

MT MESSENGER BYPASS PROJECT: SUMMARY OF EVIDENCE OF PETER ANTHONY ROAN (OVERALL PLANNING ASSESSMENT, CONDITIONS AND MANAGEMENT PLANS) FOR THE NZ TRANSPORT AGENCY

1. I have been involved in the Mt Messenger Bypass project ("the Project") since early 2017 and hold the role of Planning and Environmental Manager in the Alliance. I was the lead author of the AEE report and coordinated preparation of the supporting documentation, including the suite of environmental management plans. I led the development of the proposed conditions, which have continued to evolve since lodgement of the Applications in December 2017.
2. Since March 2017 I have travelled to Taranaki on roughly a fortnightly basis to meet with key stakeholders and with the councils. I have been a lead member of the Alliance's stakeholder engagement team and since March 2017 have been involved in:
 - (a) numerous hui with the Ngāti Tama Runanga, and attendance at wider hui-a-iwi;
 - (b) regular meetings with DOC, including facilitating discussions between DOC and Alliance experts;
 - (c) attending public open days in New Plymouth, Urenui and Mokau in June 2017 and in February 2018;
 - (d) presenting to local interest groups; and
 - (e) attending meetings with most of the directly affected land owners.

Overall planning assessment, conditions and management plans

3. My evidence includes an overall planning assessment of the effects of the Project on the environment, based on the Technical Reports provided with the Application, the evidence of other Transport Agency witnesses and discussion with these experts throughout the Project, and my own planning analysis. Mr Dixon addresses an overall assessment of the relevant statutory planning matters. My evidence also explains the designation and resource consent conditions proposed by the Transport Agency for the Project. In doing so, I explain the approach taken to the management of effects in the design and construction of the Project and through development of conditions and management plans.
4. The Project is located in a rural environment with pastoral farming characterising much of the land use within the valley flats north and south of Mt Messenger. The lowland areas are separated by steep hill country with areas of contiguous vegetation, adjoining the DOC Mt Messenger Forest to the east, and the forested Ngāti Tama land west (Parininihi) and east of SH3. There are a number of cultural, ecological and landscape features of value within the wider Project and surrounding area.
5. The route selection process and consideration of alternatives, along with design development of the Project, has been undertaken cognisant of these significant

features, and has sought to avoid adverse effects on the environment to the extent practicable.

6. The Project will result in significant positive effects. The Project will provide significant transport and economic benefits for the Taranaki region, along with local community and social benefits through improved wellbeing and way of life. In addition, and overtime, it will provide significant ecological and biodiversity benefits through the mitigation and biodiversity offset package, which will enhance the ecology values of the Project area and surrounding environment.
7. The effects of the Project on the cultural values of Ngāti Tama have been acknowledged by the Transport Agency and an extensive process of engagement has occurred. This has included Ngāti Tama providing inputs through the assessment of alternatives process. Mitigation to address the effects of the Project on Ngāti Tama and their cultural values has been developed. An important part of this mitigation has been the establishment of a Kaitiaki process through which Ngāti Tama have provided and will continue to provide input to the development of the Project design and construction method.
8. Construction and operation of the Project will result in adverse effects on the environment, some short term; others permanent and longer term. Adverse effects on terrestrial ecology will arise from vegetation clearance and the loss of habitat for fauna species. Freshwater ecology effects will arise from the modification to watercourses, and the discharge of sediment from earthworks. Adverse landscape, visual and natural character effects can also be expected during construction and into the operational phase of the Project.
9. The Project requires the acquisition of land from a number of local rural landowners, which includes a substantial part of the Pascoe property. The Transport Agency has undertaken extensive engagement with these landowners, as described by Mr Napier. Ms Turvey has highlighted the uncertainty that comes with this process for landowners and I acknowledge that, particularly with respect to the Pascoe's, and note that ongoing engagement is continuing.
10. The physical construction works will also result in temporary localised effects to the small number of people living in proximity to the Project. These effects will relate primarily from construction related traffic and works on SH3 which may impact road users. The site is largely remote from neighbours and occupied dwellings, and other construction related effects such as construction noise or dust are expected to be minor.
11. Where avoidance of adverse effects was not practicable, a comprehensive package of measures has been developed to mitigate, remedy, offset or compensate both the short term and permanent long term potential adverse environmental, cultural and social effects of the Project. The measures are set out in the proposed designation and

resource consent conditions, and include a suite of fulsome and comprehensive management plans. Elements of this package have been developed in consultation with key stakeholders, including Ngāti Tama and DOC.

12. The proposed conditions require the Project to be built in general accordance with the information provided in the NOR and Applications, the drawing set provided to the hearing, and the management plans. The proposed conditions also set out various standards, controls, and requirements to manage actual or potential adverse effects during and after construction works and these provisions are taken through into the management plans. The plans establish clear objectives and performance standards and describe the methods of implementation.
13. The management plans and conditions have been developed with extensive inputs from the subject matter experts, designers and from the construction team. Development of the management plans has drawn on the extensive experience in construction and environmental management from within the Alliance. These inputs have enabled the development of 'construction ready' management plans. The fully developed management plans and the appointment of the Alliance to deliver the Project in accordance with the plans provides a high level of certainty that the Project can and will be constructed and operated to comply with the conditions.
14. In particular, the ELMP provides certainty that the effects of the Project on ecosystems and biodiversity can be mitigated and offset, and that the Project will deliver important positive biodiversity outcomes. The LEDF describes how landscape outcomes have been and will be incorporated into designs to mitigate landscape, natural character and visual effects. The CWMP and SCWMPs describe how land clearance and earthworks will be managed and monitoring undertaken. These plans (and a suite of other plans) will be implemented through a CEMP, and all describe how effects will be managed through construction (and beyond).
15. Further refinements to the Project have occurred since my EIC was filed, including expanding the PMA to 3,650ha; adding a pest free lizard area; revising the Vegetation Removal Protocol; altering the drainage design, including to address the recent fish passage guidelines, and removing a culvert and changing one to a bridge; and updating the full suite of management plans and conditions. Based on the supplementary evidence of the ecology experts, these changes will all further avoid, remedy, mitigate, offset or compensate for the ecological effects of the Project, and provide for positive ecological and biodiversity outcomes.
16. Overall, and relying on the evidence presented by the experts, it is my view that the Project will result in a wide range of positive effects. There will also be adverse effects, however, it is my view, informed by the experts, that the range of measures proposed by the Transport Agency and required through conditions on the designation and

resource consents, appropriately avoid, remedy, mitigate, offset or compensate for these effects.

Response to NPDC and TRC Section 42A reports

17. My evidence responds to the planning issues raised in the NPDC and TRC Section 42A reports. The substantive matters are outlined as follows:
- (a) Management plans: If the NOR and Applications are approved, the intention is for the management plans to also be approved following the hearing process. To address recent questions raised by the Councils, minor amendments have been made to the CEMP and CLMP, and to the CWMP and 3 SCWMPs. I understand that the Councils are now generally satisfied with those plans (and the various other Management Plans). I note that discussions with TRC are continuing in relation to the CWDMP, and that changes are being made to the ELMP.
 - (b) Other conditions: A number of further changes to conditions have been proposed following ongoing discussions with the Councils, and a revised Condition set has been filed with my supplementary evidence (dated 17 July 2018). An ecological review panel Condition has also been proposed in my rebuttal evidence. This process has resolved many of the previous areas of disagreement.

Response to submissions

18. I summarise my response to key submissions as follows:
19. Te Runanga o Ngāti Tama: I have outlined above how the Transport Agency has acknowledged and takes very seriously the concerns that Ngāti Tama have raised through their submission. Mr Dreaver has broadly described the measures that have been proposed that will enable cultural effects to be addressed and I have outlined the kaitiaki process (that has been proposed in conditions).
20. DOC: Significant changes have been made to the ecology and biodiversity offset package following discussions with DOC, including increasing the PMA area to 3650ha, inclusion of the lizard enclosure, revisions to culvert design (for improved fish passage). Relying on the advice from the Transport Agency's ecology experts, I consider that this package will create significant positive ecological effects, that the biodiversity gains will be enduring, and that they will be significantly greater than the residual ecological effects of the Project.
21. In addition, and in relation to the Te Korowai submission and the evidence of Mr Carlyon, I comment in my rebuttal evidence on how the consideration of cultural effects and mitigation has been made in relation to Ngāti Tama as a whole. I also note that I have now participated in two hui (2 June and 25 July) where information on the Project has been shared with members of the Te Korowai group.