

Te Aranui o Te Rangihaeata – Transmission Gully Motorway

Project update to
Guardians of Pāuatahanui Inlet AGM
18 June 2025

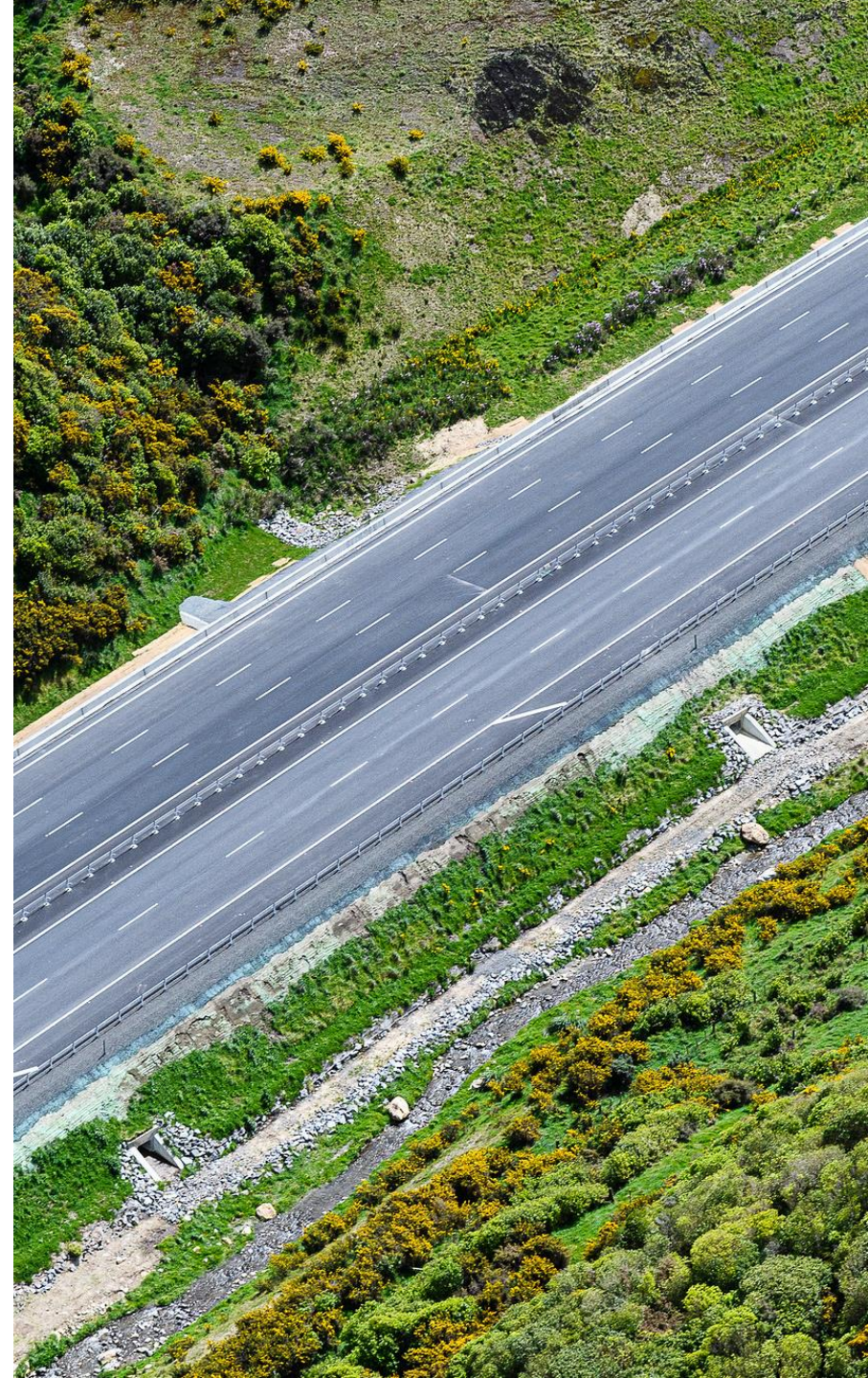
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Project restructure

- In December 2024, NZTA restructured the Public Private Partnership (PPP) contract to support a commercial settlement with the contractor, Wellington Gateway Partnership, and its major subcontractors (CPBHEB JV and Ventia).
- The restructure enables NZTA to control the remaining construction works and play a more significant role in the ongoing operations, maintenance, and asset management.



Public Private Partnership

- The PPP contract and relationship with Wellington Gateway Partnership continues, just on a modified basis.
- Quarterly repayments continue for 25 years, for NZTA to repay the capital cost of the motorway construction.



New maintenance model

- Under the new contractual arrangement, Ventia will continue to provide network operation and maintenance services as well as delivering capital works for NZTA.
- This includes:
 - asset management,
 - proactive and preventative maintenance and inspections,
 - traffic control,
 - seismic monitoring and management,
 - incident response,
 - data collection and systems monitoring,
 - environmental management, and
 - capital works as directed by NZTA.



Remaining construction work

- NZTA has established a Capital Works Programme to address incomplete elements of the project and resolve outstanding consent conditions. This includes:
 - various pavement rehabilitation works,
 - Removal of temporary works and associated stream rehabilitation, completion of maintenance tracks, planting and other environmental requirements as per consents, and
 - resolution of final property boundaries, completion of property agreement obligations, shared use path and other community matters.
- Ventia will undertake most of the remaining construction work on behalf of NZTA.
- Remaining work is expected to take 2-3 years.



Completion of stream works

- Additional stream works needed to complete or remedy the stream works to date:
 - De-perching historic culverts that prevent fish passage in Duck Creek and Wainui Stream
 - Fish passage improvements in new culverts
 - Remediation of short dry reaches of stream diversions
 - Additional riparian margin planting to improve aquatic habitat
 - Additional stream mitigation in lower Wainui and Te Puka Streams to address additional stream lengths impacted.
- Some works not yet undertaken by contractor when the project was restructured.
- Other works were undertaken by contractor, but not totally successfully, so require remediation to achieve the required ecological outcomes.



Sediment effects

- Sediment discharges largely ended when earthworks were complete and stabilised, prior to the motorway opening in 2022.
- Quarterly reporting to GWRC on sediment rating curves for each stream catchment during construction and afterwards:
 - Reporting ended, with GWRC agreement, after June 2024
- Biannual marine and freshwater monitoring during construction and afterwards:
 - Biannual reporting to GWRC until Winter 2024,
 - Final wrap-up report on marine monitoring expected to be complete in next few months.



Sediment effects (cont...)

- Continuous monitoring of turbidity and flows in Horokiri, Ration & Pauatahanui Streams, and Cannons & Duck Creeks.
 - Monitoring is ongoing, but about to end as there are no ongoing effects.
- Remaining construction works are discrete packages that don't require ongoing harbour monitoring:
 - Negligible ongoing sediment effects relative to other activities in harbour catchment, incl. forestry harvesting.
- Sediment retention ponds still in place, which effectively manage sediment effects of future works, along with other ESC measures (clean water diversions, silt fences, etc).



Harbour catchment

- Monitoring is ending because the project corridor is fully stabilised/vegetated, to minimise ongoing sediment generation.
- However, slips, deforestation, etc, continue to occur in the Harbour catchment.
- The stream monitoring showed there were 112 stream trigger events in the 2 years after the motorway opened, but only 4 were related to project works.
- As an example, this slip occurred last week in the upstream catchment of Duck Creek – identified because sediment-laden water flowed through one of the culverts under the motorway.



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Stormwater treatment

- Design philosophy uses natural filtration rather than artificial treatment devices where possible.
- Treatment efficiency calculations reviewed by GWRC's expert consultants.
- Range of treatments:
 - Roadside grassed swales,
 - Filter strips (vegetated embankments);
 - 2 x Wetland treatment ponds; and
 - 1 x Stormwater360 Stormfilter device (cartridge filter).
- All stormwater treatments operational prior to opening the motorway.



Ecological mitigation

- Over 550 hectares of new and retired habitats and mitigation planting:
 - Includes nearly 2.5 million native trees and plants;
 - Approx. 240 hectares of new planting (mitigation and landscape);
 - Approx. 325 hectares of retired vegetation/pasture;
- Approx. 50 km of stream riparian margin planting:
 - Approx. 30 km of perennial/intermittent and approx. 20 km of ephemeral stream mitigation
- Consent conditions require three and ten-year ecological reviews of plant health/mortality, canopy closure, etc, to ensure successful establishment of each planting area.



Ecological mitigat'n (cont...)

- Retirement areas don't require reviews – regeneration will occur naturally over time.
- 3-year ecological review undertaken in 2024 – success measures included plant survival rate, % canopy cover, plant diversity, weeds, and no browser/stock access.
- Of areas ≥ 3 years old:
 - 31% passed (i.e. met all the success measures, so highly likely to meet the 10-year success measures),
 - 32% provisionally passed (i.e. met most of the success measures, so is likely to meet the 10-year success measures with minimal intervention), and
 - 37% failed (i.e. did not meet most of the success measures, so requires remedial action).



Ecological mitigat'n (cont...)

- Also reviewed areas <3 years old, which showed lower pass and provisional pass rates (15% and 23%), which was expected since plants are smaller/younger.
- Recent focus has been on scoping and preparing for remedial planting in 2025 and 2026 planting seasons, to address plant health/mortality.
- Depending on progress over the next two years, some planting may also be required in 2027.
- Aim is to ensure 100% success rate at the 10-year ecological review.



Any questions?