

Funding

A funding strategy has been developed and forwarded through to Transfund to inform them of Transit's strategy for requesting funds for TGM. Transit will seek funding in stages, as each stage is scoped and developed. This approach will provide maximum accuracy, and minimise risk for Transfund.

The funding request will be updated, as each stage becomes clearly defined.

Designation Appeals

A designation (with interim effect) for TGM currently exists, however there are outstanding appeals to this designation, which are required to be resolved.

There are currently 5 outstanding appeals. The parties involved are:

- Wyatt
- Paremata Residents Association (PRA)
- Wellington Regional Council
- Warburton and Lewis
- Tawa Community Board (TCB)

Transit are close to resolving the WRC appeal. This appeal is related to the concerns of the WRC in relation to access, and services through Belmont Park.

The 3rd session of mediation with TCB occurred on 18 May. TCB's primary concern is with increase noise from a connection at Linden, and are trying to get TGM connection shifted to Takapu Valley. This is unlikely to change, if the mediation does not resolve the issue Transit will consider any further mediation to be ineffective and move toward a court decision.

The TCB appeal outcome will strongly influence the appeal of Warburton and Lewis. Their appeal is also primarily focussed on noise issues that will affect them as a result of TGM connection at Linden.

The PRA appeal which seeks a reduction of planting retirement time from 8 years to 3 years is being strongly supported by Transit, as it provides the 'vehicle' for constructing TGM early. Transit is currently conducting the relevant work, and negotiation to ensure this appeal remains before the court. (refer to the Early planting section of this update)

Early Planting

The Early planting activity is related to the condition of the designation for TGM, which states that areas of land which will provide secondary silt entrapment measures, must be retired, and planted for a period no less than 8 years. The PRA appeal seeks to reduce this retirement period to 3 years.

Currently negotiations are occurring with the WRC and Department of Conservation (DOC) to try and attempt to split this appeal into 2 parts. Transit is seeking to gain agreement from WRC on the position and type of planting required in the retirement areas, and get this planting underway. Then once the planting is established, try to gain agreement on the period of retirement, either 8 or 3 years.

Transit has requested \$ 0.5 M funding from Transfund to enable the first 3 of 12 retirement areas to be planted in 2001/2002. The land required for retirement areas are currently owned, attempting to be purchased or have long term lease arrangements being negotiated.

Cost Refinement

Transit as part of the Stage 2 Investigation phase will refine the construction costs for TGM. WRC will be responsible for determining the growth of population, and subsequent TGM benefits from the traffic modelling. The WRC have undertaken to refine initial traffic estimates, and growth forecasts of the region in the next 18 months. Transit and WRC will together present these findings to Transfund, and gain and staged approval of the benefits and costs of the project.