



Report **06.349**
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Committee **Regional Land Transport**
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Transmission Gully Motorway (TGM) - Project update

1. Purpose

To update the Committee on progress with the Transmission Gully Motorway project.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

The TGM is a significant part of the Western Corridor Plan. The Committee has asked for regular updates of this project, as it progresses through its various stages. Transit New Zealand, as the lead agency, will provide these updates for the Committee.

4. Project status

Following on from the budget appropriation of \$80M towards the investigation of TGM, Transit has included the preliminary investigation phase in 2006/2007 with further investigation and preliminary design in the following three years.

The focus of the work is to confirm the scope of the project, refine the cost estimate for TGM and develop a draft funding package for agreement with the key regional stakeholders and central government, as well as investigating other potential revenue sources.

5. Scope of the investigation and preliminary design phase

This phase will include a Land Transport Management Act review, preliminary geotechnical investigations, ground survey, a preliminary design layout, and refinement of environmental effects, refining of costs and applying for resource consents.

6. Transit project management

Transit is currently undertaking the initial project management planning work to ensure the most cost and time efficient approach is adopted. TGM would be one of the largest projects ever to be constructed in New Zealand and Transit is in the process of establishing a dedicated multi-disciplinary project team for its development.

Transit will be working closely with consulting and contracting suppliers to ensure their best skills and resources are secured early in the development and delivery of the project. This is likely to include outsourcing of key roles in the project delivery team where appropriate and needed to ensure the right skill sets are in place.

7. Property acquisition

Greater Wellington Regional Council and Transit currently hold between them 21 parcels of land out of 66 required in total.

Transit is currently updating its property acquisition strategy to determine the most fair and reasonable, as well as efficient, approach to purchasing land. This includes leasing where the existing owner has a short-term use for the land. In addition Transit is working with owners and developers who may be looking to subdivide their properties, as well as prioritising the short and long-term needs of the project.

Where land is needed ahead of construction, for retirement and early planting for example, negotiations with land owner are either well underway or about to begin.

8. Environmental mitigation

The Transmission Gully Motorway designation, affecting Porirua City Council and other councils, was notified in July 1996. The Commissioners appointed by the affected councils to hear submissions on the designation recommended that the designation be approved subject to certain terms and conditions.

In September 1997, Transit New Zealand notified its decision accepting the recommendations with minor modifications. One of the conditions was to advance ecological mitigation ahead of any construction, in accordance with an agreed land retirement and planting plan. The purpose is to minimise any adverse environmental effects associated with large earthworks. These effects could include soil erosion and sediment run-off that could damage in-stream habitats. This planting will also enhance the environment and aesthetics along the route.

The ecological mitigation involves fencing off and retiring from pastoral farming a total of 11 'retirement areas', comprising in total 44 hectares. Nine are key areas of catchments that drain into the Pauatahanui Inlet and the appropriate control and management of other productive uses or activities.

Planting with native trees and controlling animal and plant pests is also required.

Planting began in 2001 behind the Pauatahanui Golf Course with 5,000 plants. Since then, larger scale planting has been completed in a further four areas. In addition, Transit owns a further two areas and will be planting those as soon as the plants have been grown from seeds sourced from the ecological area.

Approximately 100,000 new native plants in the area have been planted, out of a planned total of nearly 150,000.

9. Stakeholder liaison

Transit will be liaising closely with key stakeholders, at all levels, in developing the macro scope of the project and determining the key steps needed to achieve the desired outcomes of the investigation and preliminary design phase. Transit is currently working on draft protocols around how this liaison will be managed.

10. Forward programme

There are a large number of actions that are required to progress the investigation and preliminary design of TGM. Many of these are interdependent and an important part of the early planning is to determine the most efficient way to achieve the necessary outcomes.

Key steps include determining the macro scope of the project and understanding the wider implications of a TGM project on the state highway and local transport network. Other work is focussed on determining what opportunities exist to reduce the total project cost and/or identify potential revenue sources, and what information is required to allow agreements reached and decisions to be made. This is likely to include risk management and value engineering workshops.

Initial investigations to be undertaken include further traffic modelling, preliminary geotechnical testing and possible ground survey.

11. Communication

Transit New Zealand will continue to manage communications associated with this project.

12. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

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