

**Before a Board of Inquiry  
Northern Corridor Improvements Project**

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Under the Resource Management Act 1991 ('the Act')

In the matter of a Board of Inquiry appointed under section 149J of the Act to consider notices of requirement for designations and resource consent applications by the New Zealand Transport Agency for the Northern Corridor Improvements Project

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**Summary statement of David Gary Moore for the New Zealand  
Transport Agency (Project Design)**

Dated 17 July 2017

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## **SUMMARY STATEMENT OF DAVID GARY MOORE FOR THE NEW ZEALAND TRANSPORT AGENCY**

### **1 Introduction**

1.1 This summary statement provides a summary of my Evidence In Chief ('**EIC**'), dated 20 April 2017 and my rebuttal evidence, dated 15 June 2017.

### **2 Summary of evidence in chief<sup>1</sup>**

2.1 The Project's design and associated construction methodologies have been developed based on the constraints of the existing environment (physical and timing constraints), the design approach, design development, the safety audit process and the Project Objectives.

2.2 The Project involves the upgrading of the capacity and safety of the sections of State highway 1 ('**SH1**') and State highway 18 ('**SH18**') between Albany Highway and Oteha Valley Road as well as direct motorway interchange connections between SH1 and SH18. This work will provide the final motorway connection for the Western Ring Route. The Project also includes an extension of the Northern Busway (the '**Busway**') from Constellation Bus Station to Albany Bus Station and shared use paths. Reconfiguration of the Bus Stations is also required.

2.3 The Project Team has worked with AT on the location and design of the proposed SUP and Busway.

2.4 In a number of locations, alternative designs have been considered as a means of minimising the environmental effects of the Project, or the encroachment of the Project onto adjacent properties. I have assisted with the development and assessment of alternative designs. In my view the design set out in the General Arrangements Sheets 1-10 lodged with the notices of requirement (amended as described in my rebuttal evidence) has been rigorously tested and will improve the safety of SH1 and SH18

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<sup>1</sup> EIC, section 5.

in the Project Area. The SUP has also been designed to comply, to the extent practicable, with relevant safety standards.

2.5 My evidence responded to the detailed design suggestions made in submissions. In particular, I respond to changes suggested to the design of the SUP, Busway, motorways, interchanges, intersections and local roads. I also respond to submissions which ask whether it is possible to redesign the Project so as to avoid impacting particular locations or property.

### **3 Summary of rebuttal evidence<sup>2</sup>**

3.1 The following is an executive summary of my rebuttal evidence.

3.2 I addressed matters raised in the evidence of:

- a Mr David Willmott for the Centre for Urban and Transport Studies ('**CUTS**');
- b Kiwi Self Storage Limited;
- c Auckland Council ('**AC**');
- d Auckland Transport ('**AT**');
- e Mr Peter Fogarty; and
- f Waste Management NZ Limited.

3.3 Mr Willmott's evidence seeks reassurance that a number of future works are not prevented by the Project design. The NCI Project has been designed so as not to preclude the addition of south facing ramps in the future. It has also been designed to accommodate future likely roading upgrades, but only where that accommodation has not resulted in a greater level of adverse effects or the need to acquire additional land.

3.4 The evidence for Kiwi Self Storage raises concerns regarding impacts on vehicle manoeuvring on site. Aurecon has modelled the impacts on the trucks which Kiwi Self Storage advised were likely to use the site. This

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<sup>2</sup> Rebuttal evidence, sections 2 and 3.

modelling showed the vehicles will be no less constrained than is currently the case.

- 3.5 The Kiwi Self Storage evidence also suggested changes to the Project to protect visibility of the site. Some of these changes would require design departures, and they also have the potential to change Project costs.
- 3.6 The evidence of Ms Barrett for AC, and Ms King for AT, suggest a number of Shared Use Path ('**SUP**') works which could be added to the Project. Further connections or changes are not required to make the SUP safe, to comply with the relevant standards, or to mitigate any adverse effects of the Project. The preferred design does not preclude these additions from being provided in the future, but they are not within the scope of this Project. Some of the additions would require further land acquisition.
- 3.7 Ms Barrett and Mr Tindall for AC both question whether further facilities should be provided for pedestrian and cyclist crossings of SH18. My evidence sets out options considered as part of the Project.
- 3.8 I agree with Mr Tindall that further facilities for cyclists should be added at the junction of McClymonts Road and Elliot Rose Avenue, and at the SUP connection to Rosedale Road. I consider both of these could be resolved during detailed design. I do not agree that any changes are required to the designation or resource consents in response to the matters raised by Mr Tindall.
- 3.9 Mr Fogarty suggests a number of design changes to the Project. I agree with him that the existing T2 lane at Constellation on-ramp should be extended and see no reason why it cannot be. I do not support any of Mr Fogarty's other suggested changes to the Project design.
- 3.10 My rebuttal evidence appended plans showing:
- a A possible bridging option near the Waste Management site, which would reduce the impacts of the Project; and
  - b The overbridge to Albany Bus Station showing the refined structural arrangement for the overbridge (signalled in my EIC).

#### **4 Changes to evidence as a result of conferencing**

- 4.1 I took part in the expert conferencing session Transport and traffic: Site specific impacts on 23 June 2017.
- 4.2 My evidence has not changed due to this.



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**David Gary Moore**  
**17 July 2017**