

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

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

Summary statement of Andrew William Hale for the New Zealand Transport Agency (Project Design)

Dated 17 July 2017

KENSINGTON SWAN

18 Viaduct Harbour Avenue Ph +64 9 379 4196
Private Bag 92101 Fax +64 9 309 4276
Auckland 1142 DX CP22001

Solicitor: C M Sheard/N McIndoe
christina.sheard@kensingtonswan.com/
nicky.mcindoe@kensingtonswan.com

SUMMARY STATEMENT OF ANDREW WILLIAM HALE 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 chief¹

2.1 An indicative programme and construction staging have been prepared for the purposes of identifying and assessing the actual and potential environmental effects of the Project associated with construction. The construction of this Project will be undertaken concurrently in several locations along the Project alignment.

2.2 The construction of the Project is likely to take approximately 3.5 years, commencing around June 2018 with completion expected around September 2021. This duration will be dependent upon the constructor's construction methodology and programme, and whether the land required for the Project is acquired at an appropriate time to suit the construction methodology. It is likely that some enabling works could commence prior to June 2018, potentially as soon as January 2018 when a constructor is set to be appointed.

2.3 The indicative construction methodology, staging and programme for the Project has considered the potential temporary traffic impacts arising from Project works on and around live transport corridors including SH1, SH18 and the surrounding local road network. As such, the construction of the Project will result in disruption to the existing transport network. A range of temporary traffic management measures have been proposed to mitigate these effects.

2.4 The concerns raised by Kiwi Self Storage Limited (Submission 126352) and National Mini Storage Limited (Submission 126165) can be mitigated through the Construction Environment Management Plan ('**CEMP**') and

¹ EIC, section 5.

the Stakeholder and Communications Plan ('SCP') once a constructor has been appointed and their construction programme and methodology has been confirmed.

3 Summary of rebuttal evidence

- 3.1 In my rebuttal evidence, I addressed matters raised in the evidence of:
- a Kiwi Self Storage Ltd – Corporate (evidence of Messrs Fraser and Trautvetter);
 - b Auckland Council – Public Open Space and Community Facilities (evidence of Ms Barrett); and
 - c Auckland Transport – Public Transport, Operational (evidence of Mr Maule).

4 Changes to evidence as a result of conferencing

- 4.1 I took part in the "Transport and traffic: Construction" expert conferencing session on 22 June 2017 as well as Noise and Vibration impacts conferencing session on 27 June 2017 and on the morning of 28 June 2017.
- 4.2 My evidence has not changed due to this.



Andrew William Hale

17 July 2017