

IN THE MATTER OF

the Resource Management Act 1991

AND

IN THE MATTER OF

Notices of requirement for designations under section 168 of the Act, in relation to Te Ahu a Turanga; Manawatū Tararua Highway Project

BY

NEW ZEALAND TRANSPORT AGENCY
Requiring Authority

**ADDENDUM TO STATEMENT OF EVIDENCE OF AMELIA LINZEY (SOCIAL
IMPACT) ON BEHALF OF THE NEW ZEALAND TRANSPORT AGENCY**

25 March 2019

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INTRODUCTION

1. My name is **Amelia Linzey**.
2. I submitted a statement of expert evidence on Social Impacts ("**EIC**") on behalf of the New Zealand Transport Agency ("**Transport Agency**") dated 8 March 2019.
3. I have the qualifications and experience set out in my EIC.
4. I repeat the confirmation given in my EIC that I have read the 'Code of Conduct' for expert witnesses and that my evidence has been prepared in compliance with that Code.
5. In this addendum I use the same defined terms as in my EIC.
6. In this addendum to my EIC, I respond to points made in the expert evidence of Michael Briggs on behalf of the Director-General of Conservation.

RESPONSE TO EXPERT EVIDENCE OF MICHAEL BRIGGS

7. Mr Briggs seeks that the conditions specifically require the effects on users of the Manawatū Gorge Scenic Reserve Car Park and Visitor area to be managed; including separate Manawatū Gorge Scenic Reserve Car Park Management and Reinstatement Plans, prepared in consultation with DOC and community representatives.¹
8. I consider that Condition PN.2(c)(i) provides sufficiently specific requirements for managing the effects on users of the Manawatū Gorge Scenic Reserve carpark and visitor area, as the condition requires the provision of parking over the construction and reinstatement works to be set out in the Manawatū Gorge Scenic Reserve Car Park Management and Reinstatement Plan. Specifically, the Reinstatement Plan requires that, during construction and on reinstatement, parking provisions must be sufficient to cater for visitor numbers as at 31 October 2018.
9. I note also the wider suite of conditions referring to management plans and the role of the Community Liaison Group (see amendments to the Community Liaison Group (**CLG**) - Condition 8, and recommendations put forward to amend the Landscape Management Plan, Construction Environmental Management Plan and the Reinstatement Plan to include reference to the CLG). Together, I consider these conditions and management plans are sufficient to address the potential adverse social

¹ See paragraphs 9.5 – 9.9 of Mr Briggs' evidence.

impacts arising from this disruption. I do not consider multiple car park management plans are necessary.

Amelia Linzey

25 March 2019