

Before a Board of Inquiry  
Transmission Gully  
Notices of Requirement and Consents

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*under:* the Resource Management Act 1991

*In the matter of:* Notices of requirement for designations and resource consent applications by the NZ Transport Agency, Porirua City Council and Transpower New Zealand Limited 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*

Supplementary statement of evidence of Peter Arnold Bailey (PCC Link Roads) on behalf of the Porirua City Council

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Dated: 20 February 2012

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**SUPPLEMENTARY STATEMENT OF EVIDENCE OF PETER  
ARNOLD BAILEY ON BEHALF OF THE PORIRUA CITY COUNCIL**

**INTRODUCTION**

- 1 My full name is Peter Arnold Bailey.
- 2 I have the qualifications and experience set out at paragraph 1 of my statement of evidence in chief (*EIC*), dated 15 November 2011.

**SUITABILITY OF A STATE HIGHWAY 1 REVOCATION  
CONDITION**

- 3 During examination by Deputy Chairperson McMahon on 14 February, I was asked:<sup>1</sup>

*"From the Council's perspective, would you be opposed to any condition linking some of the enhancement and safety works associated with the project for - to State Highway 1, the State Highway 1 route?"*

- 4 My answer to that question was:<sup>2</sup>

*"No. No, I wouldn't."*

- 5 I have reflected further on my answer to that question, and wish to clarify the record.
- 6 In my role as a Porirua City Council (*Council*) officer, I do not consider that any condition is required regarding the handover of the section of the existing State highway 1 (*SH1*) to the Council, following any revocation decision by the Chief Executive of the Ministry of Transport.
- 7 In my view, matters associated with any such handover will be best covered by normal business between the NZ Transport Agency (*the NZTA*) and Council. To ensure clarity about the principles of how the revocation of the section of the existing SH1 route will be managed, the NZTA and PCC will, within the next three months, document these principles in a Memorandum of Understanding.
- 8 As such, the Council has the same position as the NZTA on this matter, and would oppose any condition being imposed. I do not consider that any condition that requires the NZTA to undertake

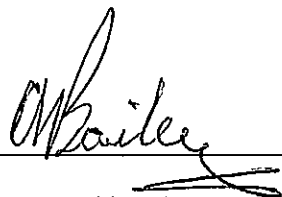
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<sup>1</sup> Transcript of Proceedings, Board of Inquiry, Transmission Gully Proposal, 14 February 2012, page 150, lines 7-9.

<sup>2</sup> Transcript of Proceedings, Board of Inquiry, Transmission Gully Proposal, 14 February 2012, page 150, line 10.

work along the existing coastal section of SH1 which is not necessary for the purpose of mitigating any adverse effects of the Transmission Gully Project, to be either appropriate or necessary.

- 9 For completeness, I have attached to my evidence a full copy of the relevant extract from the Transcript of Proceedings (**Appendix A**).

A handwritten signature in black ink, appearing to read 'P. Bailey', is written over a horizontal line. The signature is cursive and somewhat stylized.

Peter Arnold Bailey  
20 February 2012

**APPENDIX A – TRANSCRIPT EXTRACT – 14 FEBRUARY 2012**

**BOARD OF INQUIRY**

**Transmission Gully Notices  
of Requirement and Consents**

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**TRANSCRIPT OF PROCEEDINGS**

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**Board of inquiry**

**Transmission Gully Proposal**

**HEARING at ENVIRONMENT COURT, WELLINGTON**

**14 February 2012**

**BOARD OF INQUIRY:**

Environment Court Judge Brian P Dwyer

Environment Court Commissioner Russell Howie

Deputy Chairperson David McMahon

Glenice Susan Paine

David Mitchell

sure whether it's fully aware, the Council has done a complete evaluation of its storm water network and it has a large amount of upgrading that needs to be done to provide for the current development around the city. There's a number of areas where it's under capacity.

5 Q. Okay. And, and in terms of the storm water, then, in this area, is there anything in the Council long-term plan at this stage? Or is that, sort of, still going through the process?

A. We're, we're actually still going through the process, but there are projects in this area. They are small projects, as in a large number of  
10 small projects related to each storm water line.

**QUESTIONS FROM BOARD MEMBER HOWIE – NIL**

**QUESTIONS FROM BOARD MEMBER PAINE – NIL**

**QUESTIONS FROM DEPUTY CHAIRPERSON MCMAHON:**

15 Q. Were you present this morning when Mr Nicholson was giving evidence?

A. That's correct.

Q. You were? Thank you. And you would've heard the questions of the Board to Mr Nicholson regarding the, the revoking or revocation process associated with State Highway 1?

20 A. That's right.

Q. Yes. Were you satisfied with Mr Nicholson's description of that process? Did it accord with your understanding of how that handover might occur?

A. Yes, although I would say, in my experience, it's normally gone a little  
25 bit past when the – past the time of the finishing of the construction of the project.

Q. Yes.

A. My experience, it can go on for three or four years afterwards, and bearing in mind the issues and expectations, I think that could be quite a  
30 useful area because then the community can see the effects of the

reduction of traffic and tailor the measures to suit what it really looks like rather than speculate.

5 Q. So there's a – in your view it's important to not only have a sufficient lead-in to the revocation but also a sufficient post-revocation component also?

A. That's correct.

Q. From the Council's perspective, would you be opposed to any condition linking some of the enhancement and safety works associated with the project for – to State Highway 1, the State Highway 1 route?

10 A. No. No, I wouldn't.

Q. And would they be in accord with your own Council's objectives as set out in the requirement notice?

15 A. I'm sorry. I'll need to just refer to... I, I wouldn't, I wouldn't expect them to be not in accord with them, because we – the one aspect that really arises here is not so much a safety aspect but a connectivity aspect. And that's the aspect that, really, the community has got to see what the road's like, because at the moment there is, as Mr Nicholson explained, there is some confusion about what would be the residual traffic volumes.

20 Q. Yes. And I presume your comment about having a period after the revocation to assess those is important?

A. That's correct.

#### **QUESTIONS FROM CHAIRPERSON JUDGE DWYER – NIL**

#### **WITNESS EXCUSED**

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