

# Assessment of environmental effects handout

## Principal Environmental Effects and Mitigation (Summary from the AEE)

Once operational, the pipeline, new walkway/cycleway components and upgraded railway bridge will have the following positive environmental effects:

The Southern Pipeline will facilitate sustainable urban expansion at the extremities of the existing wastewater reticulation system and further intensification within existing urban areas. The pipeline will reduce the potential for wastewater contamination in the harbour and waterways, and will enhance public health and environmental protection;

The new foreshore walkway/cycleway and upgraded walking and cycling facilities on the railway bridge will provide enhanced public access to Tauranga's coastal environment and create new recreational opportunities (with positive implications for promoting public health and wellbeing). The foreshore walkway embankment design also provides the opportunity to reinstate a beach from Arundel Street alignment southwards to Seventh Avenue. In combination with the walkway, this will further enhance coastal access, public amenity and improve the visual appearance of this section of the coastline. It will also address the problem of coastal erosion currently being partly caused by existing foreshore structures.

Upgrading of the ECMT Railway Bridge No. 71 will secure rail operations for the long-term future, on a bridge which constitutes a regionally and nationally important transport infrastructure asset.

The provision of a new widened cycleway/walkway attached to the upgraded rail bridge will provide an alternative method to motor vehicle transport for direct public access to the Central Business District (CBD).

Given the design approach adopted for the different project components and proposed mitigation measures (including by way of conditions of consent), there will be no significant long-term adverse environmental effects associated with the operation of the Southern Pipeline, foreshore walkway and upgraded railway bridge and walkway.

Once established, the works will have no long-term adverse effects on marine ecology or the natural character and landscape values of this part of the harbour and surrounding environs. Mitigation measures include, for example, reconstruction of existing boat ramps and step access to provide adjoining residents with continued access to the foreshore following construction of the walkway.

The potential for short-term adverse environmental effects arises mainly through the construction phase of the project. The principal effects and proposed mitigation measures include:

- Release of sediment and other contaminants into the marine environment during construction of the foreshore walkway, railway bridge upgrade/causeway widening, and Matapihi foreshore reclamations. There is also the potential for sediment runoff as a result of the earthworks required to construct the landward component of the pipeline.
- These effects will be addressed by way of an appropriate construction methodology, on-site settlement or other treatment of contaminants, and the implementation of a comprehensive Erosion and Sediment Control Plan.
- Disruption of marine ecosystems: Provided the construction of reclamations and structures is carefully managed to mitigate unnecessary disturbance or discharge of materials, impacts on ecosystems will be limited to localised areas only marginally larger than the extent of construction activities. Any effects will be short-lived due to the dynamic nature of the coastal environment. Benthic fauna in this part of the harbour are already tolerant of high levels of suspended solids in the water.
- Disruption of traffic and access (including delays and localised congestion, effects on accessing residential properties and businesses). These effects will be addressed by way of an appropriate construction methodology and the implementation of Traffic Management Plans. Adopting the foreshore pipeline route will also mitigate traffic and access related effects along Devonport Road.
- Generation of dust and noise. Dust mitigation measures will be implemented during construction (sweeping of loose material, dampening down) and construction activities will be required to comply with New Zealand Standard NZS6803: 1999 Construction Noise.
- The damage or removal of protected/significant trees. For the majority of the Southern Pipeline route, the pipeline can be placed in a way that avoids protected or significant trees. Construction of the foreshore walkway will require work within the dripline of two significant Pohutukawa trees. Appropriate construction techniques or design modifications will be implemented to ensure the welfare of these trees.
- Effect on train operations. A construction methodology will be adopted that minimises disruption to train movements. A series of management plans (including, for example, the Erosion and Sediment Control and Traffic Management Plans referred to above) will be developed to avoid, remedy or mitigate adverse environmental effects during construction.