

# From Here to Construction

## The approvals process



### WHAT DO WE NEED TO CONSIDER WHEN APPLYING FOR CONSENT?

- Natural Environment** (water quality, hydrology, terrestrial and freshwater ecology)

To flatten the land enough to form a safe State Highway we'll need to move dirt. As part of the resource consenting processes we must explain who, what, when, where, how and why we are moving the dirt and also work out how we can manage any effects; see the construction poster for the ways we'll do this.

We have a range of technical specialists, including an ecologist, an acoustic engineer (noise and vibration) and a landscape architect assessing the current environment and any possible changes that may occur.

Working with the project designers, they are developing an Environmental and Cultural Design Framework to guide the future detailed design work. We are involving local iwi and councils in this process to help ensure that the design responds appropriately to the area and the environment. We're also talking to Department of Conservation (DoC) and other key stakeholders.

- Culture and Heritage** (cultural, archaeological and build heritage)

We are working with iwi and Heritage NZ to identify known areas of significance and historical value, working to avoid - and where possibly enhance - them as reasonably practical. Soon we'll start to talk through protocols; in the event that unexpected discoveries occur.

Currently we are working with local iwi to help understand the story of this area, what it means to the people and how the land connects to the past, other regions and our future. It is important that we express and respect this story in the design of the road.

- Human Health** (noise, vibration)

State Highways generate a known level of noise, as does construction and use of construction equipment. We have asked an acoustic engineer to help us to identify specific effects of any noise and vibration. This advice will help us to manage noise levels and help ensure the noise heard by residential dwellings doesn't exceed noise standards that would affect human health.

- Social Impacts**

A social impact assessment is being undertaken to identify effects on local communities during construction and once the road is opened.

- Landscape and Visual Effects**

We have landscape architects assessing the changes and working with the project designers to help ensure that the landscape and visual effects are managed as best as possible.



#### RMA APPROVALS: EARLY BIG PICTURE

After talking with the Manawatū District Council, Palmerston North City Council and Tararua District Council we've agreed to obtain RMA approvals in a staged process, with the first stage being to designate a corridor within which the new road will be constructed and operated. This application will be lodged with the local councils so that everyone can remain involved.

**Why?** This process can be the most time efficient and means that we can get our designation in place for the project quickly. This process also means that the local community has the opportunity to remain involved. The designation will define our road corridor, the land required for the project and perform a high level effects assessment.

Once we have further developed the detailed design, we will apply for resource consents from Horizons Regional Council to authorise earthworks and work in rivers and streams, including any discharges. As part of this, we will identify how the effects from the construction and operation of the new State Highway on local communities and on the landscape will be managed.

#### DETAILED DESIGN: REFINING THE CONCEPT

We understand that it is important that we build and open the new State Highway as quickly as possible. We are bringing the design and construction teams together now so that we can develop the design of the new road as efficiently as possible.

Once the designation is in place we will begin developing our detailed design. The detailed design will confirm what the new road will look like, including bridges, embankments, batter slopes and landscaping areas.

This process will involve councils, iwi, local communities and other stakeholders as we seek to develop a design that can be constructed quickly, while also appropriately managing any effects.

Construction and environmental management plans that will guide our management of the interactions between the construction activities, the landowners, service providers, communities, the environment and eco systems.

The design work and resource consenting process may be staged to allow the construction of the new road to commence as quickly as possible and minimise potential effects.

#### OUTLINE PLANS: ADDITIONAL CONSENTS AND OTHER APPROVALS

Our detailed design will allow us to apply for resource consent with Horizons Regional Council to authorise earthworks, vegetation clearance and works in streams and rivers.

Here's where we "get donkey deep in the detail" to ensure the Horizons Regional Council are satisfied that we are appropriately managing the potential effects from the construction and operation of the new road.

Outside the RMA process there are other approvals which we will also require, for example we will apply for an archaeological authority from Heritage New Zealand.