

By e-mail

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File Ref: OIAP-8-22680

Brian Warburton

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Dear Mr Warburton

Request for information 2019-392

I refer to your e-mail dated 1 February 2020 in relation to your request for information dated 28 December 2019 (our reference 2019-392).

Your e-mail makes two points in relation to Greater Wellington Regional Council's (GWRC) response to your request for information:

1. GWRC has not replied to the following aspect of your original request:

"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."

Your request was in relation to the public access to the part of Belmont Regional Park on the western side of the Transmission Gully Motorway (TMG) from the part of Belmont Regional Park on the eastern side of the TGM, and *vice versa*.

I have reviewed our original response dated 29 January 2020 and your e-mail dated 1 February 2020. Our original response explained that a Memorandum of Agreement (MoA) outlines all requirements and conditions in regard to the TGM, including New Zealand Transport Agency's (NZTA) responsibility for reinstatement of tracks. The time for track reconnections is to coincide with the opening of the motorway in 2020 (date to be advised).

Based on your follow-up e-mail, I am providing more detailed information. The following clauses of the MoA are relevant to your request:

- Clauses 22-23 deal with reinstating Belmont walkway and linkages at Bridge 20.
- Clause 23 (c) provides for all other public access tracks affected by TGM works to be relocated/restored to their former standard.
- Clause 27 (a) requires NZTA to provide legal access between the eastern and western parts of Belmont Regional Park under the TGM corridor at Bridges 18 and 19 (as shown on Plans AC16, AC17, and AC18 – **Attachment 2**).

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- Clause 27 (b) covers the standard/dimensions of the underpass at Bridge 19.
- Clause 27 (c) requires NZTA to construct tracks to restore the continuum of access tracks running parallel to the TGM corridor.
- Clause 27 (d) covers the reinstatement of the main east/west farm access track/laneway.
- Clause 27 (e) and (f) covers the standard of new tracks.
- Clause 28 provides the final design of tracks and underpasses to be agreed between NZTA and GWRC.

I have attached a copy of these clauses (**Attachment 1**).

Please note that the 'Owner' referred to in the clauses above is GWRC.

2. You asked for maps with legible annotations, noting that a thick black felt pen is not sufficient in this context.

There are no available TGM maps showing final reconnection alignments – they will become available when earthworks are completed and more detailed planning can commence. Therefore, on this basis, GWRC could have refused your request for maps under Section 17(e) of the *Local Government Official Information and Meetings Act 1987*.

However, to assist you, one of my staff members hand-drew the lines on the map to reflect the current discussions between the parties to date. The maps with these markings were provided to you on 29 January 2019.

There are better-quality historic maps, but they do not reflect the current status of the discussions between the parties. I have attached a copy of these maps in **Attachment 2**.

If you want to discuss this issue in more detail, please do not hesitate to contact Amanda Cox, Manager Parks (amanda.cox@gw.govt.nz).

Yours sincerely



Greg Campbell
Chief Executive

Attachment 1 – Relevant clauses

Attachment 2 - Plans