

2 July 2024

s9(2)(a)

REF: OIA-15539

Dear s9(2)(a)

Request made under the Official Information Act 1982

Thank you for your email of 2 June 2024 requesting the following information under the Official Information Act 1982 (the Act):

- 1/ Was there no geologist on site throughout the work process?*
- 2/ The workers have been on that hill for weeks. The competent ones would surely have seen something. Why were they not listened to?*
- 3/ How much did Tonkin and Taylor receive for a report that could have been written by AI, and is worthless?*
- 4/ Why is NZTA not committing the required geotech resources when working on serious projects like this?*
- 5/ What compensation will NZTA pay for their clear failure to properly assess the job?*

I will answer each part of your request in turn.

1. *Was there no geologist on site throughout the work process?*

There was a geologist on site throughout the process.

2. *The workers have been on that hill for weeks. The competent ones would surely have seen something. Why were they not listened to?*

The slips occurred while work was being done to stabilise Kauri Tree Corner. This was the last section of the closure excavation work to be completed. As noted in the Tonkin & Taylor report, there were parts of the hillside at Kauri Tree Corner (zone F) that were not accessible until the work started on that hillside. Also noted in the report was that the soil composition at that location was unique and had not been found elsewhere within the closure site.

3. *How much did Tonkin and Taylor receive for a report that could have been written by AI, and is worthless?*

NZ Transport Agency Waka Kotahi (NZTA) was invoiced the amount of \$8,974.31 (GST inclusive) for the report. NZTA disagrees with your assessment of the report.

4. Why is NZTA not committing the required geotech resources when working on serious projects like this?

NZTA has provided the required geotechnical resources required for a recovery project of this kind. The purpose of recovery work is to restore the road to a pre-weather event level of service following the storms in early 2023, to ensure the Brynderwyn Hills connection for the short-to-medium term, as the road was unlikely to survive the next severe weather event in its state at the time.

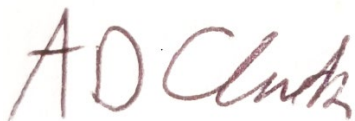
5. What compensation will NZTA pay for their clear failure to properly assess the job?

As a Crown entity, NZTA is unable to provide compensation to individuals or businesses impacted by these works. Grant McCallum MP took a request for compensation to Parliament in late 2023, but in that instance, it was decided that no compensation would be given as a result of the SH1 Brynderwyn Hills closure.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact the Ministerial Services team, by email to official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in brown ink that reads "AD Clark". The signature is written in a cursive, slightly slanted style.

Andrew Clark
National Manager, Maintenance & Operations