

Before a Board of Inquiry

Under the Resource Management Act 1991

In the matter of Notices of requirement for designations and resource consent applications for the Transmission Gully Proposal

Between **NZ Transport Agency**
Requiring Authority and Applicant

And **Porirua City Council**
Local Authority and Applicant

And **Transpower New Zealand Limited**
Applicant

**Statement of supplementary evidence of Lesley Ann Hopkins
for Transpower New Zealand Limited**

15 February 2012

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INTRODUCTION

1. My full name is Lesley Ann Hopkins.
2. I have the qualifications and experience set out at paragraph 3 of my first statement of evidence in chief, dated 18 November 2011 (EIC). I repeat the confirmation given in that statement that I have read, and agree to comply with, the Code of Conduct for Expert Witnesses (Consolidated Practice Note 2011).

TRACKING, EARTHWORKS AND CULVERTS

3. Since preparing my Evidence in Chief (EIC) and Rebuttal Statement, I have reviewed the *Peer Review of Sedimentation Controls for the Transmission Gully Project* prepared by Mr Gregor McLean of Southern Skies Environmental Limited.
4. On pages 3 and 4 of his report, Mr McLean provides brief comment on the Transmission Line Relocation Works. Mr McLean identifies that while he understands the approach of applying for regional consents for tracking, earthworks and culverts during the design phase of the Transmission Line Relocation Works, he does not support it in principle as he considers that there are a number of inter-related potential sedimentation effects between the Line Relocation Works and the main Transmission Gully Project that need to be considered as a whole.
5. My opinion on this matter differs and I consider that resource consents cannot be sought for these aspects until detailed site investigations and design is undertaken. At the present time there is too little certainty about tracks, earthworks and culverts to enable an appropriate assessment of effects to be made. That uncertainty will remain until the detailed design for the highway is undertaken, which will allow detailed design for the Line Relocation Works to progress. Any application made at this time for tracking, earthworks and culverts associated with the Line Relocation Works would have to be on such a broad 'envelope' basis that I do not consider it would allow meaningful consideration to be given to the likely effects, or their avoidance, remedy or mitigation.
6. I accept that there will be potential sedimentation effects from the earthworks, culverts and access tracks associated with the Line Relocation Works that should be evaluated in combination with the sedimentation effects of the highway development; but I am satisfied that this can and will occur

when future applications are made. The effects relating to those future applications will have to be assessed on a cumulative basis alongside effects of the project already consented. That will allow an assessment of the effects of the Transmission Gully Project as a whole.

Lesley Ann Hopkins
15 February 2012