

# Information Sheet 3 (simplified): Consultation, hearings and decision – Southern Pipeline case study

## Consultation

The Assessment of Environmental Effects includes a summary of the discussion with interest groups and the community. Discussion was through individual meetings, written communications, hui and open days, articles in Our City Views (Newspaper), and information on the TCC website.

Discussion and communication was done with:

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

### Key outcomes of the discussions are:

- There is general community support for the Southern Pipeline project;
- If the pipeline is constructed along Fraser street and Devonport Road people are worried about traffic problems, the effects of getting to businesses and the effect on those who wish to shop;
- The Southern Pipeline project and particular sections of the pipeline route has a variety of support from different hapū and iwi groups. People who oppose the pipeline are worried about water as a medium for transporting human wastes, the transportation of others' human wastes through their rohe, and finally emptying human wastes to water;
- There is wide community support for the Memorial – Strand foreshore walkway, but the walkway is not wanted by some people who live on the foreshore. The residents are mainly worried about 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. Tangata whenua want high quality materials and construction to be used for the railway bridge option to reduce the risk of pipeline faults and pollution of the harbour.

The Council is required by the RMA (Resource management act) to place feedback from consultation into the design of the pipeline.

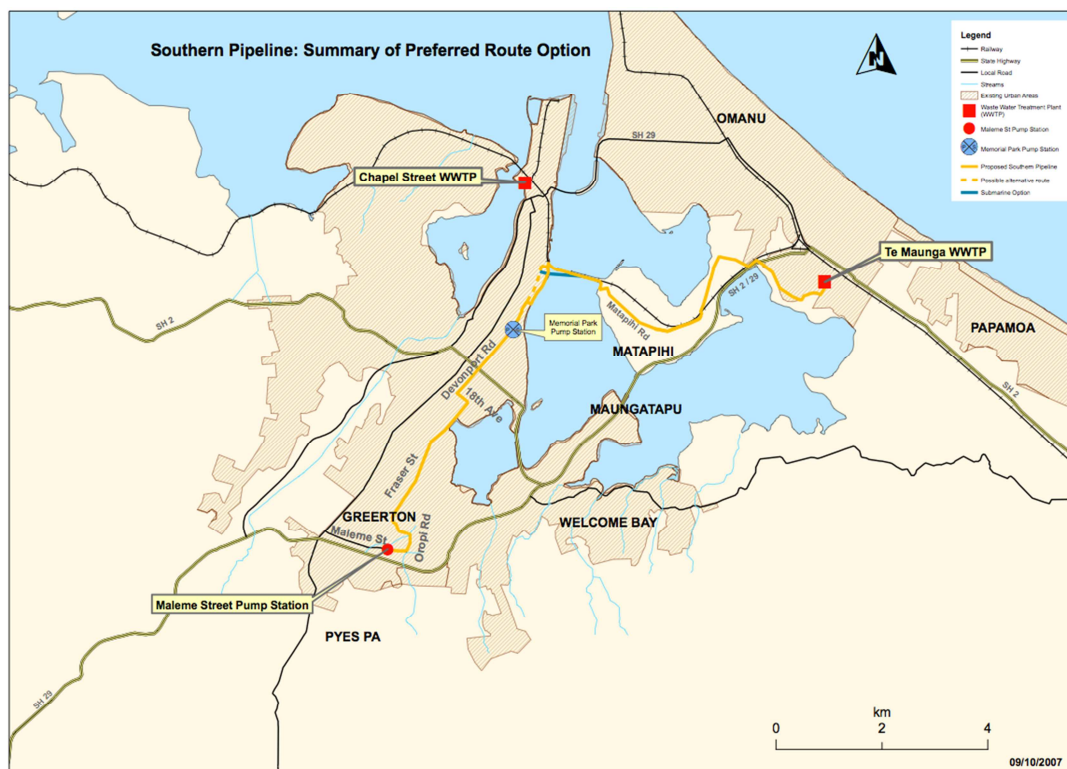
## Route choice

The pipeline needs to get from Memorial Park to the Strand (near the rail bridge). There are two options being evaluated – the coastal option and Devonport Road option. After careful evaluation, the 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 built.

The Council also looked at two options for crossing the harbour – a submarine pipeline and upgrade of the existing rail bridge. Funding was not available 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

Resource consent hearings were held in October 2008 and decisions 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 given to the Environment Court against the consents. Two of the appeals are by TCC and ONTRACK and the appeals mostly related to tidy ups of the fine print in the consents. Four of the appeals related solely to the granting of consents for the Memorial to Strand walkway and one appeal was against the whole project.

### 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, cycleway)?