

Before a Board of Inquiry
MacKays to Peka Peka Expressway Proposal

under: the Resource Management Act 1991

in the matter of: Notice of requirement for designation and resource consent applications by the NZ Transport Agency for the MacKays to Peka Peka Expressway Proposal

applicant: **NZ Transport Agency**
Requiring Authority

Statement of evidence of **Andrew Quinn** (Project Manager – MacKays to Peka Peka Expressway) on behalf of the NZ Transport Agency

Dated: 7 September 2012

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STATEMENT OF EVIDENCE OF ANDREW QUINN ON BEHALF OF THE NZ TRANSPORT AGENCY

QUALIFICATIONS AND EXPERIENCE

- 1 My full name is Andrew Jonathan Quinn.
- 2 I am a Senior Project Manager within the NZ Transport Agency's (NZTA) Highways and Network Operations business unit, based in Wellington. I have an Higher National Diploma in Building Studies from Hammersmith and West London College (1986). In addition, I am a certified Project Management Professional (PMP) and have a post-graduate diploma in Managerial Excellence in Engineering and Construction (DiPMEEC) from the NZ Institute of Management.
- 3 Prior to joining the NZTA, I gained experience on major civil engineering projects in New Zealand and in the United Kingdom (UK). My relevant project experience includes:
 - 3.1 Bridge 1 Rapahoe Railway Line, Greymouth – Project Manager for the construction phase;
 - 3.2 North Auckland Line - rail duplication stage 1, Auckland – Project Manager for the design and construction phase;
 - 3.3 Thameslink 2000, London, UK – Assistant Project Director for the Jarvis Infrastructure Alliance;
 - 3.4 West Coast Route Modernisation, London, UK – Project Controls Manager for Railtrack;
 - 3.5 Railtrack Major Projects Division – regional rail programme, Swindon, UK – Project Controls Manager for Railtrack;
 - 3.6 Canary Wharf infrastructure, London, UK – Planning Engineer for the Canary Wharf Contractors; and
 - 3.7 John Lewis department store, Kingston, UK – Section Engineer for John Mowlem PLC.
- 4 I joined Transit New Zealand (*Transit*) (predecessor to the NZTA) in 2007 as the Regional Projects Manager responsible for the investigation, design and construction of all State Highway improvement projects in the Wellington Region.
- 5 In my capacity as the Regional Projects Manager for the Wellington, Nelson, Marlborough and Tasman Regions, I have provided leadership and direction for the following improvement projects:

- 5.1 SH60 Ruby Bay Bypass – member of the Project Management Board through the construction phase;
 - 5.2 SH2 Dowse to Petone – senior member of the project leadership team during the construction phase;
 - 5.3 SH1 Wellington Inner City By-Pass – senior member of the project leadership team for the post construction phase;
 - 5.4 SH1 Mackay’s Crossing overbridge – senior member of the project leadership team during the post construction phase;
 - 5.5 SH2 Muldoon’s Corner Easing – senior member of the project leadership team during the investigation and design phase;
 - 5.6 SH2/58 Haywards Hill Interchange – senior member of the project leadership team during the investigation and design phase;
 - 5.7 SH2 Moonshine to Siliverstream safety improvements – senior member of the project leadership team during the investigation and design phase;
 - 5.8 SH1 Mackays to Paekakariki safety improvements – investigation – senior member of the project leadership team during the investigation phase; and
 - 5.9 SH1 Waikanae South Bound passing lane – senior member of the project leadership team during the construction phase.
- 6 My evidence is given in support of the Notice of Requirement (*NoR*) and applications for resource consent lodged with the Environmental Protection Authority (*EPA*) by the NZTA for the construction, maintenance and operation of the MackKays to Peka Peka Expressway Proposal (*the Project*).
- 7 I am the NZTA’s Project Manager for the Project. For completeness, I also note that I was previously also the NZTA’s Project Manager for the Peka Peka to Ōtaki Expressway during the investigation phase which will connect with the Project at its northern end. The Peka Peka to Ōtaki Expressway is made up of two parts:
- 7.1 A new four-lane expressway running along the existing State Highway 1 (*SH1*) alignment through Te Horo; and
 - 7.2 The establishment of an Ōtaki bypass with connections to local roads and new bridges over the Ōtaki River and Waitohu Stream.

- 8 I am familiar with the area that the Project covers and the State highway and local roading network in the vicinity of the Project. I also confirm that I am authorised to give evidence on behalf of the NZTA.

SCOPE OF EVIDENCE

- 9 My evidence will deal with the following:
- 9.1 Background and explanation of my role in the Project;
 - 9.2 The Alliance arrangements including with Kāpiti Coast District Council (*KCDC*);
 - 9.3 Relationship between the Project and network utilities;
 - 9.4 NZTA's property acquisition programme to date;
 - 9.5 Post construction treatment of the existing State Highway (*SH1*) and revocation of State highway status;
 - 9.6 Discussion regarding the proposed conditions;
 - 9.7 Response to section 149G Key Issues Reports;
 - 9.8 Response to submissions;
 - 9.9 Conclusions.

EXECUTIVE SUMMARY

- 10 The Project is being delivered by the MacKays to Peka Peka Expressway Alliance (*the Alliance*) which was established by contract between the NZTA and a consortium of planning, design and environmental specialists together with the construction contractors and *KCDC*.
- 11 I note that, although the Alliance is responsible to the NZTA for the consenting and construction of the Project, the statutory responsibility for the Project remains with the NZTA.
- 12 The Alliance team has worked collaboratively with all the affected network utilities and service providers to understand and to plan for the impacts of the Project on existing services and the opportunities for new services within the corridor. To date it has secured agreement with all of the affected utility service providers with respect to services impacted by the proposed Expressway.
- 13 Most of the land needed for the Project is already owned by the Crown or *KCDC* for roading purposes. The balance land required for

the Project includes Māori land, and privately-owned property. There is an active purchase programme to acquire all land needed for the Project and at the time of writing 30% of this balance land had been acquired. NZTA's preference is to acquire land by agreement but may need to use compulsory acquisition powers (under sections 18 and 23 of the Public Works Act 1981 (*PWA*)) should delays threaten the proposed construction start date.

- 14 The NZTA and KCDC have reached agreement as to how the existing section of SH1 that will be bypassed by the Project should be treated, should its State highway status be revoked. The intention is that the bypassed section of SH1 from Poplar Avenue to Peka Peka Road will become part of the local road network and, in accordance with the Guiding Objectives for the Alliance Board, the intent is that it will become a multi-functional alternative route to the Expressway.
- 15 I have reviewed the submissions which are relevant to my evidence and I have responded to these submissions below.

BACKGROUND AND ROLE

- 16 As the NZTA's Project Manager, my role in relation to the Project is to represent the NZTA's interests in the Alliance project team to ensure that:
- 16.1 the scope of the Project is developed and designed in accordance with NZTA's procedures and quality standards; and
- 16.2 the solutions provided through the Alliance framework meet the NZTA's objectives and requirements of the Project.
- 17 At an operational level, I represent the NZTA formally on the Alliance Management Team (*AMT*) which is the decision making team overseeing all aspects of planning, design and construction matters for the Project. I expand on the Alliance arrangements later in my evidence.
- 18 My evidence relates to that of **Dr James Bentley** who is the Alliance Project Manager responsible to the Project Alliance Board (*PAB*), **Mr Noel Nancekivell** the Design Manager for the investigation and preliminary design phase and **Mr Andrew Goldie** who is the Alliance Construction Manager. Dr Bentley and Mr Goldie are currently members of the *AMT*, and Mr Nancekivell was a member of the *AMT* during the investigation and preliminary design phase.

ALLIANCE ARRANGEMENTS AND RELATIONSHIP TO THE NZTA'S RESPONSIBILITY FOR THE PROJECT

The Project Alliance

19 In June 2010, the NZTA entered into an Alliance contract to facilitate the delivery of the Project. The MacKays to Peka Peka Expressway Alliance comprises:

19.1 the NZTA;

19.2 a consortium of planning, design and environmental specialists together with the construction contractors namely: Beca, Fletcher Construction, Higgins Group; and

19.3 KCDC¹.

20 I also note that Goodmans Contractors, Incite and Boffa Miskell are subcontracted to members of the Alliance, and form part of the wider Alliance team.

21 An alliance is a collaborative contractual way of working on major projects and involves the joint management of project challenges. It provides a different delivery approach from the more traditional forms of contracting as the combined specialist skills of a multi-disciplinary team are used to plan, design and construct a major project. An alliance does not necessarily involve a formal joint venture and for completeness I note that there is no joint venture company involved in the Alliance for the Project.

22 In relation to the Project, the NZTA considered that an alliance model was the most suitable method to enable deliver of the Project as it allows the partners to:

22.1 work on a number of areas at once, overlap project phases and promote efficiencies through early contractor involvement;

22.2 ensure innovative solutions can be selected on a 'best for the project' basis as social, environmental, cultural and engineering aspects of the project are considered at the same time;

22.3 have a better understanding of project risks as the contractor is involved earlier in the process;

¹ KCDC passed resolutions on 25 February 2010 that it intended to work constructively with the NZTA, and that they would be prepared to become a member of the Alliance proposed to design and build the proposed MacKays to Peka Peka Expressway. KCDC formally became a member of the Alliance in September 2010. KCDC's membership in the Alliance is discussed further below.

- 22.4 deliver major projects with greater speed and innovation;
- 22.5 work together to achieve the best transport and community outcomes; and
- 22.6 provide better opportunities to seek 'whole of life' value for money solutions, and to manage social and environmental effects through each stage of the design process.
- 23 Although the Project is being delivered by the Alliance, as discussed in the evidence of **Mr Roderick James**, the NoR and resource consent applications are in the name of the NZTA. Everything which the Alliance does, in planning and construction, is done for and on behalf of the NZTA which holds the ultimate statutory responsibility for the Project.
- 24 To ensure clear lines of responsibility, the organisational structure of the Alliance provides both governance and management roles to enable the Project team to work efficiently whilst maintaining focus on the Project objectives. The organisational structure of the Alliance is as follows:
- 24.1 **Project Alliance Board** – The PAB provides direction and guidance to the Alliance Project Manager (Dr Bentley) and his team. The PAB consists of senior members of the Alliance namely:
- (a) NZTA (currently Roderick James and Neil Walker);
 - (b) Consortium members: Fletcher Construction (currently David Jewell, Chairman of the Board), Beca Infrastructure (Alan Powell) and Higgins Contractors (Bernard Higgins); and
 - (c) KCDC (Chief Executive, Pat Dougherty).
- Key duties of the PAB include setting policy and giving philosophical and strategic direction to the Alliance team over the life of the Project. Other duties include monitoring performance, approving the commitment of resources, providing leadership and setting a visible example at a senior level of Alliance Vision and Principles. However, ultimately it is the NZTA's Board which has the authority to approve funding, commit to a preferred option or to sanction any significant change in the scope to the Project.
- 24.2 The **Alliance Project Manager** (currently Dr Bentley) – is the single accountable senior executive reporting to the PAB.

24.3 **Alliance Management Team** – The AMT provides direct management control of the day to day functions of the Alliance. The current management team members are James Bentley (Synergine), myself (NZTA), Graham Spargo (Beca), Stuart Fisher (Fletcher Construction), Jane Black (Incite), Peter Bradshaw (Beca), Robert Schofield (Boffa Miskell), Andrew Goldie (Fletcher Construction), and KCDC’s Group Manager Strategy and Partnerships, Gael Ferguson. The composition of the AMT will change as the project progresses through its different phases.

24.4 **Alliance Project Team** – the Alliance Project team comprises engineers, planners and environmental specialists from the Alliance participants and their sub-consultants or sub-contractors.

25 NZTA has a dual role on this Project. As the Owner Participant, it carries the financial responsibility for the Project and can direct the Alliance team in regard to matters that relate to the NZTA’s policies and strategic direction. Secondly, it supports the Alliance team at an operational level with seconded staff and key contacts from within the Wellington Regional Office and the National Office which is also based in Wellington.

Relationship with Kāpiti Coast District Council

26 KCDC’s participation in the Alliance decision making process is by arrangement between the NZTA and KCDC.

27 This participation provides an opportunity to jointly plan the delivery of the Project, in recognition of the statutory role of KCDC to plan and to regulate land use in the Kāpiti District.

28 The NZTA considers that KCDC’s participation in the Alliance decision making process is highly valuable for ensuring that the Project delivers the best transport and community outcomes through the District. KCDC’s membership was subject to a number of guiding objectives being met and these have been used to provide direction and guidance to the Alliance team.²

NETWORK UTILITIES

29 The Project directly affects a number of network utilities including electricity and gas distribution, water supply, wastewater and stormwater disposal utilities. NZTA has consulted with KCDC and other network operators to identify network utilities that will be directly affected, how they can be protected and/or how relocation can be appropriately undertaken. The outcome of these initial discussions concluded that all adverse effects on network utilities

² Refer to Chapter 2 of the Project’s Assessment of Environmental Effects (AEE).

directly affected by the Project will be able to be appropriately avoided, remedied or mitigated.

- 30 The existing network utilities within the Project area include infrastructure for:
- 30.1 electricity transmission – Transpower’s Bunnythorpe to Haywards A and B 220kV lines cross the proposed expressway alignment at one point north of Smithfield and the new local road connecting Smithfield Rd to the Nga Manu Reserve passes under the same line. The NZTA and Transpower are in the process of agreeing on the proposed rectification works which may involve³ relocating or raising the existing transmission lines.
 - 30.2 electricity distribution – Electra’s distribution infrastructure will be affected in a number of locations and will need to be protected or relocated. The network consists of above and below ground cables, typically 400v, 11kV and 33kV.
 - 30.3 gas transmission – a Vector gas transmission pipeline corridor crosses the proposed alignment a number of times north of the Waikanae River. The pipelines service the greater Wellington Region and originate from the Kapuni gas fields in Taranaki. NZTA and Vector are to agree on the realignment of the pipelines and associated infrastructure. This work will require resource consent however it is not covered by this application. Consent for this work will be sought by Vector towards the end of 2012/early 2013.
 - 30.4 gas distribution - Vector has a gas distribution system servicing the Kāpiti urban areas, generally located in the local roads. The pipes cross the proposed alignment at most local road intersections and crossings along the alignment.
 - 30.5 water, wastewater and stormwater – KCDC provides water, wastewater and stormwater services for all of the urban areas on the Kāpiti Coast. These services are predominantly located in the road corridors with the exception of approximately five wastewater pipes. The services are affected at a number of locations. Chapter 5 of the AEE provides more detail on these locations.
 - 30.6 telecommunications facilities – Telecom has a mainfibre line that crosses the Waikanae River in close proximity to the Vector Gas transmission pipelines and may need to be

³ I note that Transpower has made a submission on the Project and I discuss this in my response to submissions below.

relocated for a section near the river. Services of a similar scale are also located in Kāpiti Road.

- 30.7 airports – the Kāpiti Coast Airport is located on Kāpiti Road to the west of the alignment and the main airport terminal buildings are located approximately 1km from the proposed interchange on Kāpiti Road.
- 30.8 railways⁴ – the North Island Main Trunk (NIMT) rail line runs parallel to the existing SH1 within the Project area. The proposed Expressway will not intersect the railway at any point. The existing rail crossing at Hadfield Rd will remain unchanged.
- 31 The Project philosophy towards planning for existing network utilities is to avoid disruption to services, where practicable. However, given the large scale of the Project and the abundance of network utility infrastructure along the alignment, not all potential impacts can be avoided.
- 32 Concept solutions have been discussed with all affected network utility providers. The following approaches formed the basis of the Project design response:
- 32.1 To seek to maintain full operation of services during construction of the proposed Expressway;
- 32.2 To seek to protect existing services from potential damage caused by the proposed Expressway operation or its construction;
- 32.3 To seek to protect the proposed Expressway from future damage and disruption caused by possible service failures (for example, burst water mains);
- 32.4 To maintain accessibility to the services (for example, for maintenance and repairs);
- 32.5 Where practicable, to relocate overhead services underground where they cross the proposed Expressway.
- 33 The design solutions are to be based on a like-for-like replacement of existing services: for example, new pipes and pump stations will have the same flow capacity as the existing, using materials and specifications to current standards. More specific detail as to the possible effects on network utilities and how the NZTA proposes to

⁴ Details of the assets affected are set out in Chapter 15 of the Assessment of Environmental Effects for the Project.

address these effects is set out in Chapter 15 of the AEE for the Project, in particular in section 15.3.

- 34 Consultation with each of the affected network utility operators was carried out by the Alliance project team and the solutions that are outlined in Chapter 15 are consistent with those discussions. In all cases the solution has been developed by the network utility operator. The Alliance team's role is to provide coordination and liaison to ensure that the network utility operator can continue to service its customers without loss of service and that the Project work will be sequenced to minimise disruption and inconvenience to adjacent landowners.
- 35 For completeness I note that the impacts on the local road network during the construction of the Project and its operation are discussed in the evidence of **Messrs Stephen Hewett and Andrew Murray** respectively.

PROPERTY ACQUISITION PROGRAMME

- 36 The PWA is a code which enables the Crown to acquire land for public works, and provides entitlements to associated compensation for property acquired and matters such as associated business interruption. Under the PWA, the Crown will purchase and provide compensation in relation to land required for the Project, on behalf of the NZTA. To assist with these matters for the Project, the NZTA has a dedicated Property Acquisition Manager and two accredited land purchase agents who are experienced with the requirements of the PWA.
- 37 As shown on the maps attached to my evidence as **Annexure A**, the majority of land needed for the Project is already owned by the Crown or KCDC for roading purposes. I note that the numbers identifying the properties on these maps correspond with the numbers shown on the Land Requirement Plans (found in Volume 5 of the AEE).
- 38 An important part of my responsibilities is to support the Crown's property acquisition for this balance land. There is an active purchase programme to acquire all land needed for the Project. The NZTA recognises that uncertainty over major infrastructure projects can affect communities, and has therefore committed to a programme of early property acquisition. A benefit of this approach is that it provides an opportunity for owners along the Expressway alignment to sell their property to the Crown at an early stage if they wish and 'move on' with their lives.
- 39 As at the date of writing, there are 115 individual private land parcels which form the balance of land requirement for the proposed Expressway. The effect on each land parcel varies from full or

partial acquisition to a change in access to the property. Approximately 30% of the balance property required for the Project (i.e. the property not already owned by the Crown or KCDC) has been acquired, with more anticipated by the time of the hearing.⁵ It is NZTA's preference that all property be acquired in this way i.e. by agreement under section 17 of the PWA.

- 40 Property owners whose land is required for the Expressway have been advised and made aware of the extent required (either full or partial acquisition). Effects on other properties (such as site access) have been identified and have been, or are being addressed through property agreements or consultation processes with property owners.
- 41 There is an indicative programme of future property acquisitions in order to substantially complete the purchase of all required property interests for the Project before construction begins.
- 42 As four of the properties affected are Māori freehold land, the NZTA has initiated the acquisition process for these properties under the Te Ture Whenua Māori Act 1993. Consultation with the affected Māori landowners is currently progressing under the direction of the Māori Land Court.

POST CONSTRUCTION TREATMENT OF THE EXISTING SH1 AND REVOCATION OF ITS STATE HIGHWAY STATUS

- 43 Once the Expressway is constructed, the section of the existing route for the SH1 that will be bypassed by the Project will cease to function as the main traffic through route. It is NZTA's intention, subject to consultation with local authorities and Māori and the satisfactory conclusions of negotiations, to recommend to the Chief Executive of the Ministry of Transport that the State Highway status for that section of road be revoked ie. from Poplar Avenue to Peka Peka Road. Upon revocation, the existing SH1 alignment will become a local road under KCDC's jurisdiction. This intention has been formally recognised in an agreement with KCDC.
- 44 The proposed Expressway opens up a range of possibilities for the future form and function of the existing SH1, should it become a local arterial road managed by KCDC. The NZTA and KCDC have committed to explore ideas and concepts and have begun consultation with the local community in regard to the vision for this road in any such future role.
- 45 As part of the ongoing consultation between KCDC and the NZTA, the future treatment of the existing SH1 alignment has been

⁵ The balance land requirement described excludes land held by the KCDC for the Kāpiti Western Link Road.

discussed and considered by both parties. For example, KCDC has raised a concern regarding the change in traffic volume and the ongoing management of speed. There are a number of options that could be considered (e.g. reducing the road width and changing the roadside environment) and the most appropriate measure will be chosen following consultation with the community.

- 46 Between August and September 2011, NZTA together with KCDC consulted with Kāpiti residents on the future for SH1 at a series of public open days. Since that date, NZTA has entered into further discussions with KCDC on the scale of the works necessary to achieve a “fit for purpose” road should it recommend that the existing SH1 become local road. The NZTA envisages further community consultation during the Project to determine the scope and timing of the works prior to a funding decision being made.
- 47 Building the proposed Expressway will allow the existing SH1 between MacKays Crossing and Peka Peka to be modified to play a new role within Kāpiti’s urban and rural fabric. It will provide an opportunity for a multi-functional alternative route to the Expressway, in accordance with the Guiding Objectives of the PAB (refer Volume 2 – AEE Chapter 2). It is emphasised, however, that any redevelopment of existing SH1 does not form part of this Project, and decisions about the shape and form of the modifications have not yet been made. The only exception to this is the roundabout to be constructed at the intersection between the existing SH1 and Otaihanga Road. This is being advanced as a separate project but on the understanding that it will need to be in place in time to mitigate construction traffic effects.

PROPOSED CONDITIONS

Network Utilities Management Plan

- 48 I support proposed designation conditions DC.52 and DC.53, which are set out in **Annexure B** to my evidence. These conditions require the preparation of a Network Utilities Management Plan.
- 49 This plan will ensure that both the NZTA and network utility operators have a clear understanding as to how the NZTA will take network utilities into account during construction, and will also include the measures to address the safety, integrity, protection or, where necessary, relocation of existing network utilities.
- 50 I support proposed condition DC.53 which requires that the Network Utilities Management Plan be prepared in consultation with the relevant infrastructure providers.

RESPONSE TO KCDC SECTION 149G(3) KEY ISSUES REPORT

Property

- 51 The KCDC Key Issues Report (*the KCDC Report*) states that the issue of whether or not all properties affected by the proposed Expressway have been identified for purchase or mitigation is a key issue for the Project. The KCDC Report also states that “[t]he process and speed of resolution of property issues is of concern to individual landowners.”⁶
- 52 The NZTA recognises the position of property owners who wish to sell and has instigated a pro-active acquisition programme to speed up the process of settlement. Since the preferred alignment was identified in May 2011 and the land requirements were confirmed, the NZTA has sought to achieve resolution for the affected landowners at the earliest opportunity. In some instances, the Crown (on behalf of the NZTA) has settled with landowners in advance of the normal process.
- 53 KCDC has also raised the issue of “*whether or not all properties affected by the proposed Expressway have been identified for purchase or mitigation*”.
- 54 The NZTA has in its application identified all of the land for purchase that is required for the Project. This land includes offset flood storage areas where the Expressway footprint will fill in parts of the existing flood plain. Further explanation of these offset flood storage areas is given in the evidence of **Mr Graham Levy**.

Treatment of existing SH1

- 55 KCDC has raised the uncertainties regarding the re-development of the existing SH1 road to accommodate the impact the Expressway will have on this route and how this will be addressed by NZTA as a key issue for the Project.⁷
- 56 I refer to my earlier discussion of this. However, I wish to reiterate that discussions will continue to occur in relation to how the existing SH1 alignment will be treated after the Project’s construction, and in particular, final decisions on the scope and timing of the revocation works will be made only after further consultation with the community. I consider that the issues raised in the KCDC Report in relation to this matter can be adequately addressed through this process.

Network utilities

- 57 KCDC raises treatment of network utilities as a key issue at page 37 of the KCDC Report. I refer to my earlier discussion of this.

⁶ Page 11, KCDC Report.

⁷ Pages 27 and 46, KCDC Report.

Connectivity and accessibility

- 58 KCDC acknowledges in its Key Issues Report, that there is a lack of east-west connectivity throughout the district and that the Project protects and maintains all existing connections (with the exception of Leinster Avenue). Furthermore, NZTA recognises this existing lack of connectivity and intends to continue to work with KCDC as it addresses the need for such future crossings or connections as part of a future structure planning and/or district plan change process.

RESPONSE TO SUBMISSIONS

Cost to ratepayers

- 59 I note that some submitters are concerned about the cost to Kāpiti ratepayers.⁸ To clarify NZTA's position; all of the funding for this project is from the National Land Transport Fund (*NLTF*), the revenue for which comes directly from road users i.e. fuel excise duty (FED), road user charges (RUC) and motor vehicle registrations (MVR) rather than from taxation or local rates. Consequently, there is no cost to the Kāpiti Region as the project is 100% funded by the NLTF.
- 60 Furthermore, any improvement work required to the former SH1 once the Expressway is open will also be funded by the NLTF, with the exception of beautification or landscaping. As discussed earlier in my evidence, the NZTA will work with KCDC and the community to scope the work required, which may include improvements for other road users i.e. walkers and cyclists, for which the NZTA would provide a subsidy (currently the funding assistance rate is 53%) for this aspect of the work.
- 61 Some submitters⁹ are concerned that some of the burden of future maintenance of the Expressway will fall to the Wellington Region. Again, all funding for the maintenance of State Highways comes directly from the NLTF. In the event that the status of the former SH1 changed to a local arterial, then KCDC would become the road controlling authority for the road and so would qualify for funding assistance for routine road maintenance from the NLTF.

Network utilities

Transpower¹⁰

- 62 As I have discussed above the NZTA and Transpower are currently in the process of agreeing on the proposed rectification works in relation to Transpower's Bunnythorpe to Haywards A and B 220kV lines.

⁸ For example, refer to the submissions of Dobbertin (165) and Tennyson (191).

⁹ For example, refer to the submission of Hare (150).

¹⁰ Submitter 0178.

KCDC¹¹

- 63 At paragraphs 222 and 230-231 of its submission, KCDC raises concerns regarding the impact of the construction of the Project on the ongoing function of its water supply network. I consider that these concerns are addressed in the section of my evidence relating to network utilities above.

Impact on property**Paraparaumu Medical Centre (92 Kāpiti Road)¹²**

- 64 In its submission, the Paraparaumu Medical Centre (*the Medical Centre*) raises a number of issues which relate to their ability to continue business after the Project has been constructed. The specific concerns raised by the Medical Centre in its submission are addressed in the evidence of **Dr David Black** and **Mr Murray**. However, the Alliance project team is working with the owners of the Medical Centre to provide a solution for the owners during the construction period.

Baray Holdings (108 Kāpiti Road)¹³

- 65 The Baray Holdings submission raises issues with future access for the tyre business which operates from 108 Kāpiti Road.
- 66 The Alliance project team is working with the owner to understand how access can be provided and maintain the owner's ability to retain existing tenancies.

Post-revocation treatment of State Highway 1

- 67 At paragraph 134 of its submission, KCDC¹⁴ seeks that conditions are added in relation to the design and funding of the transfer of the existing SH1 to local arterial road. As I have noted above, there is already an agreement between KCDC and the NZTA regarding the treatment of the existing SH1 should its State highway status be revoked. This agreement addresses the matters KCDC seeks to have included in conditions. I therefore do not consider that conditions are required to address these issues.

Raumati Rail Station

- 68 A number of submissions express concern at the proposed interchange at Poplar Avenue using space allocated for parking for a future rail station¹⁵.

¹¹ Submitter 0682.

¹² Submitter 0521.

¹³ Submitter 0635.

¹⁴ Submitter 0682.

¹⁵ See submissions of: Hamilton (0532), Donaldson (0683), Davies (0699), Scott (0735).

69 Greater Wellington Regional Council (GWRC)¹⁶ stated in its submission that further information is required on the effects on public transport. On 22 August 2012, the GWRC produced a without prejudice Discussion Document to provide further detail on the matters raised in its submission which stated that further information is sought regarding the location of alternative carparks.

70 Concepts have been developed to allow for parking adjacent to the rail tracks as the existing State Highway can be reduced in width following construction of the Expressway. These matters will be discussed directly with GWRC.

Cyclists and other vulnerable road users

71 The Wellington Branch of the Automobile Association (AA)¹⁷ has raised the safety of cyclists and other vulnerable road users who may use the hard shoulder of the Expressway as a possible issue in its submission.

72 The NZTA takes the issue of road safety very seriously and has commissioned a series of Road Safety Audits (RSA) for the Project. These RSAs are discussed further in the evidence of **Mr Nancekivell**. In the August 2011 RSA, the auditors raised concerns about allowing cyclists to ride on the shoulder of the proposed Expressway. The normal process to address this is for the design team i.e. the Alliance to consider an appropriate response to the issue and for the NZTA to make a decision based on the proposed response.

73 Legally, cyclists are entitled to use public roads unless specifically prohibited. For the majority of vulnerable road users e.g. walkers, horse riders and leisure cyclists, I consider that the off-road walkway/cycleway facility provided within the designation footprint would be the more attractive and significantly safer option. For commuter and serious competitive cyclists however who prefer a more direct route, riding on the hard shoulder would be a preference in spite of the additional safety risks. Indeed Kapiti Cycling Inc¹⁸ have suggested that a smooth road surface be applied to the hard shoulder. However, for these cyclists I note that the existing SH1 is available as an alternative route.

74 The NZTA is currently considering how to address the RSA and the issue raised by the AA and will update the Board on its proposed approach in due course. For completeness I note that one way to prohibit cyclists and other road users from using the shoulder would be to declare the proposed Expressway to be a 'motorway'.¹⁹

¹⁶ Submitter 0684.

¹⁷ Submitter 0266.

¹⁸ Submitter 601.

¹⁹ Under the Government Rooding Powers Act 1989.

However, I would note that cyclists use other expressways in New Zealand and other practical measures to resolve this issue may well be available.

Wind/Rain house

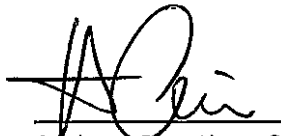
- 75 The New Zealand Historic Places Trust²⁰ states in its submission that:

The proposed expressway will necessitate the relocation of the Wind/Rain House, a place of heritage value which has not been formally recognised through registration or listing.

- 76 **Mr Ian Bowman** discusses the heritage values of this property. He endorses the relocation of the Wind/Rain house to a compatible site, and considers that a conservation management plan should be prepared in relation to that relocation. The NZTA would support an appropriate condition to provide for the relocation of the house and for the preparation of a conservation management plan, **Mr Robert Schofield** has recommended proposed text for this condition in his evidence.

Long term maintenance of planting

- 77 KCDC seeks clarification in its submission²¹ regarding who will be responsible for the long term maintenance of planting. As discussed in **Mr Evans'** evidence, I understand that it will take two years for terrestrial planting to establish, and four years for planting in wetlands, riparian margins and offset storage areas to establish, conditions DC.57 and WS.5 provide for monitoring and maintenance during this time to ensure this occurs. After those periods lapse the planting will be maintained by the NZTA as part of the normal Network Maintenance Contract.



 Andrew Jonathan Quinn
 7 September 2012

²⁰ Submitter 0647.

²¹ Refer to paragraphs 203 and 207, submission number 682.

**ANNEXURE A – MAPS SHOWING PROPERTY TO BE ACQUIRED
BY THE NZTA**

The property references shown on these maps align with those on the Land Requirement Plans (Volume 5 of the assessment of environmental effects)

KEY

Purchase All



Purchase Pt



KCDC Owned



NZTA Owned



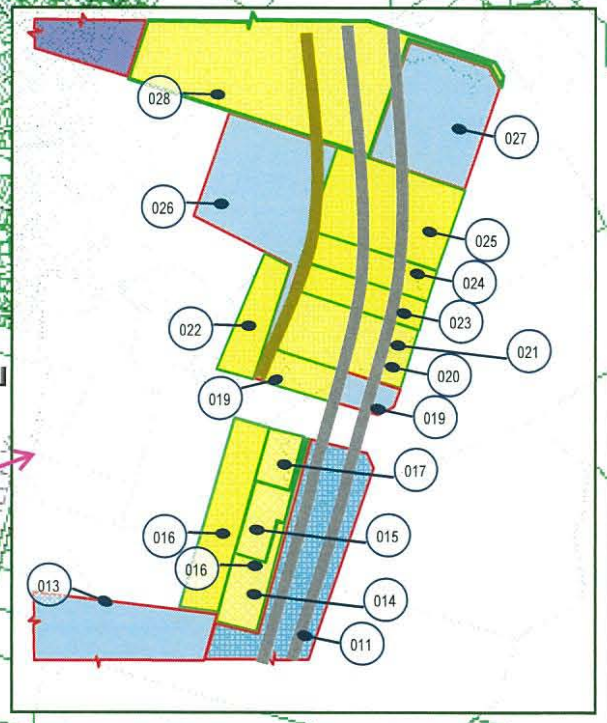
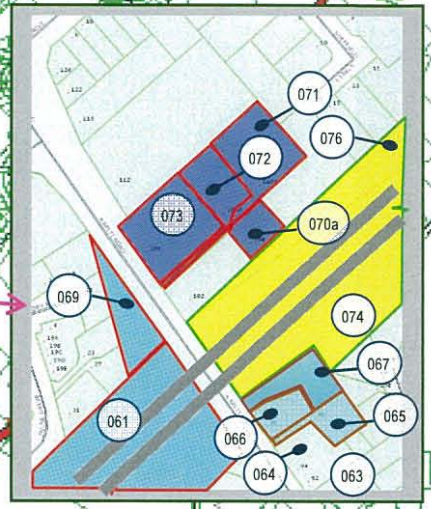
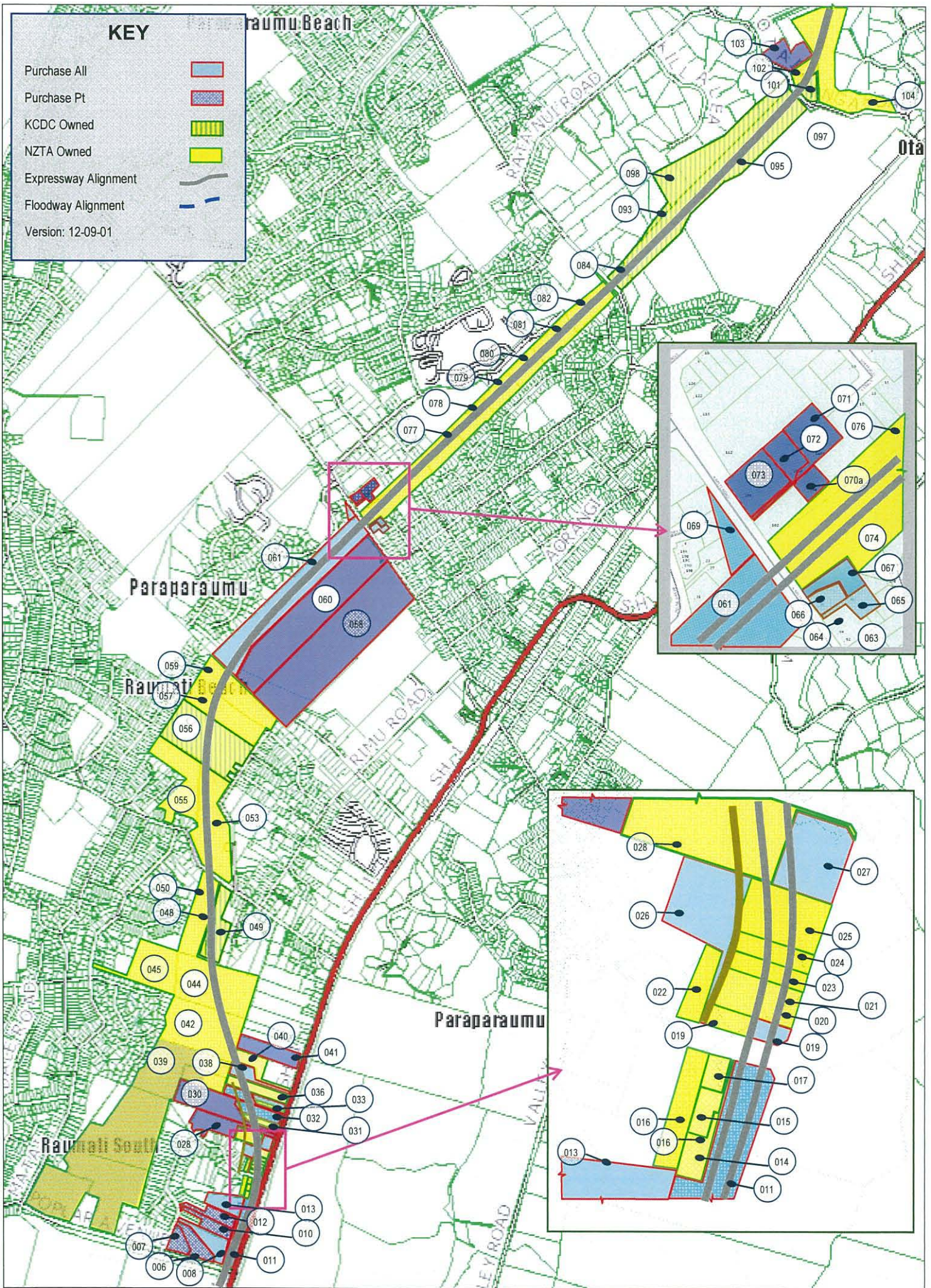
Expressway Alignment

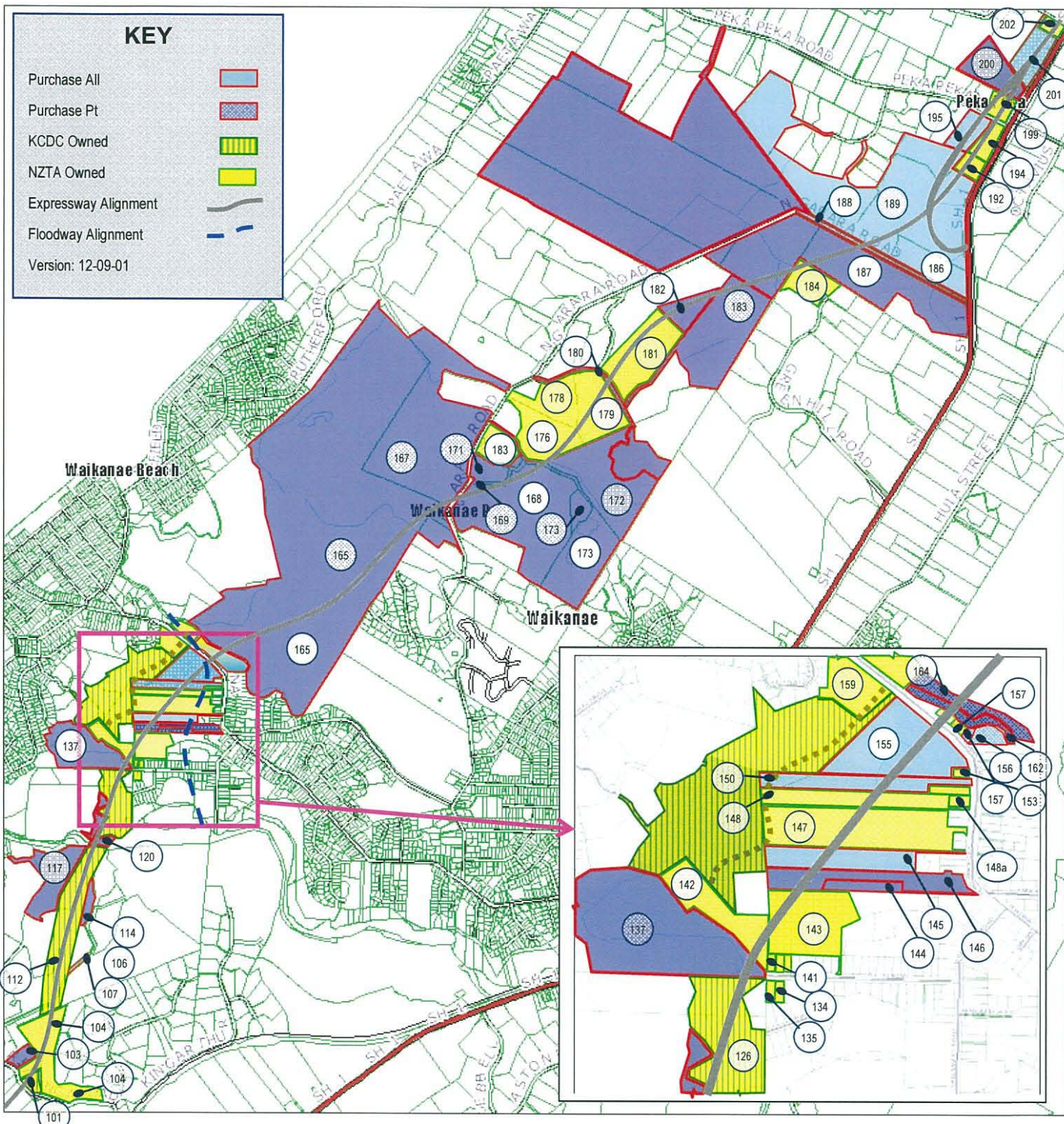


Floodway Alignment



Version: 12-09-01





Plan Updated as at: 01-Sept-12

ANNEXURE B – CONDITIONS REFERENCED IN THIS STATEMENT

Network Utilities Management Plan	
DC.52	The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP) so that enabling works, design and construction of the Project adequately take account of, and include measures to address, the safety, integrity, protection or, where necessary, relocation of, existing network utilities.
DC.53	<p>The NUMP shall be prepared in consultation with the relevant infrastructure providers who have existing network utilities that are directly affected by the Project and shall include:</p> <ul style="list-style-type: none"> a) Measures to be used to accurately identify the location of existing network utilities, b) Measures for the protection, relocation and/or reinstatement of existing network utilities; c) Measures to seek to ensure the continued operation and supply of infrastructure services which may include, but not be limited to, any new or relocated gas pipes being made operational prior to the termination of existing gas lines; d) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to live existing network utilities; e) Measures to manage potential induction hazards to existing network utilities; f) Earthworks management (including depth and extent of earthworks), for earthworks in close proximity to existing network utility; g) Vibration management for works in close proximity to existing network utility; and h) Emergency management procedures in the event of any emergency involving existing network utilities.