**By Email**

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File Ref: OIAP-7-13786

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Dear Mr Warburton

Request for information 2019-392

I refer to your request for information dated 28 December 2019, which was received by Greater Wellington Regional Council (GWRC) on 28 December 2019. You have requested the following information:

“Please provide information that will allow me to understand how the part of Belmont Regional Park on the western side of the Transmission Gully Motorway is able to be accessed by the public from the part of Belmont Regional Park on the eastern side of the Transmission Gully Motorway, and vice versa.

Or in other words, how is the western part of the Park connected to the eastern part, if at all.

GWRC's online maps are not clear about this.

If there is a requirement under the RM Act, or other mechanism, upon NZTA to provide linkages across, over or under the Transmission Gully Motorway, please provide me with sufficient detail so I can understand what is required, by whom and when.”

**GWRC’s response follows:**

A Memorandum of Agreement (MoA) was signed between the Crown / New Zealand Transport Agency (NZTA) and GWRC in 2014 which outlines all requirements and conditions in regard to the Transmission Gully project. This agreement includes the reinstatement of tracks and other park infrastructure (including that required for farming). It is the responsibility of the NZTA to deliver the requirements identified in the MoA via the road construction contractor. The delivery of the track reconnections (among other requirements) are to coincide with the opening of the motorway, on a date in 2020 to be advised.

In that MoA, GWRC and NZTA agreed that the Transmission Gully Motorway project required closure of the cross park connections for the duration of the construction programme. To ensure a safe working environment construction activity has been separated from users and parks/ farming operations as much as is practicable, retaining recreational access to vantage points for visitors to view progress.

Walking, cycling, equestrian and park operations connections will be reinstated as part of the construction project. The road constructors, NZTA and GWRC officers are planning for this now, and with the final bulk earthworks nearing completion, construction of the reconnections can begin. The design of all tracks is to be agreed with GWRC with the following key criteria:

1. To achieve multi use functionality, particularly within the Cannons Creek area;
2. To provide “tramping” grade tracks which generally follow the lie of the land. The track alignment should follow the less steep grounds along ridges and spurs and provide adequate visual and physical separation from the highway;
3. Track surfaces will generally be the natural ground;
4. Native vegetation removal will be avoided or, if unavoidable, minimised;
5. Direction signs are to be placed at all track entrances, and at junctions or crossing points where there is a risk of getting lost;
6. Underpasses and bridges should offer a straight route so that one end of the underpass is visible from the other. Bends and angles in the underpass should be avoided as they create hidden places which encourage vandalism, crime and anti-social behaviour;
7. Underpasses should be at grade with the surrounding land; approach ramps being gradual enough to accommodate pedestrians and cyclists safely and provide sufficient forward visibility; and
8. Adequate drainage systems in the underpasses will allow for satisfactory disposal of run-off and prevent flooding and pooling.

The attached maps (Attachment 1) show indicative reconnection locations for the tracks which have been severed through the construction period. A new car park and entry point will be developed at the Takapu Road park entry. Through the construction period a temporary access across Department of Conservation and Transpower land has been utilised. Once tracks are reconnected new information boards will be developed for park entry points and online maps updated to reflect the reopened track networks.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Naku noa, na

**Al Cross**

General Manager

Environment Group

**Attachment 1**: Three maps illustrating the track reconnection locations.