

**BEFORE THE TARANAKI REGIONAL COUNCIL AND NEW PLYMOUTH
DISTRICT COUNCIL**

MT MESSENGER BYPASS PROJECT

In the matter of the Resource Management Act 1991

and

In the matter of applications for resource consents, and a notice of requirement by the NZ Transport Agency for an alteration to the State Highway 3 designation in the New Plymouth District Plan, to carry out the Mt Messenger Bypass Project

**SUPPLEMENTARY STATEMENT OF EVIDENCE OF ROBERT CRAIG NAPIER
(TRANSPORT AGENCY PROJECT MANAGER) ON BEHALF OF THE NZ
TRANSPORT AGENCY**

17 July 2018

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INTRODUCTION

1. My name is Robert Craig Napier.
2. My supplementary evidence is given in relation to applications for resource consents, and a notice of requirement by the NZ Transport Agency ("the **Transport Agency**") for an alteration to the State Highway 3 designation in the New Plymouth District Plan, to carry out the Mt Messenger Bypass Project ("the **Project**").
3. I have the qualifications and experience set out in my statement of evidence in chief ("**EIC**") dated 25 May 2018.
4. I note that my role as Mt Messenger Project Manager and Awakino Gorge to Mt Messenger Programme Manager for the Transport Agency ended on Friday 29 June 2018. Since that time I have remained in contact with the Project team, and up to date with developments in respect of the Project, and I remain authorised to provide evidence on behalf of the Transport Agency.
5. In this evidence I use the same defined terms as in my EIC.

SCOPE OF EVIDENCE

6. In this supplementary evidence I provide a high level introduction to the work carried out by the Transport Agency and Alliance since the Transport Agency's EIC was lodged on 25 May 2018 to progress and update the Project, in terms of:
 - (a) discussions with stakeholders, including but not limited to NPDC, TRC and DOC; and
 - (b) the updates to the Project as a result of those discussions and the ongoing Project refinement process.
7. In providing this high level introduction, I refer to the Transport Agency witnesses who provide the details through their supplementary evidence.

DISCUSSIONS WITH STAKEHOLDERS SINCE THE TRANSPORT AGENCY'S EIC WAS LODGED

8. In my EIC I described the engagement carried out by the Project team with stakeholders. Engagement has continued since the EIC was lodged, continuing our intended approach of genuinely and actively listening to the Project's stakeholders.
9. Engagement during this period has focussed on:
 - (a) NPDC and TRC. The Project team sought to respond to and discuss with the Councils issues raised in both the NPDC and TRC Section 42A Reports. Discussions have also continued (on a without prejudice basis)

in respect of the proposed conditions of consent and management plan framework. The supplementary evidence of Mr Roan, Mr Symanns and Mr Ridley in particular refer to discussions with the Councils since the EIC was lodged.

- (b) DOC. DOC and the Transport Agency jointly sought the deferral of the hearing in order to allow discussions in respect of ecological effects to continue, with the aim of resolving or at least narrowing the issues in play. A series of without prejudice discussions took place during the deferral period, including technical specialists and senior managers from both organisations.
- (c) Ngāti Tama. We have continued to engage in detail with Ngāti Tama since the EIC was lodged. Mr Dreaver provides the details in his supplementary evidence, and also discusses our ongoing engagement with Nga Hapū o Poutama and Te Korowai Tiaki o te Hauāuru Inc.
- (d) Directly affected landowners. Since the EIC was lodged, our discussions with the Pascoes, Gordons, Beards, and Keighleys in respect of property acquisition have continued. These are the four remaining landowners directly affected by the construction of the Project with whom we have not concluded property acquisition agreements under the PWA (those processes are ongoing).
- (e) Riparian restoration landowners. Discussions have also been continuing with owners of land being targeted for riparian restoration as part of the Ecological Restoration package, with the aim of securing the necessary property rights over the relevant land. Mr MacGibbon addresses the proposed riparian restoration in his supplementary evidence.

UPDATES TO THE PROJECT

- 10. Further to the discussions noted above, and as part of a general design refinement exercise, a number of updates to the design of the Project (including the proposed steps to mitigate and offset the effects of the Project) have been made. These are discussed in the supplementary evidence of other Transport Agency witnesses, and reflected in the updated management plans and proposed conditions attached to Mr Roan's supplementary evidence.
- 11. The key updates to the Project include:
 - (a) A reworked ecology Restoration Package, in an effort primarily to address concerns raised by DOC about the adequacy of the Restoration Package as reflected in the Transport Agency's evidence, management plans and conditions lodged on 25 May. The most significant change in this respect is that the Transport Agency now proposes that the size of the pest management area be increased more than three-fold, from

1050 ha to 3650 ha. Mr MacGibbon explains the updates to the Restoration Package in detail in his supplementary evidence, and the other ecology witnesses each provide their own assessment (relevant to their particular area of expertise). Mr Hamill explains the updates to the Restoration Package in respect of freshwater ecology in his supplementary evidence.

- (b) Refinements to the design of a number of structures that interact with freshwater (including culverts in particular). Updates have been made having regard to the "*New Zealand Fish Passage Guidelines for Structures up to 4 Metres*", which were published in April 2018, as well as through a general refinement process. Mr McEwan explains the design changes that have been made in his evidence, while Mr Hamill provides an assessment of the changes in terms of freshwater ecology in his supplementary evidence.
 - (c) Updates to the proposed monitoring programme for freshwater during construction, in terms of turbidity and sedimentation and impact on freshwater ecology. These updates are explained by Mr Ridley and Mr Hamill in their supplementary evidence, and set out in the updated CWMP (and appendices) and ELMP that are being lodged with Mr Roan's supplementary evidence.
12. As explained by the relevant witnesses, the updates made by the Project are intended to provide for improved environmental outcomes (or safeguards, in the case of the updated monitoring). This is in keeping with the overall Alliance approach of treading lightly on the land (as described in my EIC).

Rob Napier

17 July 2018