

MINISTERIAL BRIEFING NOTE

Subject	Waitemata Harbour Connections next steps
Date	25 September 2024
Briefing number	BRI-3168

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1st contact
Brett Gliddon	Group General Manager, Transport Services	s 9(2)(a)	s 9(2)(a)	✓

Action taken by Office of the Minister

- Noted**
- Seen by Minister**
- Agreed**
- Feedback provided**
- Forwarded to**
- Needs change [please specify]**
- Withdrawn**
- Overtaken by events**

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25 September 2024

Hon Simeon Brown – Minister of Transport

WAITEMATĀ HARBOUR CONNECTIONS NEXT STEPS

Purpose

1. This briefing provides you with information on immediate next steps and the programme over the next 12-18 months for the Waitemata Harbour Connections (WHC) project to arrive at an investment decision on the crossing option.

Background

2. The WHC project has previously outlined context and planned next steps provided to you in MIN-4488. This included reconfirming the ‘do nothing’ option as not viable, with recommendations to progress a tunnel option for the crossing. Subsequent direction has instructed NZ Transport Agency Waka Kotahi (NZTA) to refine the crossing scope (including the removal of active modes) and develop detailed understanding of costs, risks, trade-offs, and assumptions for the tunnel and bridge option prior to seeking a decision on which option to progress.

3. This paper outlines the programme over the next 12-18 months, including investigations required to provide confidence to decision-makers in recommending bridge and tunnel options. s 9(2)(f)(iv)

[Redacted]

4. In the remainder of this phase, we are looking to achieve:
 - i. A comprehensive understanding of high-risk areas including ground and seabed conditions, utilities, and achievable ways to manage them.
 - ii. A robust level of design that provides high confidence in a buildable/operable solution to take forward to the market and innovate from. This includes resilience issues on the SH1 corridor, design development for seal level rise mitigation alternatives and potential responses (either side of the bridge).
 - iii. Greater certainty of the total project costs, benefits trade-offs and affordability considerations for each option.
 - iv. s 9(2)(f)(iv)
 - v. A detailed programme that confirms stage start and completion dates for each option.
 - vi. Market engagement to gauge initial interest and gain feedback on proposed procurement and funding and finance approach.
 - vii. s 9(2)(f)(iv)

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Investigations/work that will be undertaken in this phase, including why this work is critical

5. The work activities during the remainder of this phase will be structured around progression the option designs, gaining greater cost certainty, as well as enabling the investment case decision. The key activities that will be undertaken are outlined below:

a. Project Design Development

We will undertake development, refinement and finalisation of both options including the impact on the existing Auckland Harbour Bridge and the SH1 corridor resilience response.

Key tasks will include:

- i. Develop the final design of each option
- ii. Complete robust cost estimation
- iii. Complete the Assessment of Environmental Effects
- iv. Complete the risk profile and identify associated costs and/or mitigations
- v. Undertake constructability reviews and establish likely staging
- vi. Identify the trade-offs

As part of the project design development, we will undertake investigations and surveys to inform the activities above e.g. completing, fauna and flora surveys, utilities and contaminated land investigations.

b. Geotechnical investigations

There is currently limited geotechnical data in the Waitematā through these corridors. These investigations are critical to gain a comprehensive understanding of high-risk areas including ground and seabed conditions, utilities, and achievable ways to manage them. This work is critical to getting confidence around the option designs feasibility and cost estimations.

We will commence procurement of land based geotechnical investigations which do not require resource consents by late 2024.

s 9(2)(f)(iv)

c. s 9(2)(f)(iv)

s 9(2)(f)(iv)



We will conduct a market sounding process to understand the market appetite for the options and identify any concerns or preferences potential partners might have to inform option refinement. By engaging early, we will ensure the procurement strategy addresses concerns and identifies the eventual procurement process. This approach is essential for creating competitive tension, driving innovation, and securing the best possible outcome during future tender processes.

d. s 9(2)(f)(iv)



Timeline

6. The indicative timeframe for this scope of works is expected to be 12-18 months, as outlined in the diagram below.

s 9(2)(ba)(ii)



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Cost of the works and investigations

7. s 9(2)(f)(iv) [Redacted]

TASK	\$ INITIAL ESTIMATE
s 9(2)(f)(iv) [Redacted]	

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It is recommended that you:

Yes/No

1. **Note** we will recommend the full detailed programme scope of this work to the NZTA Board in November 2024.



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Brett Gliddon

Group General Manager, Transport Services

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Hon Simeon Brown, Minister of Transport

Date: 2024

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