

Information Sheet 3: Consultation, hearings and decision – Southern Pipeline case study

Consultation

The Assessment of Environmental Effects includes a summary of the consultation that has been undertaken with interest groups and the community through individual meetings, written communications, hui and open days, articles in Our City Views, and provision of information on the TCC website.

Consultation and communication was undertaken with:

- The community along the pipeline route
- Tangata whenua
- Potentially affected foreshore residents
- ONTRACK (rail owners)
- Local interest groups (such as rowing club)
- Wider community
- Regulatory authorities

Key outcomes of the consultation process are summarised as follows:

- There is general community support for the Southern Pipeline project;
- There is concern about traffic disruption, and effects on accessing adjacent businesses and retail activity if the pipeline is constructed along Fraser Street and Devonport Road;
- The Southern Pipeline project and particular sections of the pipeline route are variously supported, not supported or opposed by different hapu and iwi groups. Amongst those opposed, concerns include the use of water as a medium for transporting human wastes, the transportation of others' human wastes through their rohe, and ultimately discharging human wastes to water;
- While there is wider community support for the Memorial – Strand foreshore walkway, the walkway is opposed by some foreshore residents. These residents are principally concerned about adverse effects in relation to security, foreshore ecology, loss of natural character, visual impact, property values, loss of vehicle and boat access to the foreshore, and loss of privacy;
- Consultation with tangata whenua has generally identified conditional support for the Memorial – Strand foreshore walkway;
- Tangata whenua are generally opposed to the submarine pipeline harbour crossing option on cultural grounds (a pipeline carrying human waste through harbour waters is not the preferred option). For those hapu and iwi not opposed to the Southern Pipeline, the railway bridge harbour crossing option is preferred because it separates the pipeline from harbour waters. However, the Tangata Whenua seek a high quality of materials and construction to be used for the railway bridge option in order to minimise any risk of pipeline failure and contamination of the harbour.

The Council is required by the RMA (where practicable) to incorporate feedback from consultation into the design of the pipeline and the proposed mitigation methods.

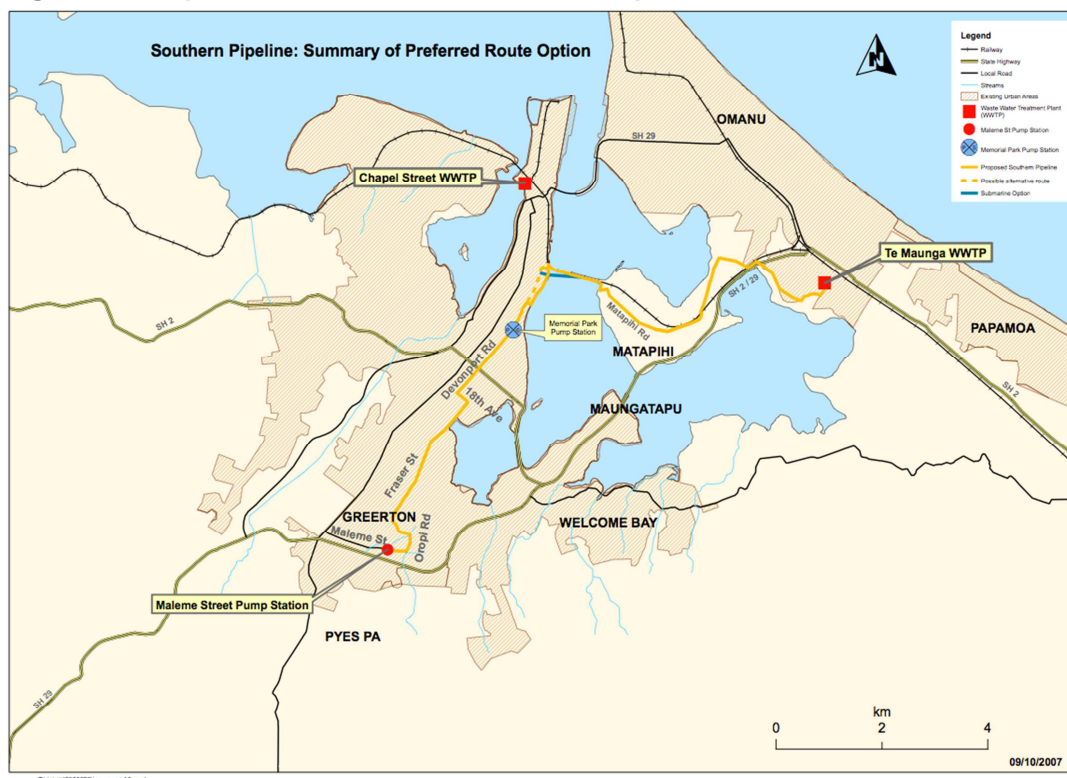
Route choice

The pipeline will need to get from Memorial Park to the Strand (near the rail bridge). There are two options being evaluated. They are the coastal option and Devonport Road option. After considerable evaluation, Council chose the Devonport Road option. The Council had considered creating a coastal walkway along the coastal

pipeline route. The decision to choose the Devonport Road option means the coastal walkway will not be constructed.

The Council also considered two options for crossing the harbour – a submarine pipeline and upgrade of the existing rail bridge. Funding could not be secured to upgrade the rail bridge. The pipeline will be laid on the harbour bed, crossing from 1st Avenue across the harbour and connect to the Matapihi rail causeway. The proposed route for the Southern Pipeline is shown in Figure 1.

Figure 1: Proposed Route for the Southern Pipeline



Consent hearings

The resource consent hearings were held in October 2008 with the decisions released in February 2009. All consents applied for were granted, including both Memorial Park to The Strand route options and both harbour crossing options. Seven appeals were lodged with the Environment Court against the consents granted. Two of these were by the applicants TCC and ONTRACK and substantially related to tidy-ups of the conditions. Four of the appeals related solely to the granting of consents for the Memorial to Strand walkway and one appeal was against the project in its entirety.

References and additional reading

URS for Tauranga City Council. 2007. Tauranga Southern Pipeline, Memorial-Strand Walkway, and East Coast Main Trunk Railway Bridge Upgrade

Assessment of Effects on the Environment VOLUME 1. Final Report No. 70.

Question / Pātai:

1. Do you agree with the final route choice?
2. What do you see are the positives and negatives of the decision to use a submarine pipeline?
3. What do you see are the positives and negatives of using the Devonport Road route rather than the coastal route (that would include a walkway and cycleway)?