

**IN THE ENVIRONMENT COURT
WELLINGTON REGISTRY**

**I TE KŌTI TAIAO O AOTEAROA
TE WHANGANUI-A-TARA ROHE**

ENV-2023-WLG-000005

UNDER the Resource Management Act 1991 (the Act)

IN THE MATTER the direct referral of applications for resource consents and notices of requirement under sections 87G and 198E of the Act for the Ōtaki to North of Levin Project

BY **WAKA KOTAHİ NEW ZEALAND TRANSPORT AGENCY**

Applicant

STATEMENT OF EVIDENCE OF MICHALA LANDER ON BEHALF OF HOROWHEUA DISTRICT COUNCIL AND KĀPITI COAST DISTRICT COUNCIL

SOCIAL IMPACT

Dated: 26 September 2023

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A. INTRODUCTION

- [1] My name is Michala Lander. I am a Technical Director of Social Planning at GHD. I have been in that position since 2017.
- [2] I prepared a report (required by section 198D of the Resource Management Act 1991 (“**RMA**”)) on the Notices of Requirement (“**NoRs**”) lodged with Horowhenua District Council and the Kāpiti Coast District Council (the “**District Councils**”) relating to the Ōtaki to North of Levin Highway Project (the “**Ō2NL Project**” or “**Project**”). My report was prepared on behalf of the District Councils and was dated 28 April 2023 (“**s198D Report**”).
- [3] My s198D Report addressed the social impacts of the NORs.
- [4] I confirm I have the qualifications and experience set out at paragraphs 7 - 11 of my s198D Report.
- [5] Since filing my s198D Report I have reviewed the evidence of Waka Kotahi and participated in expert conferencing on social impacts. The output of that conferencing was a joint witness statement dated 24 July 2023 (the “**Social Impacts JWS**”). I confirm the contents of the Social Impacts JWS. I discuss any remaining issues and/or related conditions below.
- [6] On 22 August 2023, I conducted a site visit where I drove the route to observe the social context of the existing environment. During this site visit I reviewed the locations of social infrastructure located in close proximity to the corridor to confirm the potential social impacts that have been identified within Technical Assessment E: Social Impact and the evidence provided by Waka Kotahi. I was unable to complete the site visit any earlier as I have a young baby and was not able to travel.

B. CODE OF CONDUCT

- [7] I repeat the confirmation provided in my s198D Report that I have read and agree to comply with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. This evidence has been prepared

in accordance with that Code. Statements expressed in this evidence are within my area of expertise.

C. SCOPE OF EVIDENCE

- [8] My evidence addresses the following:
- (a) The extent to which issues identified in my s198D Report have been resolved through Waka Kotahi evidence, expert conferencing and mediation.
 - (b) Conditions.
- [9] In preparing this evidence I have reviewed the following reports:
- (a) The Social Impact Technical Assessment by Jo Healy attached as Technical Assessment E to the Assessment of Effects on the Environment for the Project.
 - (b) The statement of evidence of Jo Healy on behalf of Waka Kotahi NZ Transport Agency dated 4 July 2023.
 - (c) Statements of evidence from Shelly Warwick, Richard Schimpf, Arthur Yeo and Steve Lewis, including an opening statement, lodged by the Kapiti Equestrian Advocacy Group, Horowhenua Equestrian Advocacy Group and the NZ Equestrian Advocacy Network.

D. OUTSTANDING ISSUES

- [10] On review of my s198D Report, the Waka Kotahi evidence and the Social Impact JWS, I am of the view that there are no outstanding issues remaining in relation to social impacts.
- [11] I note that I wanted to see information and evidence from the s274 parties representing equestrian interests before reaching a final view on the matter of the absence of provision for a bridleway as part of the Ō2NL Project.

Bridleway

- [12] The absence of provision for a bridleway has resulted in a need to assess whether or not there is an RMA effect on the environment arising from the Ō2NL Project. 17 submissions were received expressing concern about the lack of any bridleway being included in the design, when both M2PP and PP2O (adjoining expressways) do incorporate a bridleway into their multiuse pathway designs.
- [13] I did raise this issue during expert conferencing (briefly, as the equestrian interests attended a separate session), and was provided with helpful further information following that conferencing, including a map of equestrian facilities in close proximity to the Project.
- [14] I have also carefully reviewed the evidence and information provided by the section 274 parties.
- [15] While this material expresses valid and genuinely held concerns about the absence of a bridleway, including in relation to safety and discrimination towards equestrians as lawful road users, I have not identified any adverse effect on the environment created by the Ō2NL Project that requires or demands an RMA response. While the adjoining expressways of M2PP and PP2O have incorporated a bridleway into the design of a multiuse pathway, and this may seem to create a precedent for incorporating a bridleway, this does not in my view result in an RMA effect.

E. CONDITIONS

- [16] I have reviewed the draft conditions updated by Waka Kotahi following mediation and circulated to the parties on 4 September 2023. I am comfortable with those conditions.

Michala Lander

26 September 2023