ENVIRONMENT COURT OF NEW ZEALAND
WELLINGTON REGISTRY

I MUA I TE KOOTI TAIAO O AOTEAROA
TE WHANGANUI-A-TARA

ENV-2023-WLG-000005

Under	the Resource Management Act 1991
In the matter of	the direct referral of applications for resource consent and notices of requirement under sections 87G and 198E of the Act for the Ōtaki to North of Levin Project
By	Waka Kotahi NZ Transport Agency

STATEMENT OF EVIDENCE OF LONNIE WILLIAM D'WAYNE DALZELL ON BEHALF OF WAKA KOTAHI NZ TRANSPORT AGENCY

PROJECT OVERVIEW

Dated: 4 July 2023

BUDDLE FINDLAY

Barristers and Solicitors
Wellington

Solicitor Acting: **David Allen / Thaddeus Ryan**
Email: david.allen@buddlefindlay.com / thaddeus.ryan@buddlefindlay.com
Tel 64 4 044 620450 Fax 64 4 499 4141 PO Box 2694 DX SP20201 Wellington 6011

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INTRODUCTION

1. My full name is **Lonnie William D'Wayne Dalzell**.

2. I am employed by Waka Kotahi as the Project Director for the Ōtaki to North of Levin (**Ō2NL**) Project (the **Ō2NL Project** or the **Project**).

3. I have the following qualifications and experience relevant to my evidence:

   (a) I hold a Bachelor of Surveying (Credit) from the University of Otago (2003).

   (b) I have worked as a Project Manager (or similar role) on a number of large projects since 2006, including:

      (i) this Project;

      (ii) Te Ahu a Turanga project;

      (iii) Te Ara Nui o Te Rangihaeata (Transmission Gully) project;

      (iv) Macraes Gold Mine Phase III Expansion; and

      (v) Waitaki District Council roading maintenance.

4. My evidence is given in support of the application for resource consents and notices of requirement for designations (**NoRs**) lodged with Manawatū-Whanganui Regional Council (**Horizons**), Greater Wellington Regional Council (**GWRC**), Horowhenua District Council (**HDC**) and Kāpiti Coast District Council (**KCDC**) (together, the **Councils**) on 11 November 2022 in respect of the Ō2NL Project.

5. Waka Kotahi has partnered with Muaūpoko Tribal Authority (**MTA**) and the hapū of Ngāti Raukawa ki te Tonga on this Project. I, and Waka Kotahi, greatly value the input our iwi partners have provided in developing and shaping the Project so that it will deliver positive and enduring outcomes for mana whenua and the whole community. The Project team are strong advocates for a genuine approach to partnership. Our Project partnership is based on a way of partnering that aligns with Te Tiriti principles and collective outcomes.

Background and role

6. I first joined the Project in 2017 as Project Manager during the Indicative Business Case (**IBC**) phase.

7. At that time Waka Kotahi was implementing a more collaborative approach to engagement. It was also the start of the journey for Waka Kotahi to improve partnerships with iwi and hapū in the Horowhenua/Kāpiti regions.

8. In 2018 the Project was 're-evaluated' to better align with the incoming Government's draft Policy Statement on Land Transport (**GPS**), before confirmation that the Project would proceed as a designation for a new route suitable for four lanes.

9. In late 2019 it was announced the Detailed Business Case (**DBC**) phase would commence and in early 2020 the Project was included as part of the Government's New Zealand Upgrade Programme (**NZUP**).

10. I re-joined the Project in November 2021 as the Project Director.

11. During my time on the Project, I have built strong relationships around the region with iwi and hapū, Councils, communities and many of the people impacted and/or displaced by the Project.

Purpose and scope of the evidence

12. The purpose of my evidence is to explain the need for and purpose of the Project and to summarise the development of the Project to date, with a particular focus on our iwi partners and the engagement carried out by Waka Kotahi with landowners, key stakeholders and the general public.

13. My evidence briefly covers:

    (a) the statutory role and functions of Waka Kotahi;

    (b) partnership with MTA and hapū of Ngāti Raukawa;

    (c) the background to, and need for, the Project;

    (d) the Project objectives;

    (e) the Project benefits for the people and communities of Kāpiti, Horowhenua, and beyond;

    (f) Waka Kotahi's intended programme for delivery of the Project, and the goal of opening the new road as quickly as possible;

    (g) the development of the Project design and route;

(h) Waka Kotahi's approach to undertaking engagement, the engagement processes undertaken, and how those discussions have shaped the Project; and

(i) a response to some matters raised by interested parties and submissions.

EXECUTIVE SUMMARY

14. The Project foundation is built on partnership with our iwi partners, understanding the communities affected, and working in a people-focussed manner that recognises effects and looks to resolve them in a way that exhibits manaakitanga.

15. The Ō2NL Project is essential to resolve long-standing safety and resilience issues related to the existing state highway network. The Project will also integrate with the local road network to serve urban areas; provide a north-south shared use path (**SUP**) along its length and support growth and productivity of the district, region and nation.

16. The Project has been developed over a long period of time. Significant effort has been made over those years to complete a detailed option selection process (involving the project team, iwi partners, technical experts, the Councils, stakeholders and the community) to arrive at, and refine, the chosen corridor and present consent concept alignment.

17. The Project has been going for a long time and many people have put a lot of hard work into it. Communities and families have been put on hold with uncertainty. I am pleased that there is a strong commitment to proceed with the delivery of the Project and the Project team is working hard to meet the specified timeframes.

18. As a Project team, and for our iwi partners and the whole community, we will look to embrace the wider outcomes a Project of this scale brings and will use contracts and industry to help support the delivery of these outcomes.

19. Ultimately Project success is not only measured by what we deliver but also how we deliver it, and the legacy the Project leaves behind.

WAKA KOTAHI'S STATUTORY ROLE AND FUNCTIONS

Introduction

20. Waka Kotahi is the statutory body charged with operating the state highway network under the Land Transport Management Act 2003 (**LTMA**).

21. The statutory objective of Waka Kotahi under the LTMA is to *"undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest."*[1]

22. The statutory functions of Waka Kotahi are defined in section 95(1) of the LTMA. Of relevance to the Project, the functions in section 95(1) include:

> *"(a) to contribute to an effective, efficient, and safe land transport system in the public interest (...)*
>
> *(h) to manage the state highway system, including planning, funding, design, supervision, construction, maintenance and operation) in accordance with this Act and the Government Roading Powers Act 1989 (…)*
>
> *(j) to manage funding of the land transport system (…)"*

23. In meeting its objective and undertaking these functions, Waka Kotahi is required by the LTMA to exhibit a sense of social and environmental responsibility, while using revenue in a way that seeks value for money.[2]

New Zealand Upgrade Programme

24. The Project is not funded by the National Land Transport Fund but instead is funded through Crown appropriations as part of NZUP. Projects delivered through Crown appropriations contribute to transport and wider outcomes, and generally align with the GPS priorities. However, they are delivered separately from the GPS.

25. The NZUP is committed to providing communities across the country with better travel choices that help people get where they need to go safely.

26. The NZUP will also support economic growth, while responding to the impacts of travel on the environment and helping enable housing.

27. Waka Kotahi and KiwiRail are delivering the NZUP, with a $8.7 billion investment in rail, public transport, walking and cycling as well as safer roads that better connect people and businesses.

28. The transport improvements to be delivered by the NZUP are in our main growth areas – Auckland, Waikato, Bay of Plenty, Manawatū-Whanganui, Wellington, Canterbury and Queenstown – as well as a number of regions.

[1] LTMA, section 94.
[2] LTMA, section 96.

29. As part of work towards a decarbonised transport system, the NZUP features a range of measures to help lower carbon emissions. This includes new walking and cycling paths, improving rail and enabling other public transport improvements, as well as managed lanes that prioritise public transport and shared journeys.

30. One of the areas where Waka Kotahi can more immediately lower greenhouse gas emissions is through construction. Waka Kotahi has introduced a new approach on our NZUP projects that includes working with suppliers to introduce innovations that meet targets to lower construction emissions. As an example, the O Mahurangi project (Penlink – north Auckland), which is an NZUP project, selected an extradosed structure for a bridge which will be the first of its type in New Zealand. It was selected because it has 8% less embodied greenhouse gas emissions than other traditional bridge forms of a similar length like a concrete box girder.

31. It is part of the Waka Kotahi focus on using the opportunity the NZUP investment presents to develop a high performing transport construction sector. Waka Kotahi is driving delivery improvements by working closely with suppliers to deliver important outcomes like customer-centric delivery, reducing greenhouse gas emissions and zero harm health and safety for workers.

PARTNERING WITH IWI AND HAPŪ

32. The Project is being delivered in partnership of Waka Kotahi, MTA and the following hapū of Ngāti Raukawa ki te Tonga: Ngā Hapū o Ōtaki (on behalf of Ngāti Kapu), Ngāti Hikitanga, Ngāti Huia ki Poroutawhao, Ngāti Huia ki Mātau, Ngāti Kikopiri, Ngāti Ngarongo, Ngāti Pareraukawa, Ngāti Takihiku, Ngāti Tukorehe and Ngāti Wehi Wehi.

33. A central component of the Ō2NL Project is that iwi and hapū have an inalienable connection with the waterways, whenua and each other, and a responsibility for the health and wellbeing of the environment. Accordingly, the Project partners are committed to ensuring that the Project outcomes seek to improve the health and wellbeing of te taiao. The partnership aims to bring benefits to te taiao and te tangata to improve the overall wellbeing for whānau, hapū, iwi and the wider community. Hapū and marae are integral to the success of the relationship and the Ō2NL Project, with the partners working together in a collaborative manner.

34. Representatives of MTA and of the local hapū of Ngāti Raukawa have key governance roles on the Ō2NL Project, including positions on the Project Steering Committee (**PSC**), which is responsible for steering investigations and improvements to the Ō2NL Project to ensure that it is delivered, integrated with and cognisant of the wider programme of works.

35. Few major infrastructure projects have had local iwi/hapū participating in the project from the IBC phase, but Ō2NL has.

36. During the DBC phase, processes were created to consider cultural impact prior to considering engineering aspects; this has resulted in outcomes that are unanimously supported.

37. The Project team are strong advocates for a genuine approach to partnership. The Project builds on the approach from other Waka Kotahi projects, like Te Ahu a Turanga, Te Ara o Te Ata and Te Ara Tupua which have proven the partnership approach can be successful on major infrastructure projects. Our Project partnership is based on a way of partnering that aligns with Te Tiriti principles and collective outcomes.

38. The underpinning aspect of partnership on the Project is that everyone agrees that the Project is needed and must happen. That simple principle has provided the ability to work together to unlock opportunities and outcomes that otherwise might not be achieved. Because the Project has had Ngāti Raukawa and MTA representatives within the Project earlier, we have had the potential to maximise opportunities and broader Project outcomes.

39. The Kāpiti and Horowhenua districts have considerable historical and contemporary significance. Ō2NL looks to acknowledge and protect the region's history through our ongoing partnership, examples of this in practice include the selection of the chosen route, the Cultural and Environmental Design Framework (**CEDF**), mahi toi, our kaitiaki strategy, integrated Project roles and continued participation on the Project. We are travelling through an important landscape so our foundational design principles of *'tread lightly, on the whenua'* and *'create an enduring legacy'* are essential to the success of the Project.

40. The Partners are all working together to agree a set of conditions and finalising our partnership agreements. We have developed a series of values and principles that will continue to guide the Project until completion.

BACKGROUND TO AND NEED FOR THE PROJECT

41. The background to the Project is described in the Assessment of Environmental Effects (**AEE**) accompanying the application for resource consents, and I summarise key points below.

42. The State Highway 1 (**SH1**) and State Highway 57 (**SH57**) corridors between Ōtaki and the north of Levin suffer from both considerable safety and resilience issues.

43. With 72 death and serious injuries (**DSI**) from 2017-2021 this is one of the most dangerous sections of highway in Aotearoa. There were 26 DSIs in 2022 which was significantly more than the average of 14.4 for the previous five years, suggesting that the need for the Project is increasing. The issues with the current transport network in discussed further in the evidence of **Philip Peet**.

44. Ō2NL is the last section of the Wellington Northern Corridor, which was a section of new highway to deliver a safe and resilient journey for those travelling from north of Levin to Wellington airport and reverse. North of Levin was chosen as the logical termination point due to the drop in traffic volumes.

45. These sections of SH1 and SH57 are a key strategic connection between Wellington and the northern and central North Island, including logistic hubs such as Palmerston North.

46. From the urban motorway upgrades, through Te Ara Nui o Te Rangihaeata, Mackays to Peka Peka and most recently Peka Peka to Ōtaki, the sections closest to Wellington have benefited from a safer and more reliable modern infrastructure. The AA reported only last week that the number of road fatalities in Kāpiti has dropped by more than 70% and the evidence suggests that these motorway upgrades played a significant part in reducing road deaths in the region.[3]

47. Many communities have grown around SH1, e.g. Kuku, Manakau, Ohau. The removal of a high percentage of traffic through these communities will improve functionality and liveability, as seen in Waikanae, Te Horo and Paraparaumu.

48. There is currently no transport network through this area. SH1 forms a backbone that all roads feed off, causing the mixing of local, regional and

[3] See https://www.stuff.co.nz/national/wellington/132425803/kpiti-road-fatalities-plummeted-since-expressways-opened.

national traffic types with different purposes of use, which ultimately leads to lack of safety and resilience.

49. SH1 between Manakau and Ohau has no alternative roading route. If there is an incident requiring a road closure (recently have been accidents, flooding, house fires, etc) the main connection in and out of Wellington is severed leaving only SH2 through the Wairarapa). With sections of SH1 already suffering from flooding events e.g. around Kuku, as the severity of weather increases the number of closures will only increase.

50. The current road is narrow, angled and has a number of tight corners. The existing physical infrastructure (pavements, bridges, culverts) are not designed or built for the current severity of weather events the country is now experiencing and is near the end of its life. 'Horowhenua' literally means landslide and with a natural high-water table, should a weather event like Cyclone Gabrielle hit the region we should expect similar issues experienced in comparable regional areas Tairawhiti and Hawkes Bay.

51. In my role I receive information about all serious accidents and the considerable impacts they have on the people involved, the whānau, communities and first responders to the accidents. This is a situation that must change. This view is supported by Lindsay Poutama and Horowhenua District Councillors in their submissions.

52. A safe and resilient connection is a modern basic need for people, and especially those living in rural/regional areas where there are no alternatives.

53. Waka Kotahi do not automatically decide to provide new infrastructure to address issues with the network; this is almost always a last resort. New roads are expensive, and have considerable impact on the landowners, and communities of the new highway and walking and cycling path. However, through our 12 years of investigation to keep people safe, provide a resilient network and promote other active modes, the only viable solution is to create a new safe and resilient highway.

54. The existing SH1 is old and is from a time when traffic volumes were lower, large farming machinery did not use the road, and inter regional travel personal and freight was lower. The issues on SH1 and SH57 cannot be corrected by upgrading the existing infrastructure; at best this can be managed until we provide a modern, fit-for-purpose road design.

55. The new highway and SUP provide both network and infrastructure resilience. Culverts and bridges are designed for events 100 years from now

considering climate change. Pavements and surfacing are designed and constructed for predicted volumes at least 30 years from now. A road geometry that is safe for the sign posted speed, easy to navigate and with grades the allow consistent speeds not requiring consistent acceleration and braking is being provided.

56. Ō2NL will be designed to ensure that road users are kept safe. Removing vulnerable road users from the traffic lanes, providing modern design standard and safety barriers, eliminating almost all the intersections (and over 400 accessways) that the current road has will provide a roading network that the Project area has never experienced.

57. Waka Kotahi is making improvements to the safety of SH1 from Ōtaki to Foxton and SH57 from SH1 to Shannon while we work to deliver the new highway. Safety improvements include wide centrelines, centre wire rope barriers, edge barriers and safe turnarounds facilities, with the intention to reduce severity of accidents on the current network.

58. The Horowhenua is a low socio-economic area that has suffered from a low level of investment in vital infrastructure. The Project will provide the district, region and nation with a modern connection for our communities and deliver broader outcomes that inherently come with the large capital investment.

PROJECT OBJECTIVES, PRINCIPLES AND VALUES

59. The **Project objectives** are to:

    (a) enhance safety of travel on the state highway network;

    (b) enhance the resilience of the state highway network;

    (c) provide appropriate connections that integrate the state highway and local road network to serve urban areas;

    (d) enable mode choice for journeys between local communities by providing a north-south cycling and walking facility; and

    (e) support inter- and intra-regional growth and productivity through improved movement of people and freight on the state highway network.

60. The **kaupapa tumu/principles**, developed with our Project partners**,** for the Project are:

    (a) Tread Lightly, with the whenua:

(i) Me tangata te whenua (treat the land as a person); and

(ii) Kia māori te whenua (let it be its natural self).

(b) Create an Enduring Legacy:

(i) Kia māori te whakaaro (normalise māori values);

(ii) Me noho tangata whenua ngā mātāpono (embed the principles in all things); and

(iii) Tū ai te tangata, Tū ai te whenua, Tū ai te Wai (elevate the status of the people, land and water).

61. The Project **tikanga / values**, developed with our Project partners, are:

(a) Te Tiriti (spirit of partnership);

(b) Rangātiratanga (leadership – professionalism – excellence);

(c) Ūkaipotanga (care – constructive behaviour towards each other);

(d) Pūkengatanga (mutual respect);

(e) Manaakitanga (generosity – acknowledgement – hospitality);

(f) Kaitiakitanga (environmental stewardship);

(g) Whanaungatanga (belonging- teamwork);

(h) Whakapapa (connections).

62. Together, these objectives, values and core principles have shaped the development of the Project (including avoidance), design and mitigation responses (and assessment, procurement, construction and management) significantly improving the Project and delivering positive, measurable outcomes both now and into the future.

63. This working approach with our iwi partners permeates all levels and areas of the Project and is reflected in all key Project artefacts (charter, strategies, plans, documents). The core principles have guided the development and assessment of options, selection of recommended options (informed by the Multi Criteria Analysis (**MCA**) processes) which I discuss later in my evidence and analysis of effects and initial thinking into mitigation responses. The MTA and Ngāti Raukawa representatives have led and supported the team's efforts to incorporate these values in line with the overall outcomes and local

values. This will continue through the Project design and construction. The values have been integrated in particular through the CEDF which I also discuss later in my evidence.

BENEFITS AND LEGACY OUTCOMES OF THE PROJECT

64. The Benefits Schedule for Ō2NL from the DBC with updated modelling underlined (shown in **Table A** and summarised below) is based on the Project's objectives, associated with the preferred option alignment. The purpose of **Table A** is to illustrate, in summary form, how the Project measures the achievement of its project transport objectives developed during the DBC.

65. Additional wider benefits such as broader outcomes (described later in my evidence) and specifics such as environmental sustainability are also expected to be delivered through the Project.

66. The Project will use contractual mechanisms such as incentivisation of the industry (professional services and physical works providers, plus wider supply chain) to implement more innovative and sustainable approaches to planning, design, and construction. Outcomes through procurement will include step changes and improved expectations with respect to local and Māori commercial opportunities, sustainability, greenhouse gas reductions, resource efficiency, waste reduction and diversion of waste from landfill.

67. A recent example within the NZUP is on the Takitimu North Link project where a planting initiative framework has been set up that provides for hapū and whānau to plant micro-nurseries alongside the new road and to restore the mauri and health of the whenua from a Te Ao Māori and Mātauranga Māori lens.

Table A

Post-Implementation Performance Measure	Baseline Data (Do-Minimum)	Targeted Benefit
DSIs	Existing: 72 DSI (2017-21 SH network) Estimated 61 DSI per 5 year period on the SH network (2029 Modelling)	50-55% reduction in network DSIs compared to the Do-Minimum by 2035
Road assessment rating (KiwiRAP Star Rating)	SH1 and SH57 both < 3 star	KiwiRAP 4 – 5 Star Road by 2030

Post-Implementation Performance Measure	Baseline Data (Do-Minimum)	Targeted Benefit
Number of high-risk structures with no alternate route	Four (Ohau River, Ohau Rail, Waikawa Stream, Manakau Rail)	Zero
Number of unplanned closures on the SH network	33 unplanned closures on SH (2017/18 to March 2022)	Reduce by >90% by 2035
Duration of detour journeys from Wellington to Levin	1.25 hours (open) to 3.15 hours (detour – uncongested) (via SH3 Te Ahu a Turanga)	>60% reduction in duration of unplanned road closures/ disruptions of ≥2 hours by 2030
Increase mode share for walking/cycling trips to work and education in the Horowhenua District	6% (work), 23% (education) (Census 2018)	150-200 new users per day by 2030
Reduce PM peak travel times along three key routes	Taylors Rd to SH1 North: 2039: 31.0min <u>32.7</u> Taylors Road to/from Levin: 2039: 21.7min <u>23.4</u> Taylors Road to SH57 north): 2039: 27.7 min <u>32.2</u>	Taylors Road to/from SH1 North of Levin (Manawatū River): 2039: 21.3 mins (-9.8min) <u>21.5 (-11.2)</u> Taylors Road to/from Levin: 2039: 17.4 mins (-4.3min) <u>17.5 (-5.8)</u> Taylors Road to/from SH57 north of Levin (Potts Hill): 2039: 16.6 mins (-11.1min) <u>16.7 (-15.5)</u>
Number and percentage of heavy vehicles through Levin	Number and % of heavy vehicles through Levin: 1,530 HCVs (10% of total Traffic based on 2029 modelling) <u>Updated modelling 1173 (9%)</u>	780 HCVs (8% of total traffic) by 2030 <u>Updated modelling 780 HCVs (8% of total traffic) by 2030 1090 (7.5%)</u>

The underlining in **Table A** shows updates to reflect the evidence of **Mr Peet.**

68. With any large-scale infrastructure project comes a large financial investment. The committed investment in the Project is of $1.5 billion. Much of this investment is associated with the physical construction activity that will be undertaken in the Horowhenua and Ōtaki areas.

69. Broader outcomes, which is part of the Project Legacy Outcomes, are the outcomes that can be delivered outside of the investment/transport outcomes.

70. The Project has worked with Ngāti Raukawa, MTA and HDC representatives, as well as the NZUP, to identify a number of outcome opportunities that the Project will look to maximise. This includes but is not limited to Māori/local

employment, Māori and local business opportunities, working with kura (schools) to maximise learning/employment opportunities for rangatahi (students), mahi toi, and embodied greenhouse gas emission reduction.

71. Using ki uta ki tai (mountains to the sea) principles the Project includes planting and ecological restorative measures to restitch the landscape together across the new highway, to reconnect the whenua and awa, to maintain key existing connections across the highway for the community and to provide an overall positive contribution to the cultural and community landscape. The range of measures proposed include the planting and removal of stock from streams and rivers, the enhancement and creation of ngāhere (native forest) and wetlands, the enhancement of spaces where native lizard and rare snail species live (including through animal pest control), the creation of walking and cycling access along the Project route and opportunities to form new accesses to significant awa (water bodies).

72. There will also be benefits to users and neighbours of the existing highway. Once the new road is operational, the existing highway will be used mostly by local traffic forming a proper road network that is fit for its intended purpose, reverting back to a time when communities were not segregated by a high-volume traffic road that makes it difficult and unsafe to cross by vehicle and foot. There will be significantly less traffic across all the North Island Main Trunk (**NIMT**) level crossings and a reduction in the high volume of traffic through Levin helping to create a vibrant town centre. It will allow marae like Wehi Wehi and Tukorehe to undertake important activities like powhiri and tangihanga in a safer manner that is more appropriate to the event.

INTENDED PROGRAMME AND PROCESS TO DATE

73. Aligned with Ministerial expectations and the NZUP, the Project team is targeting completion in the construction season of 2029.

74. Due to the scale of the Project, there are numerous lines of critical path including property, procurement/construction and consenting. Many of these activities are running in parallel, which adds complexity but is more efficient than running sequentially.

75. This parallel approach adds risk to the Project but given the close partnership with Ngāti Raukawa ki te Tonga and MTA, the amount of investigation work undertaken to date and the level of design confidence, I am confident that the Project is well positioned to deliver on time.

76. The Project has received commitment from the Minister of Transport to proceed with its full scope as proposed and funding has been committed to proceed.

Property Acquisition

77. The Project has been acquiring properties for a number of years in support of landowners who have requested acquisition through the advance purchase policy, which is generally based on hardship. Since November 2022 the Project has been able to actively acquire land. The preference is always to do this in a mutually agreeable manner.

78. To help manage programme risk, the Project will commence issuing of section 18 notices shortly, and thence commence the formal acquisition process. This step is necessary to allow the commencement of construction in a timely manner and is a normal step in all Waka Kotahi projects where land is needed to be acquired. To help with this step, all landowners should by now have received early warning of land requirements, to ensure the notices do not come as a surprise and are given as much time as possible to provide feedback and come to an agreement with the Crown.

Procurement

79. To deliver the design and construction, and support on wider Project outcomes, the Project will procure two alliances to deliver the Project. Alliancing has many benefits and allows for a highly collaborative process, which will support the delivery of both Project objectives but also broader Project outcomes.

80. The alliance process will embed the Project tikanga/values throughout the development and execution of the Project, ensuring that tikanga and kawa is respected and delivered. This will also enable some of the broader outcomes to be delivered.

81. The delivery of the Project using two alliances allows the Project to promote a long-term healthy construction market and recognises industry challenges due to the scale of the Project, its significant value, and the significant resourcing required to construct it.

82. It is the intention that two alliances will be established to complete separate portions of the Ō2NL Project, using a geographical split.

83. The Project will use the development phase, where the alliances have been chosen but have not signed a formal alliance agreement, to ensure alignment

and efficient interface between the two alliances into design and delivery of the Project.

84. A key focus for this phase will be to work with our Project partners, landowners and the community to refine and finalise the design and to prepare the various Project management plans. The collaborative approach means that risks, and opportunities for innovation, can be better identified early, managed and/or fully explored with all parties, with strong input and decision making from Waka Kotahi, hapū of Ngāti Raukawa and MTA at all times, including for the finalisation of minimum requirements (explained below).

85. The development of the procurement process has been undertaken through engagement with and feedback from industry, using experience from recent Projects locally (including Te Ahu a Turanga) and around Aotearoa.

86. I expect that the alliances will be appointed in early 2024, and their presence in the region will slowly grow with construction expected to commence in the 2025/26 construction season so that we can met the Minister's deadline of opening the road in 2029 construction season.

Minimum Requirements

87. A minimum requirement is a contractual term used in the majority of Waka Kotahi contracts, no matter the scale or contract model. They are part of the basis for contract.

88. They are used to express the absolute base standard, expectation or level of service that is to be provided as part of the contract. They are often split into technical areas and activities, for example ‘Pavement’.

89. There are different ways to develop minimum requirements: one end of the scale is to be descriptive on how a product is to be delivered, the other focusses on the outcome/deliverable (rather than how to get there). Waka Kotahi often uses both types of requirements but given the range of technical specifications available generally uses a more descriptive approach.

90. To change any of the contractually specified minimum requirements it requires the approval of Waka Kotahi.

91. For the Project the minimum requirements will be used to require compliance with consent conditions, and those additional essential aspects that are required to deliver on specific outcomes amongst the wider expectations and outcomes for Ō2NL.

92. As with any Project there is concern that at the end it will not be how it was envisaged at the beginning or in the phase we are currently (which is concept design). I consider ensuring the necessary requirements (as imposed through conditions and the minimum requirements) sits solely on the shoulders of Waka Kotahi.

93. As an example, I have considered how the combination of consent conditions and minimum requirements will manage construction and operational noise.

94. Right from my initial involvement in Ō2NL we knew that noise (both construction and operational) would be of concern no matter where the alignment went. The Project team has not only used acoustic standards but taken an approach to consider how people use and live in their properties.

95. The Project must consider investment and consistency of mitigations, so the approach of maximising the mitigation at the source has been adopted as opposed to investing into bunds and walls, which will not provide a consistent approach. This approach is set out in the evidence of **Michael Smith**.

96. As set out above as part of the contract the Project team will specify a series of minimum requirements, for example in relation to the pavement and surfacing requirements, including thickness. The one proviso, as set out in the conditions, is to allow flexibility for any improvements or innovations that might be made over the next five years or so, but this would only be considered if acoustic performance was at least maintained.

97. Also, essential to ensuring the noise outcomes will be the quality and assurance provided during construction. Again, due to the alliance model Waka Kotahi will be an active participant in the construction process, ensuring a quality outcome is provided (i.e. testing / using new technology), auditing, on-site supervision, and being part of the alliance governance group.

Construction Methodology

98. I have been involved in the construction of transportation projects for almost 20 years.

99. My experience is that often the thought of what construction involves is more intimidating and concerning for landowners and communities, rather than what happens in reality. There are a lot of unknowns so it will be essential to ensure we explain this, through good communications, as designs are finalised, and we have a construction programme/plan ready. There are great

examples of this being done on projects like Te Ahu a Turanga with simulators, flyovers, and visitor's centre.

100. A construction project is about whānau, achievement and being proud of what we have all done. Part of the procurement process is the selection of capable contractors who understand how to work positively with others, manage risks, and comply with consent conditions and environmental requirements.

101. Since working on Transmission Gully seven years ago I have seen the industry have a dramatic shift in the approach to requirements such as environmental controls. Sediment retention devices are now a 'must' rather than a 'nice to have'. When I consider how the industry has changed it reminds me of 20 years ago when the health and safety culture shift occurred.

102. Given the scale of Ō2NL it is likely that there will be multiple work fronts underway at any one time, and this is standard practice. One of the unique features is that there is not an obvious critical path, which means there is not one large cut or fill or a singular huge bridge. Because of this we should see an agility to the programme which will help with programme and construction management. It will also mean that we can be more responsive to landowner and the community's needs.

103. The Project is not a massive earthworks project, more like Peka Peka to Ōtaki rather than Transmission Gully. From initial geotechnical investigations the Project looks to have mostly sands and alluvial gravels as the sub grade, and this is good news from a construction perspective. However, most of the large cuts are at either end of the Project and with most of the 'flatter' section through the middle of the Project being above existing ground level (fill) it will require appropriate construction material to be brought in, and this is why we have identified material supply sites within the designation.

104. Water is essential for construction, it keeps dust down, is required for compaction of material and planting/stabilisation. The Project has identified a number of sources in the application, and is working with HDC, iwi and hapū to develop a collective agreement to allow water to be used from the Ohau river but in a way that prioritises awa health, Levin supply over the Project, but instead uses high flow times wherever possible to replenish storage. I refer to the evidence of **Siobhan Karaitiana** (on behalf of MTA) which sets

out the overall Project strategy for managing water demand which we developed together, and I support.

105. Waka Kotahi also proposes installing high-performing low-noise road surfacing (a critical and a high performing element of the proposed noise mitigation) within 18 months of the road being operational. This is because the road needs to be operational for a certain period, including through a winter season (the period between May and October) before the low-noise surfacing can be installed. We will install the surfacing as soon as these requirements can be met.

PROJECT ROUTE AND DESIGN

106. For anyone who has driven through this stretch of state highway, or lives along the highway and in its adjacent communities, it is well known that there are issues with the existing state highway that need to be resolved. However, once the problem is identified it requires a robust options assessment process to begin to determine the preferred option to resolve the issues. This process considered a holistic range of factors that ultimately address the safety and resilience of the state highway network, along with the Project objectives and other statutory outcomes.

Project development and options assessment

107. The Project's alternatives analysis and reporting, as detailed in the AEE, explains the processes undertaken by Waka Kotahi to consider alternative sites, routes and methods for the Ō2NL Project in detail.

108. Broadly, the assessment of alternatives has been guided by the identified problems for the existing state highway corridor (in particular, safety and resilience issues), Part 2 of the RMA and the Ō2NL Project objectives. The process has involved Waka Kotahi staff, representatives from hapū of Ngāti Raukawa ki te Tonga and MTA, technical experts, stakeholders and community representatives. It also benefited from several consultation processes where considerable feedback was provided and processed by the Project team.

109. In summary, and as set out in the AEE, the Ō2NL Project's alternative assessment processes were undertaken in two distinctive phases. The first phase (reported in the IBC), undertaken between 2017 and 2018, developed, assessed and selected a preferred corridor option. The second phase (reported in the DBC), undertaken between 2020 and 2022, developed

alignment options within (but not confined to) the preferred corridor, local road connection options and interchange / intersection options and ultimately selected the concept design that is the basis for the RMA resource consent applications and notices of requirement. These investigations are discussed in further detail below.

Ō2NL Indicative Business Case

110. The focus of the 'IBC phase' of the alternative assessment process was twofold.

111. The first IBC assessment focus was to evaluate the strategic transport alternatives that could address the problems identified for the existing transport network within the IBC's project area as well as to achieve the Project objectives. This process included consideration of a wide range of strategic transport alternatives, including land use changes, public transport improvements, speed management, upgrading the existing route and different extents of new routes. Ultimately, the assessment of these strategic alternatives showed that provision of a new offline highway was the only solution that would appropriately address the problems and achieve the objectives.

112. The second IBC assessment focus was the identification of the preferred corridor for the new offline highway. Several corridor options, which were nominally 300m wide to enable final route selection flexibility, were identified between the PP2Ō expressway's northern connection to SH1 and SH1 to the north of Levin.

113. Key physical, environmental, and cultural constraints were mapped in the first instance to ensure selection of the long list of corridor options avoided clashing with key local constraints. A long list of corridor options to both the west and east of existing SH1 was identified with the assistance of a multi-disciplinary specialist team and through engagement with hapū of Ngāti Raukawa ki te Tonga and MTA, Councils, the community including a Project Reference Group, and key stakeholders. The corridor options were also split into 'southern' and 'northern' corridor sections to enable focussed corridor evaluation.

114. A long list was evaluated through two multi-criteria analysis (**MCA**) workshops in 2017 by specialist MCA assessors across a range of evaluation criteria, broadly covering Project objectives, environmental considerations, and cost, using both unweighted and weighted scoring systems. Following

additional technical work, a short list of corridor options was identified for public consultation in early 2018.

115. Following public engagement, further technical investigations were undertaken. The scores from the 2017 MCA workshops were revisited to consider engagement feedback and technical work. Following this reconsideration process, and to reduce the list of corridor options down to a preferred 300m wide corridor, a final MCA analysis process was undertaken focussing on key assessment differentiators in mid-2018. This process took into account key public engagement themes and the results of the additional technical assessments.

116. Following those processes, Waka Kotahi identified a combined preferred 300m wide corridor option for the southern and northern sections. Corridor option 'S6' was identified as the preferred option for the southern section, and corridor option 'N4' was identified as the preferred option for the northern section. Following Waka Kotahi's consideration of the IBC, it endorsed the 'S6 and N4' off-line highway.

117. The next step was to evaluate the new offline highway's location within the 300m wide corridor as well as supporting interchange forms / locations and local road connections. This more detailed work was undertaken as part of the DBC process.

Ō2NL Detailed Business Case

118. The purpose of the 'DBC phase' assessment process was to identify a preferred new highway alignment (which was nominally 80m wide for the purposes of the DBC MCA) within the scope of the IBC's 300m wide offline highway corridor. The DBC MCA processes also included identifying interchange locations and forms and local road connections.

119. Additional MCAs were also undertaken on the Taylors Road Half Interchange, alignment options for the east of Levin section (and subsequent consideration of Queen Street East (local road) reconnection options), Tararua to Kimberley local road alignment location options, and SH1 / Tararua Road intersection options to assist in the DBC decision making process. In addition, a recheck of the evaluations / scores for the short-listed IBC northern corridor options N4, N5 and N9 was undertaken.

120. For the new offline highway corridor, and from the north of Ōtaki to the north of Levin, the corridor was split into 10 individual zones (nominally 4 to 5km in length) for detailed evaluation by specialist MCA assessors and MCA

workshop processes. For each zone, a long list of new highway routes was identified, and then subsequently short listed to three or five alignment options per zone through a high-level screening process (guided in part by avoiding key environmental, physical and cultural constraints within the 300m wide corridor).

121. Each short-listed option for each zone was then subject to MCA processes, which included specialist MCA assessor evaluations and unweighted and weighting scenario scoring processes. The processes also considered stakeholder and wider public consultation feedback. Both Ngāti Raukawa ki te Tonga and the MTA were part of the MCA evaluation process and led engagement with their respective hapū on the emerging alignment option in mid to late 2020.

122. Following completion of the "zone by zone" MCA process, the best performing new highway alignment from the PP2Ō expressway northern connection to SH1 to the north of Levin was identified. The alignment was subsequently adopted into the DBC and the DBC has been approved by the Waka Kotahi Board.

Cultural and Environmental Framework

123. The CEDF is an important document for the Project that has been developed in partnership with hapū of Ngāti Raukawa and MTA (representing Muaūpoko) and through discussions with councils and stakeholders.

124. The CEDF is a living document that will continue to be expanded and refined throughout the life of the Project. The current version is the consenting stage CEDF and it complements the Design and Construct Report, which provides engineering design parameters and standards and an indicative construction methodology as discussed by **Jamie Povall** in his evidence.

125. The purpose of the CEDF is to set out the overarching (core) design principles and vision that will be applied to the final design of the Project. It provides a framework and essential information that is to be considered during the detailed design process. The CEDF purpose is further outlined in the evidence of **Gavin Lister**.

126. The Project adopts the recent approach of prioritising Cultural and Environmental consideration, however the CEDF is consistent with the form and content of the preliminary Urban and Landscape Design Guidelines and New Zealand Transport Agency Landscape Guidelines.

127. The Project will integrate the design elements of the Ō2NL Project in response to the agreed principles of the CEDF. Te Ao Māori, mātauranga māori and Te Mana o Te Wai are placed at the centre of the design framework principles.

128. The CEDF identifies the core design principles, constraints and opportunities and how anticipated outcomes could (not will) be realised, to guide design development. In other words, the CEDF explains how design issues might be resolved in accordance with the design principles. The CEDF also identifies matters that need to be considered to confirm the design and to finalise the CEDF prior to construction.

CONSULTATION AND ENGAGEMENT

129. The Project has worked closely with the four district and regional councils. The Project has included the Councils in our route selection process including MCAs, invited them to review draft technical reports, had discussions about how to integrate our developments, and we have also started discussions about what happens to the existing highway when Ō2NL is built.

Horowhenua District Council

130. Most of the Project goes through communities in the Horowhenua region represented by HDC.

131. HDC have been engaged through-out the duration of the project and have been active participants throughout the Project's development.

132. Since 2022, HDC has been represented at the Project governance level through a role on the Project Steering Group. There is also regular engagement with Council officers and elected members (Councillors).

133. HDC have many important activities underway in the region, such as the Tara-Ika development area (previously Gladstone Green), Levin Town Centre Development Strategy, and Levin water supply upgrade. The Project outcomes support many of these HDC activities. The Project has worked with HDC to understand these projects and ensure Ō2NL can integrate where practicable and as appropriate.

134. In 2022 Waka Kotahi and HDC signed a Principal Development Agreement (**PDA**), to support working together and agreed outcomes. The PDA was created to enable a mechanism to ensure integration of projects around the region, and that roles and responsibilities are made clear. It is not always

easy to integrate major projects, but open communication and early alignment is essential to enable this to happen. Waka Kotahi and HDC have been working together for some time to agree how the parties can consent and construct Tararua Arapaepae Road roundabout, the NIMT/Tararua Rd/SH1 intersection and the Tara-Ika East-West Arterial (**EWA**) connection (as discussed below).

135. Waka Kotahi and HDC officers have developed a PDA schedule, which requires HDC approval, that includes an agreement on roles and responsibilities relating to the construction of the EWA connection from Tara-Ika across the Project (which includes a walking and cycling connection). Waka Kotahi has offered to fund the overbridge for the EWA and, prior to lodgement of the Project NoR and consent applications, helped HDC prepare its own consent application for the EWA. A plan of EWA as developed at that time is attached at **Appendix A**.

Communities

136. With major infrastructure projects like Ō2NL it is the landowners and communities that are affected the most.

137. Through the life of the Project, the Project team has engaged with a huge amount of people, and as the options have been refined, we have been able to reduce this to those within the proposed corridor. This still requires the acquisition of 208 partial and full land parcels, which affects around 175 people/families. The Project is one of the largest land acquisition process Waka Kotahi has undertaken.

138. The Ō2NL Project team have committed to ensuring that we take an empathetic approach to all our activities. For example, when working with landowners we take an approach of 'Manaakitanga' where we consider how the landowners feel when we leave their homes, how are they impacted and how can we make the process responsive to their needs. With the scale of acquisition for Ō2NL it requires a lot of resourcing and resilience, but it is worth it.

139. The Project team recognises that every landowner/situation is different. I accept that sometimes our approach has not always met expectations and I and members of the Project team have fronted some very difficult conversations. However, the Project team have worked long nights and weekends talking with landowners and the community to make sure that this Project can become a reality. I also accept that this Project has had a long

history and it has been stopped and then started again. This has placed an incredible strain on members of the community. I consider this Project to be vital for the community and for New Zealand and that is why I came back as the Project Director.

140. Through my engagement with the community over the past six years, I have experienced a significant shift in feelings and opinions about the Project. For example, early in the Project there was a concern from the business community on the impact of a bypass of the Levin town centre. However, there is now a realisation that without removing vehicles from the town centre there is no way to improve the way people live and work in Levin.

141. The first hui I went to in Manakau in 2018 had over 300 people at the community hall with various views and concerns. We had an open day at Manakau in February 2023 and nine people attended, still with good points and questions, but the reduced scale indicates to me that people understand the rationale for the Project. That is because of the hard work of the Project team and patience and willingness of the affected communities to listen and allow us to address their concerns and questions where we could.

142. As a result, the Project team has developed a strong engagement strategy focussing on affected communities in their local halls, schools and libraries, about issues and matters specifically relating to their location (for example, gaining feedback on local road connections by the people who will be using the connections). I support continuing to use these connections and methods to engage with our communities as it gives continuity of approach and enables the Project team to respond to specific community needs and local environments.

Interested Parties and Submitters

143. The Project was publicly notified on 24 January 2023 and 90 submissions were received by 28 February. As a Project team we carefully considered all of the issues raised. The matters raised were discussed at weekly hui convened by the planning team and attended by our Project partners, Project designers and the team who prepared technical assessments.

144. Five of these multi-disciplinary hui were convened with issues discussed and potential approaches to resolving each of the submitters concerns developed. The focus of this effort was related to property and business owners who live nearby or whose property was crossed by the Project. The Project team contacted each submitter to confirm and discuss their concerns,

generally by phone but also including hui. The outcome of this process was recorded in a letter to each submitter, which included technical information and assessment that responded to the matters of concern raised.

145. The many positive submissions on the Project highlight its wide support and reflect a lot of the hard work the Project team has put in over the years to resolve concerns and undertake our process in a respect manner. Many submissions also provide a clear understanding of the importance of the critical outcomes of the Project, such as safety and resilience. Submitters also recognised the strategic value of the new road and how important it will be for the Horowhenua and Ōtaki, but also the wider region and lower North Island.

146. I am pleased that during the submissions process, the Department of Conservation chose to write to thank the team for the opportunity to work alongside Waka Kotahi as it developed its proposals for the Ō2NL Project. The Department commended the open and transparent approach to engagement and for taking on board the advice of their expert team. They noted that our ecological advisors have operated using industry best practice and supported productive engagement.

147. The Project team continues to work with submitters to understand and try and resolve, or reduce, remaining concerns.

148. There are many submitters that I or members of the Project team have been working with closely, often for a number of years, and I have detailed some of them below.

149. **John and Jeny Brown** are landowners whose property on McLeavey Road is impacted by the Project, as the designation runs through the middle of the property. Through property negotiations we are discussing several solutions. Should this ultimately be a partial acquisition then the points raised in the Browns' submission will be addressed including access, stockyards, and water supply and these resolutions will be secured through the acquisition process.

150. **Mr Roger McLeay** raised concerns of the proposed timing of the Project and the proposed completion date being too far away but is overall conditionally supportive. The Ō2NL Project is a significant project that has required extensive investigations to ensure that investment and proposed designs are appropriate. However, with the consenting package lodged, property acquisition commenced and the Project in pre-implementation phase, Waka

Kotahi is on track to start construction in 2025. Construction will take about five years to complete before the new highway opens for use (in comparison Transmission Gully (27km) was approximately seven years, Peka Peka to Ōtaki (13km) approximately five years) so it is a relatively streamlined programme.

151. **Kāinga Ora** owns several properties within the Project area, including a residential facility on Arapaepae Road which is the property of most concern. The nature of the facility is such that careful consideration needs to be given to how effects from construction are managed. Waka Kotahi and Kāinga Ora have worked hard to understand the requirements of each other. Waka Kotahi has decided to remove the designation off the Arapaepae Road property to avoid direct physical effects on that property. Waka Kotahi will develop a solution where disruption and change to residents will be appropriately managed and mitigated (as set out in the relevant evidence of **Mr Lister**, **Mr Smith**, **Andrew Curtis and Joanne Healy**). Waka Kotahi also offers to construct a reasonable noise/security fence/wall between the Project and the site and to provide a monetary contribution to Kāinga Ora towards the costs of reasonable internal ventilation at the closest residence at the site. I look forward to further conversations (and hopefully resolution) directly with Kāinga Ora.

152. I met **Sarah Hodge** when I first commenced engagement with the Manakau community in 2017. Sarah is a strong supporter of her community and the people that reside in and around the area. The Project team appreciates and respects the input that she has made to the Project through the investigation phases (she contributed to the alternatives assessments and route refinement processes, including involvement at community workshops) and now through her submission. The technical experts have responded to technical matters she has raised. I commit to continuing communication and engagement with Sarah. I listened to Sarah at the Pre-Hearing Conference and then I met with her last week to discuss her issues with the Project. We have agreed to have another meeting to talk again about how we can resolve her concerns.

153. The Project team has been working with representatives from **JML** since late 2022. Tara-Ika and Ō2NL are both significant projects and it is important that there is a strong collaborative effort to maximise integration and opportunities to align, for example, stormwater ponds and transportation connections. Most discussions to date have related to engineering solutions and

discussing work programmes but that was an essential first step to enable planning and property discussions to progress effectively. I have found everyone open to working together to get good outcomes and hope we can resolve outstanding matters.

154. **Karen and Stephen Prouse** have been involved in discussions on the Ō2NL Project for approximately six years. Both Karen and Stephen have always been very welcoming despite not necessarily agreeing with decisions made. The Prouse family are owners/guardians of the historic 'Ashleigh' property. The Prouse family allowed the Project team access to their property to undertake a heritage assessment and ecological surveys, and provided information about our initial design options, including for the Queen Street East overbridge/reconnection. These assessments informed our design development, resulted in additional design principles in the CEDF, and led to the offer of various landscape and visual and construction dust mitigations. The Project team have been working with the Prouses to go through the technical matters raised in their submission, notably in respect of whether we can accommodate their farming and land access requirements alongside the requirements of the Project. These relate to both RMA and property matters and we will continue to investigate possible resolution of these matters prior to the hearing.

155. I have talked with **Maria Storey** several times, including discussing her submission with her prior to the submission date. Maria has been involved with Waka Kotahi on two separate projects: Queen St/SH57 roundabout, and Ō2NL. The Queen St Roundabout is part of the Safety Improvement Programme which is implementing safety measure on the existing network and is part of the overall corridor approach for SH57. The work which Maria has referenced is the construction of a roundabout at the intersection of Queen St East and SH57 (Arapaepae Rd), and is separate to the Ō2NL Project. We are working with Maria to respond to her submission and, in a holistic way, to resolve her concerns with Queen St/SH57 roundabout as well (such as including her concerns about pests and pest plants in our ecology management plan schedule as detailed in **Nick Goldwater's** evidence). I hope we can support Maria through this process and resolve issues with her prior to the hearing.

156. **Te Ao Turoa Environmental Centre** (Rangitāne o Manawatū) submitted with a neutral position on the Project. My understanding is that the submission is intended to support MTA. I am aware of the close and

historical connections between Rangitāne o Manawatū and Muaūpoko Iwi. Waka Kotahi will continue to work with Rangitāne o Manawatū to discuss their submission.

157. I met with **Merie Cannon and Trevor Guy**. Their submission raised concerns regarding their water bore, loss of land and effects during construction. We have agreed how to address their concerns ahead of construction which include the replacement of the water bore, and relocating their access outside of the designation.

158. I have talked with **Helen Naylor** on several occasions at our Manakau Community Engagement events and encouraged her to lodge a submission to outline her concerns. The Project team (who she recently met) will continue to discuss with her how construction effects are and can be managed. This importantly brings a local dimension to our understanding of potential construction effects and how we can go about managing them.

159. **KiwiRail** and Waka Kotahi have been working together to resolve how the Ō2NL Project can be delivered in a manner that does not impact on the operation of their rail network. This includes working on the design of the Project together where assets are affected and managing access to level crossings. Both parties accept that the Project is important and is part of the NZUP which KiwiRail and Waka Kotahi are the delivery partners for.

160. There are a number of submissions relating the provision of a multi-use pathway (i.e. also including a bridleway). I have met with representatives of Kāpiti Equestrian Group, the Horowhenua Equestrian Advocacy Group and the New Zealand Equestrian Advocacy Network to discuss their concerns which relate to transport networks generally but also the proposed scope of the Ō2NL Project. The Project team understand the request but are focussed on the effects of the Ō2NL Project. The position remains that the Project will provide a SUP, but this will not include facilities for equestrian users.

161. **The Horowhenua Company** submitted in support of the Project and aligns with the Project ambitions to maximise the broader social and economic opportunities, specifically relating to Horowhenua businesses and benefits to the local community. As part of the development and implementation of the broader outcomes the Project team has already commenced work with The Horowhenua Company and has also attended Business After 5 events to

develop understanding of integration, synergistic and leveraging opportunities.

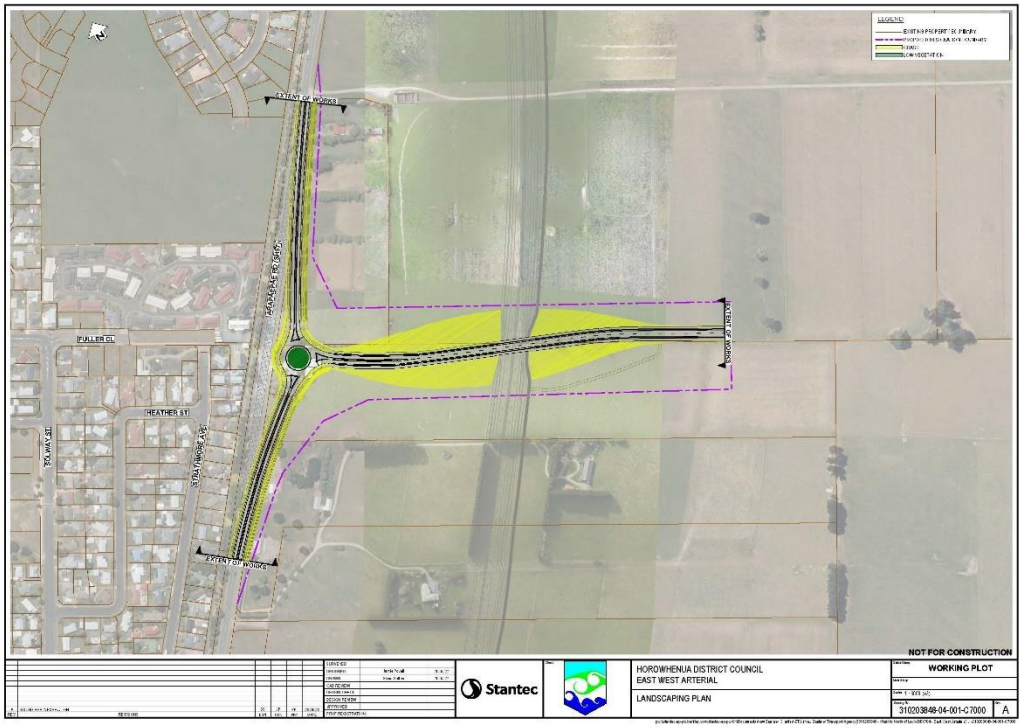
162. The Project team has been working together with representatives from **Spark** and **Connexa** (Telecommunication Network Utility Operators) to develop a Memorandum of Understanding which ensures the collaborate and co-operate with each other in order to explore and develop opportunities for mutually beneficial projects. I anticipate this will be completed soon.

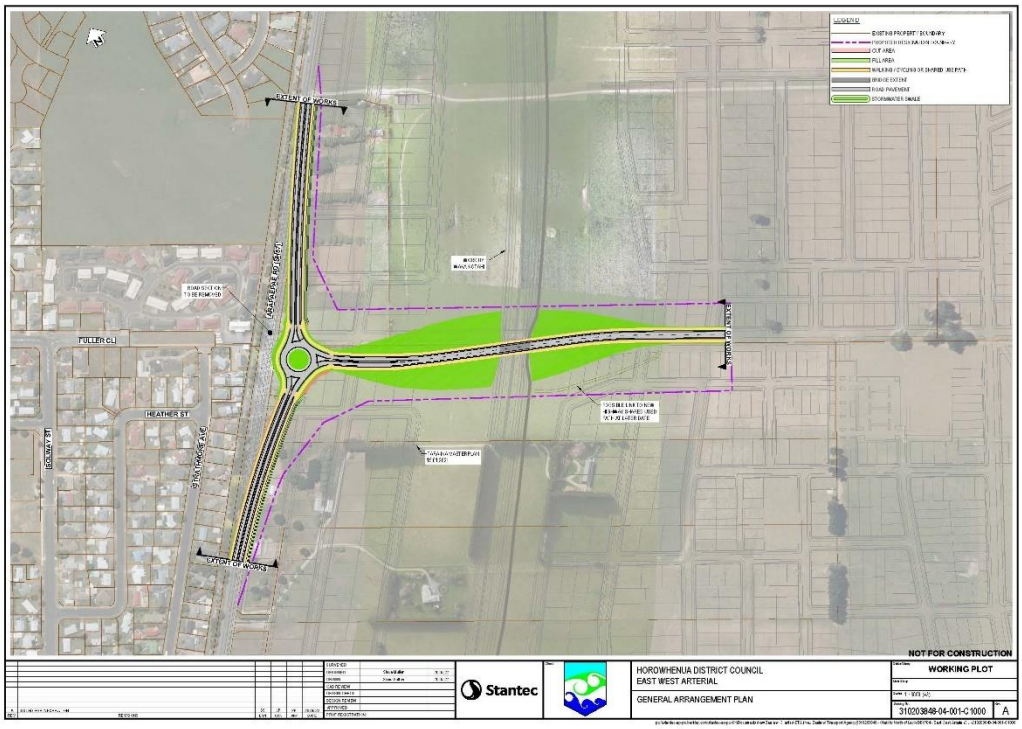
163. **Horowhenua NZ Trust**, a strong supporter of the Project, has raised a concern that shifting priorities will delay the Project. Recently the Project has been publicly confirmed by the government, post the severe weather events earlier this year. As a Project team we understand the urgency on the Project and issues that would be caused by Project delays. We appreciate the support from our Project partners, and the wider community and are committed to deliver a successful Project.

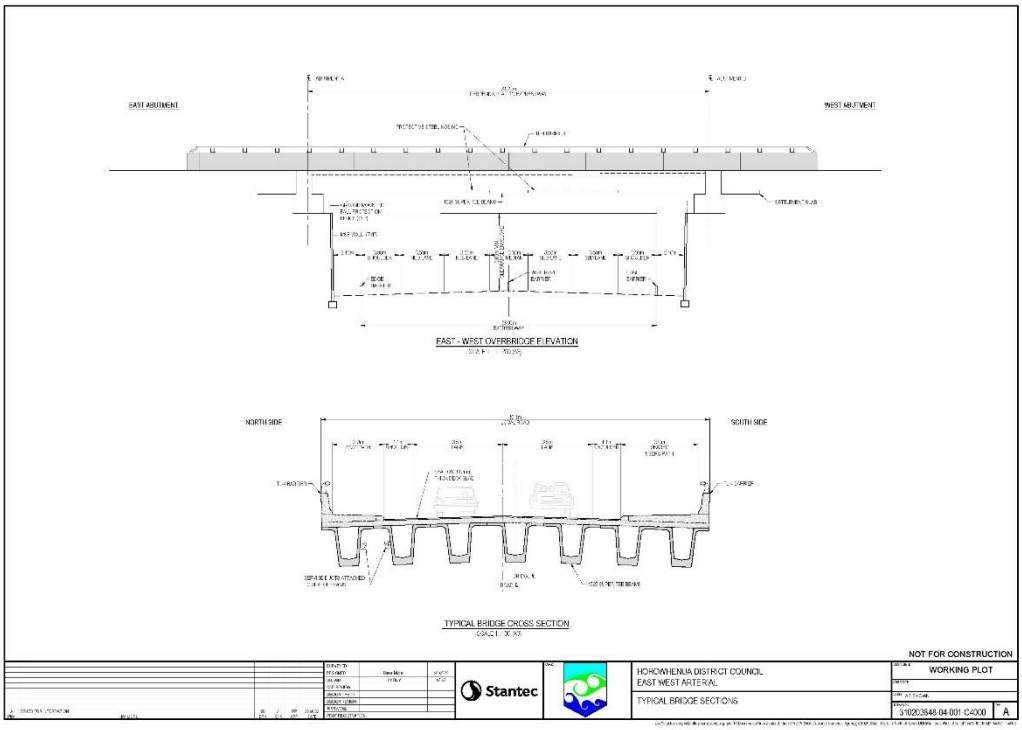
Lonnie William D'Wayne Dalzell

4 July 2023

APPENDIX A – EAST WEST ARTERIAL DRAFT PLANS



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WEST ABUTMENT
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NORTH SIDE
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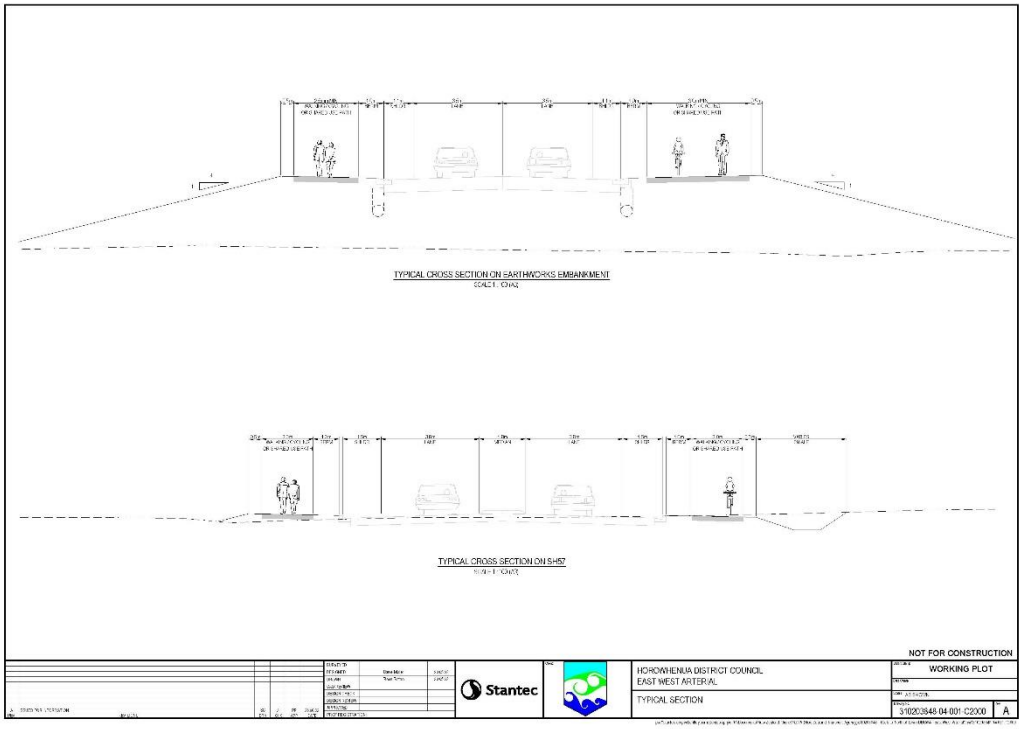
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TYPICAL SECTION
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