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## MEMORANDUM

22 June, 2001

File:

**To:** Cr Gibson  
**Copy To:** All Councillors  
**From:** Jane Bradbury  
**Subject:** **Early planting for Transmission Gully**

<b>For Your:</b>	<b>Action</b>	<b>Comment</b>	<b>Information</b>
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### **Question:**

You have asked for information about the early planting for Transmission Gully (phone call to Jane Bradbury, 21 June 2001). You asked particularly whether any political direction was involved or required and what the ramifications of early planting are for the starting date of Transmission Gully.

### **Answer:**

#### **“Early planting”**

In terms of mitigating the effects of sediment run-off, erosion and stream habitat damage caused by the construction of Transmission Gully, the conditions agreed during the Designation process included land retirement at least 8 years before construction, to be followed by planting. A management plan for the planting was to be agreed by the relevant territorial authority 6 months before construction commenced.

Besides the designation and its conditions, resource consents are needed from the Regional Council. These have not yet been sought, but it has always been understood that the designation conditions and the resource consent conditions would, **together**, address effects arising from the development of the motorway.

The Paremata Residents Association wanted to remove any need for delaying the commencement of construction, and appealed the designation decision. They sought to have the 8 year retirement period reduced to 3 (or no years, ideally, but their appeal says 3). The Regional Council and Department of Conservation have registered as parties to this appeal.

During the last 12 months or so, Regional Council and Department of Conservation staff have met with Transit and their consultants to discuss ways in which effects might be effectively managed if

the advance planting and retirement period was reduced. These discussions continue, and are tied up with information needs for the resource consents that will be required from the Regional Council.

**Is any political direction involved or required?**

The Regional Council's political direction is derived from its policy documents - the Regional Land Transport Strategy, the Regional Policy Statement and regional plans. Essentially the Council wishes to see early construction of Transmission Gully while avoiding, remedying or mitigating adverse environmental effects. Key to this are the potential adverse effects on Pauatahanui Inlet.

A comprehensive report outlining the Council's involvement from an environmental perspective was presented to the April meeting of the Regional Land Transport Committee (Report 01.209).

**Ramifications of early planting for the starting date**

There is a direct relationship between the start date for construction and land retirement and planting. As outlined above, the Designation currently requires that land retirement followed by planting occur at least 8 years prior to construction.

Reduction of the 8 years and/or delays in commencement of retirement and planting can potentially have a direct bearing on the starting date.

**Our position**

As noted above, we do not have any information about how Transit will address effects through consents sought from the Regional Council. This is not likely to be provided in the short term because Transit has not got funding to do the necessary work.

In our discussions about reducing the full retirement period of 8 years through the appeal process, we are being cautious about agreeing to Transit going ahead with any planting at this stage without providing a link between this action and a range of others that are needed.

We have suggested that Transit concentrate on acquiring the necessary properties, fence the land and retire it rather than trying to get some planting completed this winter. We have written to Transit suggesting this, and indicating that waiting until next planting season would give them time to submit the resource consent application to us, and then we could see how the various parts of their effects management fit together. Officers at the Department of Conservation and Porirua City Council support this view.

We think this is likely to be the most effective way of making progress with the project whilst also safeguarding the environment.

I hope that this information answers your questions.

Jane Bradbury  
Divisional Manager, Environment