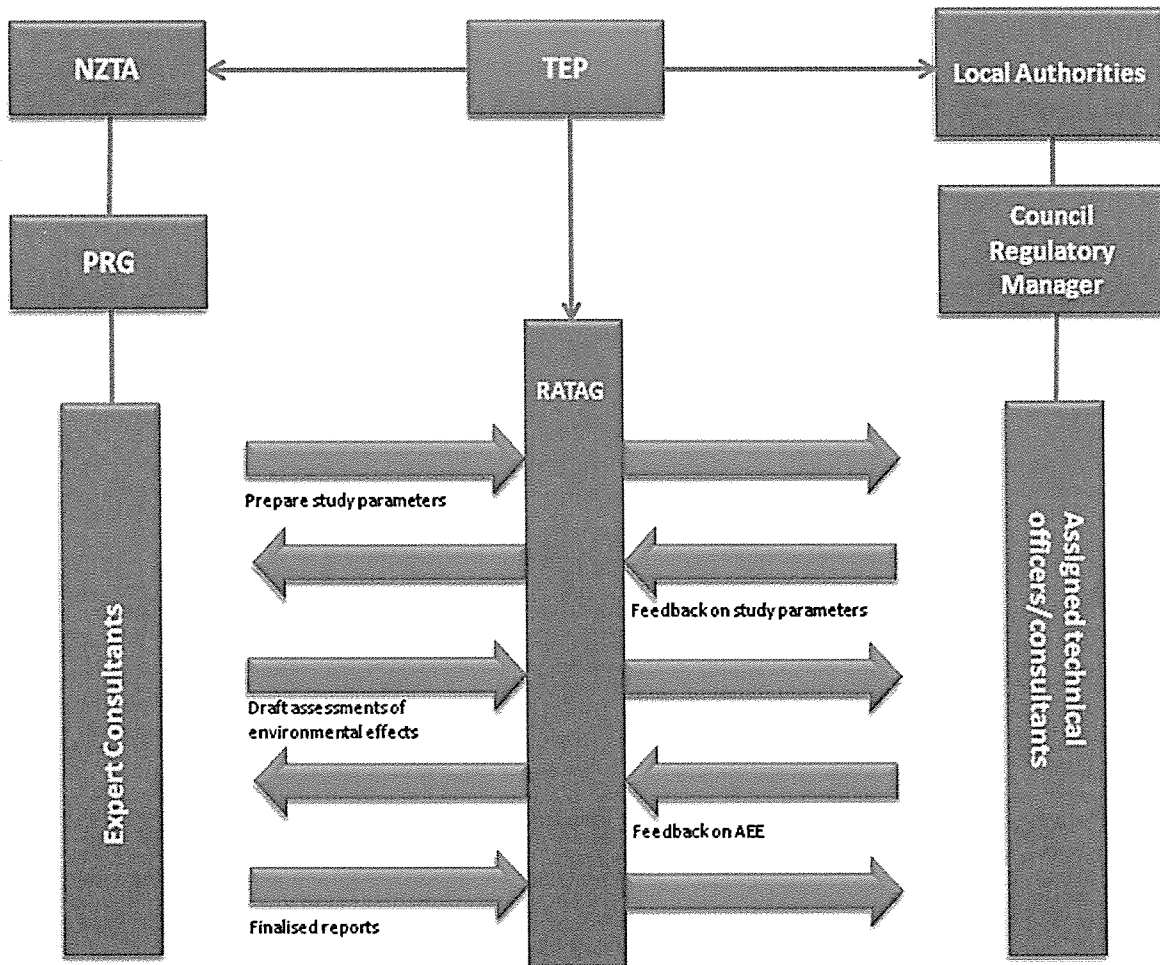


Technical engagement on environmental assessments

25 NZTA and the Local Authorities (including through RATAG) will communicate with each other on:

- 25.1 The matters to be addressed in effects' assessments, including field work to be undertaken, peer review, and assessment and mitigation design and standards;
- 25.2 The application of district and regional plan objectives, policies and rules; and
- 25.3 The review of draft applications, notices of requirement, and assessments of effects, prior to formal lodgement.

26 These communications are intended to inform the process of assessing environmental effects, as shown in the following chart:



Interaction on process issues including hearing processes

27 In addition, to assist in ensuring the processing of the RMA Applications, including hearings or Board of Inquiry processes, are timely, cost-effective, efficient and fairly



enabling of participation in accordance with RMA principles, NZTA and the Local Authorities (including through RATAG) will communicate with each other in relation to RMA Application processing issues including the following:

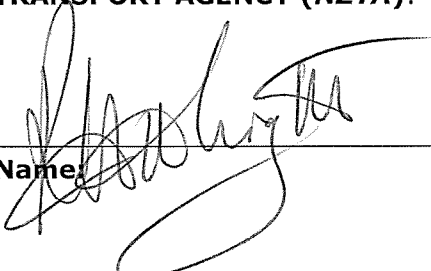
- 27.1 Any Local Authority section 42A Reporting functions, including peer review of effects assessment;
- 27.2 Any requests for further information;
- 27.3 Public notification and the public submission process;
- 27.4 Hearing dates, locations, length and other logistical details;
- 27.5 The forum and process for hearing, including those available to the Minister for Environment;
- 27.6 Any upcoming district and regional plan reviews, or proposed plan changes, relevant to the TG Project.

RMA AND OTHER STATUTORY REQUIREMENTS

- 28 Communications between NZTA and the Local Authorities about aspects of the TG Project not described in paragraphs 23 – 27.6 above will be welcome, but not expected.
- 29 This TEP is an aspirational document having no contractual force or effect. It may be updated from time to time as the Signatories consider appropriate. It may also cease to have effect if the Signatories agree to its termination or replacement, including any replacement by any protocol addressing the TG Project as part of the Wellington Northern Corridor Road of National Significance.
- 30 In that spirit, the Signatories record their concurrence with this TEP by their respective signatures below.

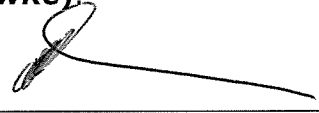
Dated 6 May ~~2009~~ 2010

SIGNED for and on behalf of the **NZ TRANSPORT AGENCY (NZTA):**



Name:

SIGNED for and on behalf of the **WELLINGTON REGIONAL COUNCIL (GWRC):**



Name:



SIGNED for and on behalf of the
PORIRUA CITY COUNCIL (PCC):

Name:

SIGNED for and on behalf of the **KAPITI
COAST DISTRICT COUNCIL (KCDC):**

Name:

SIGNED for and on behalf of the
WELLINGTON CITY COUNCIL (WCC):

Name:

SIGNED for and on behalf of the **UPPER
HUTT CITY COUNCIL (UHCC):**

Name:

**W. M. PEDERSEN
CHIEF EXECUTIVE**



SIGNED for and on behalf of the
PORIRUA CITY COUNCIL (PCC):

Name: _____

CE

SIGNED for and on behalf of the **KAPITI
COAST DISTRICT COUNCIL (KCDC):**

Name: _____

SIGNED for and on behalf of the
WELLINGTON CITY COUNCIL (WCC):

Name: _____

SIGNED for and on behalf of the **UPPER
HUTT CITY COUNCIL (UHCC):**

Name: _____