

APPENDIX 3

**CONSULTATION MEETING NOTES
& LETTERS**

Meeting Record			
Purpose:	Consultation with Trustees of Putauaki Trust	Prepared by: Chris Dawson	
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	11 Harvey St, Whakatane	Date of Meeting	28 September 07
Present:	Chandra Quarmby	Organisation:	WDC
	Chris Jensen		KDC
	Chris Dawson		BBO
	Waaka Vercoe		Putauaki Trust
	Bev Hughes	Environment Ngāti Awa	Putauaki Trust
	Charlie Elliot		Putauaki Trust
	John O'Brien		Putauaki Trust
	Tiaki Hunia		Putauaki Trust
Item			Action By/Date
1.	Waaka Vercoe provided an overview of the Trust, their background and the land that the Trust owns around Kawerau.		
2.	<u>Putauaki</u> <ul style="list-style-type: none"> - Used to own Mills land, was sold under duress to Fletchers - Trust have an agreement with Tasman Pulp and Paper to supply water to Trust from Mill site - Trust has its own plans for their land including a dairy conversion (state of the art). Whatever proposals are considered from the Council would need to ensure that the Trusts own plans are not compromised. 		
3.	Putauaki Trust now has a full time office – John O'Brien as Chief Executive.		
4.	MRP have sole rights to use of land at present (short term). Need to clarify length of these rights and any consultation over the proposal will need to include consultation with MRP.		
5.	Putauaki Trust have negotiated environmental bottom lines with MRP over the power station project and would expect to do the same thing with both Councils over any proposed zone change.		
6.	Putauaki Trust would expect there to be lots of engagement with neighbours and full consultation with the Trust and its beneficiaries through the process.		
7.	Structure plan – preferred idea/design. Discussed the benefits of a structure plan approach which results in an ability to have any resultant development comply with basic environmental bottom lines agreed during the process between Council and the Trust.		

8.	Chandra confirmed that as the zone change would be a Council plan charge any costs for the preparation and processing of such a change would be borne by the Council.	
9.	Bev asked how any contributions by Trust into the process of the zone change documentation were to be recognised. Bev noted her position as Manager Environment Ngati Awa and Trustee for Putauaki. Any potential conflicts will be declared as the matter progresses.	CQ
10.	Waaka commented that the Trust have a 10 year strategic plan – would allow Council staff involved in any zone change to view this document but wanted to ensure that it was confidential to this process.	
11.	Trust would prefer some areas within their land to have reserve areas (natural wetland etc) keep natural.	
12.	Environment Bay of Plenty would need to be involved in any process.	
13.	<p>Putuaki Trust</p> <ul style="list-style-type: none"> - Trust meetings are held on the last Thursday of each month at MIL House, Waterhouse St, Kawerau. - Contact people for the Trust are John O'Brien / Bev Hughes <p>John O'Brien – putauaki@gmail.com (027 393 9073)</p> <p>Bev Hughes – Beverley@ngatiawa.iwi.nz (0274 711 806 or 07 307 0760)</p>	
14.	Bev Hughes offered to facilitate any consultation with hapu and rangitahi through the process to ensure a good, proactive consultation process. Costs would be associated with this, payable to Te Runanga o Ngāti Awa.	
15.	Chris Dawson offered to prepare meeting notes and circulate them to all parties to ensure an accurate record of the meeting was kept. Indicated that we were to meet with the working party next week (Wednesday 3 October) and may receive some further direction after this meeting.	CD
16.	Waka Vercoe concluded meeting by stating that the Putauaki Trust was 'cautiously enthusiastic' over the proposal and would like to work closely with both Councils on the project.	

Meeting Record (Without Prejudice)			
Purpose:	Consultation with Trustees of Putauaki Trust	Prepared by:	Chris Dawson
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	Environment Ngati Awa offices, Whakatane	Date of Meeting	4 December 07
Present:	Chris Dawson	Organisation:	BBO
	Beverley Hughes	Environment Ngāti Awa	Putauaki Trust
	John O'Brien		Putauaki Trust
Item			Action By/Date
1.	<p>Bev set out what she knew of the legal descriptions of the parcels of land owned by the Trust:</p> <ul style="list-style-type: none"> • 59Y Matata (1156.69 ha) • Lot 1 DP 308053 "Super Skid" (27.866ha Tiaki Plantations) • Own western end of McKee Rd/land PT Charge Private Road Charges for use on vehicles Norske Skog/Tasman Forestry use. • Used for farming: beef/maize/support block for dairy land. • Concern for Pupuwharo Block • Other Maori landowners to south 		
2.	<p>Discussed the importance of Environmental Bottom Lines</p> <p>Water a key feature</p> <ul style="list-style-type: none"> • Water tanks • Discharges • Height restrictions and other matter identified in a report prepared by Bev and Charlotte for the Putauaki Trust (copy handed to Chris at the meeting)/ 		
3.	<p>Mighty River Power</p> <ul style="list-style-type: none"> • Are constructing new power Lines near to the State Highway • Have located one of their reinjection bores on the Trust property. • Currently have a first right to apply for further occupation of space on Putauaki Trust land, subject to the approval of the Putauaki Trustees 		
4.	<p>Jeff Williams – Consultant to Putauaki Trust.</p> <p>Negotiated the access and use rights with MRP, water from Norske Skog, bores on Putauaki Trust and Substation negotiations</p>		

5.	Geothermal fluid – Tuwharetoa have claimed rights over this but do not have evidence to support their claim as Ngāti Awa and Putauaki Trust has.	
6.	Putauaki Trust has a royalty over fluid/steam under the Tasman Pulp and Paper block which was agreed after acknowledgement of Putauaki trusts former ownership of the Tasman P&P lands upon which NST is now established	
7.	Jeff Williams Broker for deals between PT and MRP Ethic Consulting – Tauranga	
8.	Facilitator on behalf of PT are Charlie Elliott and Tiaki Huria.	
9.	Mighty River Power <ul style="list-style-type: none"> • Tenant over land. • Need to have discussions with them. • Meet through Putauaki Trust. • Confirm zoning. 	
10.	Eastern End of site has been considered by PT as having better potential for light industry activities <ul style="list-style-type: none"> • 481ha Leased to Fletcher Challenge which is the tenant • 85ha PT radiata pine 	
11.	Water <ul style="list-style-type: none"> • Have a permanent deal with Tasman Pulp and Paper for them to provide water to the PT block. Do not currently have a pipe underneath the State Highway. • 5 million Litres capacity. • Irrigating farm – dairy farming (100ha). • Norske Skog Tasman (part of 13 million). 	
12.	EBOP threshold for water needs to be confirmed.	
13.	EBOP – John Whale – Tarawera River.	
14.	Water <ul style="list-style-type: none"> • 5ML may not available • Water underneath property, not sure on capacity or cleanliness. 	
15.	Tarawera River Management Plan <ul style="list-style-type: none"> • Restricted about discharges. • What about abstraction? • Any new threshold should be conservative. • May want <u>take</u> point to be <u>below</u> the discharge point (item PT wants the Council to consider). • Abstraction – discuss with <u>John Whale</u> of EBoP 	
16.	10 yr strategic plan, copy of this was provided to CD	
17.	No recorded sites of significant are to the East. Identified this on the Ngati Awa GIS database.	
18.	Cultural and Natural Heritage Values are important to PT. – see Proposed Change No.1 to BOPRPS for description of heritage and also refer to User Guide relevant to that change. Important that these matters are given effect in any plan change relevant to this zone. We do not want uncertainty in this matter. We are the landowner.	
19.	Very important to maintain views of Putauaki Mountain <ul style="list-style-type: none"> • Must be very careful with heights of buildings, cooling towers, pylons, any structure and steam plumes, light pollution, etc • Tarawera River must also be protected as an Environmental Bottom Line. 	
20.	Putauaki Trust view is that Tuwharetoa BoP are an <u>interested</u> but not an affected party on Putauaki land.	

21.	Would prefer light <u>Industrial</u> to heavy industrial landuses on the block is a zone change is supported by the Trust and Ngati Awa	
22.	Map – finalise body around Pupuwharau block, send to Bev.	
23.	Environment Bottom lines: <ul style="list-style-type: none"> • Water. • Pref for light Industrial. • Perfect Standards/Permitted Baselines • Max heights for buildings. • Screening/amenity issues. • Discharges to land, not water. • Noise: protect neighbours, prefer the lesser of the noise levels out of the Kawerau DC and Whakatane DC plans. 	
24.	Offsite mitigation: <ul style="list-style-type: none"> • PT wish to direct development impact fees towards local environmental initiatives? (explore this). • Suggest % of DIF's towards waterways/enhancement. • Want to see improvement to local environment. 	
25.	Environment Ngati Awa <ul style="list-style-type: none"> • Want to contribute now not to take legal action later. • No charge for work to date but confirmed that when Bev asked to write, charges will come. • Costs need to be agreed up front. 	
26.	Consultation plan <ul style="list-style-type: none"> • PT would want to involve mayors WDC/KDC • Environment Ngati Awa to assist in developing consultation strategy. PT want to be involved. • Would want to have copy of section 32 analysis to view. 	

Meeting Record			
Purpose:	Consultation with Environment Bay of Plenty Staff	Prepared by:	Chris Dawson
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	EBoP offices, Whakatane	Date of Meeting	4 December 07
Present:	Chris Dawson	Organisation:	BBO
	Shane Iremonger		EBoP
	Yves Denicourt		EBoP
	Dan Higgs		EBoP
Item			Action By/Date
1.	Shane discussed the existing air discharge consents held by Tasman Pulp and Paper and Norske Skog		
2.	Biggest issue in the area is Fine particulate & odour.		
3.	Prevailing wind – South West off Lake Tarawera.		
4.	Health issues – local residents have become acclimatised to these..		
5.	EBoP conducts odour surveys – every 5 years.		
6.	Want to avoid complaints.		
7.	Have notified recent wastewater treatment application using a Rapid Infiltration Basin (land disposal) with no discharge to water.		
8.	Relevant statutory plans to refer to are the Regional Air Plan & Tarawera Catchment Plan		
9.	Kawerau area does not come under a LAMA – Local Air Quality Management Area		
10.	Don Higgs: S/W: 100 year storm soakage ponds W/W: on site effluent treatments plan Discuss further with Ken Tarboton – Eng manager for Rivers and Drainage		
11.	Relevant rules are <ul style="list-style-type: none"> • Permitted activities – Rule 30B • Restricted Discretionary – Rule 30C • Discretionary – Rule 37 Refer to Proposed Water and Land Plan.		

Meeting Record			
Purpose:	Consultation with Jeff Williams	Prepared by:	Chris Dawson
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	Tauranga Club, Tauranga	Date of Meeting	15 January 2008
Present:	Chris Dawson	Organisation:	BBO
	Jeff Williams		Ethic Consulting
Item			Action By/Date
1.	Mighty River Power <ul style="list-style-type: none"> - Initial rights agreement relates to all of the Putauaki block - Now can exclude areas of land now if needed - Agreement 35 years with a 35 year right of renewal - Talk to MRP about restrictions. 		
2.	Understand rating implications – To check out		
3.	MRP through Jeff W through PT		
4.	Geothermal fluid – Tasman P & P land, brought Crown geothermal field sold to Tuwharetoa ki kawerau in last 2 years (2005).		
5.	Fluid under PT block belong to Putuauki Trust		
6.	Any use of fluid have to negotiate with MRP possible use of waste heat?		
7.	Tuwharetoa ki kawerau river should be boundary		
8.	Water Supply <ul style="list-style-type: none"> - Not potable - Have a right to take water from Norske skoog – runs out 2012 - Take up to 5 million per day part of 60 million 		
9.	Waste disposal		
10.	Private road agreement every tonne requires payment difficulty in using this due to rental issues plus traffic conflict Toll rail lines – see them		
11.	Log yard lease		
12.	Oil company refuelling lease		
13.	Gas pipeline – NGC/Vector check out		
14.	Ian Blackman – lawyer for PT Blackman Spargo - Rotorua		

Meeting Record			
Purpose:	Consultation with Tom McDowall	Prepared by:	Chris Dawson
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	Kawerau DC offices, Kawerau	Date of Meeting	16 January 2008
Present:	Chris Dawson	Organisation:	BBO
	Tom McDowall		KDC
Item			Action By/Date
1.	Sewer line <ul style="list-style-type: none"> - At traffic lights (Spencer Ave) - 200mm diameter main 		
2.	Super Skid <ul style="list-style-type: none"> - On Council water supply - 50mm line, railway paid for - Service log yard, railway yard 		
3.	Small line to substation		
4.	Any new development would require a new main line from traffic lights		
5.	Water <ul style="list-style-type: none"> - 22 main across river - Treatment – Winter 4,000m³/day, Summer 12,000m³/day - Water meter on major industries but none on household - Capacity 13,000m³ - Water main out, can handle water needs. - Pumped wastewater back. - New WWTP being commissioned, settle out solids, RIB for sewer - Look after toilet waste from Lg Industries - Process waste continues to River (Lg Industries) 		
6.	New Industry <ul style="list-style-type: none"> - Volume can be handled zone. - No large wet industries - 2,000m³/day - Can handle up to 3,000m³ but 1 large user need change - Sump pump - Sewer line could like to traffic lights (while road corridor) 		
7.	Stormwater <ul style="list-style-type: none"> - Rooding S/w generally to river - Existing small industries have soakage pits, with overflow lines 		

8.	New Zone – Rooding, soakholes – Industry, manage on site with no overflow – Soakage is very good 400m/day trials at RDB	
9.	Natural Gas – Confirm location of gas main – Contact Vector 0800 734 567 Kawerau Delivery Point (5001820)	

K:\132610 Whakatane DC Planning Advice\14 Industrial Land Strategy\Consultation\Mtg Notes - Tom McDowall (16 January 2008).doc



ENGINEERS • PLANNERS • SURVEYORS

Meeting Record			
Purpose:	Consultation with Transit New Zealand	Prepared by:	Chris Dawson
Project:	Whakatane Industrial Strategy	Project No:	132610 - 14
Place:	Transit offices, Tauranga	Date of Meeting	16 January 2008
Present:	Chris Dawson	Organisation:	BBO
	Cameron Inder		BBO
	Jim McGuire		TNZ
	Kim Harris		TNZ
	Laura Petty		TNZ
Item			Action By/Date
1.	CD – Covered general project description.		
2.	JM – Concerned over potential for multiple access points.		
3.	JM – Principle improve or close existing access; – Need to show.		
4.	KH – Need to provide historical issues.		
5.	CI – Clarify which manual is used/design standard.		
6.	JM – For at least 15 years traffic growth.		
7.	JM – Roundabout or right turn in/right turn out; – Satisfy safety audit/15 years growth; – ITA/Independent safety audit, 2 people, approved by Colin B.		
8.	Meeting Colin B/Jim McGuire for inputs on safety.		



T R A N S P O W E R

23 October 2007

Chris Dawson
Bloxam Burnett Olliver
PO Box 9041
Hamilton



Transpower House, 90 The Terrace
PO Box 1021, Wellington
New Zealand
Telephone: 01-4395 7000
Facsimile: 04-4495 7100
www.transpower.co.nz

Dear Chris

Re: Possible industrial rezoning Kawerau and Whakatane District Councils

Thank you for your email enquiry of 5 October which has been passed on to me to respond to. Transpower welcomes this opportunity to provide high level comments relating to proposed industrial rezoning for land within Kawerau and Whakatane Districts. More detailed information can be provided at the appropriate time.

Introduction

Transpower New Zealand Limited is the State Owned Enterprise that controls the network of transmission lines¹, substations, switchyards and a control centre linked via a telecommunications network, collectively known as the National Grid. It is the National Grid that connects the power stations, which generate electricity to power companies, which in turn supply domestic users.

Under the Resource Management Act 1991 (RMA), Transpower's electricity infrastructure is a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated.

The study area shown in the Industrial Land Strategy map provided with your email is adjacent to the Kawerau Substation, and traversed by the Edgecumbe-Kawerau A and B lines (110kV lines on poles). This is shown on the attached Terraview map.

These assets form part of the National Grid and are essential to the servicing infrastructure of the region. Any development of land (including the construction of new buildings and roads) in the vicinity has the potential to adversely effect the network's operation and maintenance, and security of supply. Likewise, the assets

¹ The term transmission line refers to the conductors and associated support structures.

have the potential to adversely impact upon some types of development. Thus, both effects of and effects on the network must be managed.

For this reason Transpower seeks appropriate provisions in high level planning documents including structure plans to ensure that the adverse effects of any future development on the existing transmission lines are appropriately avoided and/or mitigated. A proactive planning process should include the identification and management of the high voltage transmission line corridors traversing the area. This is essential in maintaining public safety and the security of electricity supply, ensuring good design around the Grid, and avoiding unnecessary future costs for developers and landowners seeking to achieve compliance with the required minimum safe separation distances at the post-development level.

Identification and Management of Transmission Line Corridors

The following issues should be considered as part of the high level planning process for this area. It is noted that some of these matters are illustrated in Transpower's Guide for Development near High Voltage Transmission Lines, a copy of which is enclosed for your information.

(a) Identify transmission line corridors on planning documents (e.g. Structure Plan)

The transmission assets traversing the study area should be identified on the any Structure Plan or other planning document as key land use constraints². Additionally, appropriate zoning should be applied to the land along/under the lines, to ensure that new developments take into consideration (at the earliest design stage) the location of the transmission lines, and the safe separation distances that need to be complied with.

(b) Manage development around the lines

The location of new development in relation to the National Grid is crucial in ensuring that the safety of the National Grid and the public is maintained. The development of greenfield areas provides an opportunity to proactively plan development in a manner that is beneficial both to future occupants and Transpower. Early planning will ensure that the issues discussed above are appropriately addressed. Additionally, the considerable and unnecessary costs of trying to achieve compliance at the post design and development stages will be avoided. A framework that takes into

² Refer pg 25 of Development Guide



consideration the presence of the transmission lines at the development design stage will help all parties.

There are minimum safe separation distances that need to be complied with, which are administered under the New Zealand Electrical Code of Practice 34:2001 (NZECP 34:2001³). Compliance with the Code is mandatory. In addition to the mandatory Code, Transpower has its own Corridor Management Policy which guides the company's response to proposed development near existing assets, including on what basis affected party approvals will be provided under the RMA. The enclosed brochure 'Corridor Management' provides more details on Transpower's Corridor Management Policy.

(c) Manage vegetation around the Grid

Planting around existing transmission infrastructure must also be considered in terms of compliance with The Electricity (Hazards from Trees) Regulations 2003⁴. The Regulations define the safe separation distances required between vegetation and overhead transmission lines. The enclosed 'Trees and Powerlines' brochure provides further information.

Recognition of Transmission within Planning documents

There are a number of possible ways to address effects of, and on, the existing transmission infrastructure within planning documents such as structure plans, including:

- Identification of existing transmission lines on concept plans/maps (this information can be made available electronically by Transpower);
- Recognition of existing transmission lines in the body document e.g. general issue identification or explanation;
- Recognition of Transpower as an affected party and continued consultation with Transpower in the development of the structure plan;
- Recognition in objectives and policies for the development of the land:
 - effects of existing transmission lines on the environment;
 - effects of activities on existing transmission lines;
- Inclusion of appropriate rules and assessment criteria;

³ A copy of the NZECP 34:2001 is available online at: www.ess.govt.nz/rules/rules_codes.asp

⁴ The Regulations can be found online at: http://www.legislation.govt.nz/browse_vw.asp?content-set=pal_regs



- Recognition of existing transmission lines in the design of concept plans, for example open space areas following transmission line corridors.

Transpower is available to discuss these options further.

Conclusion

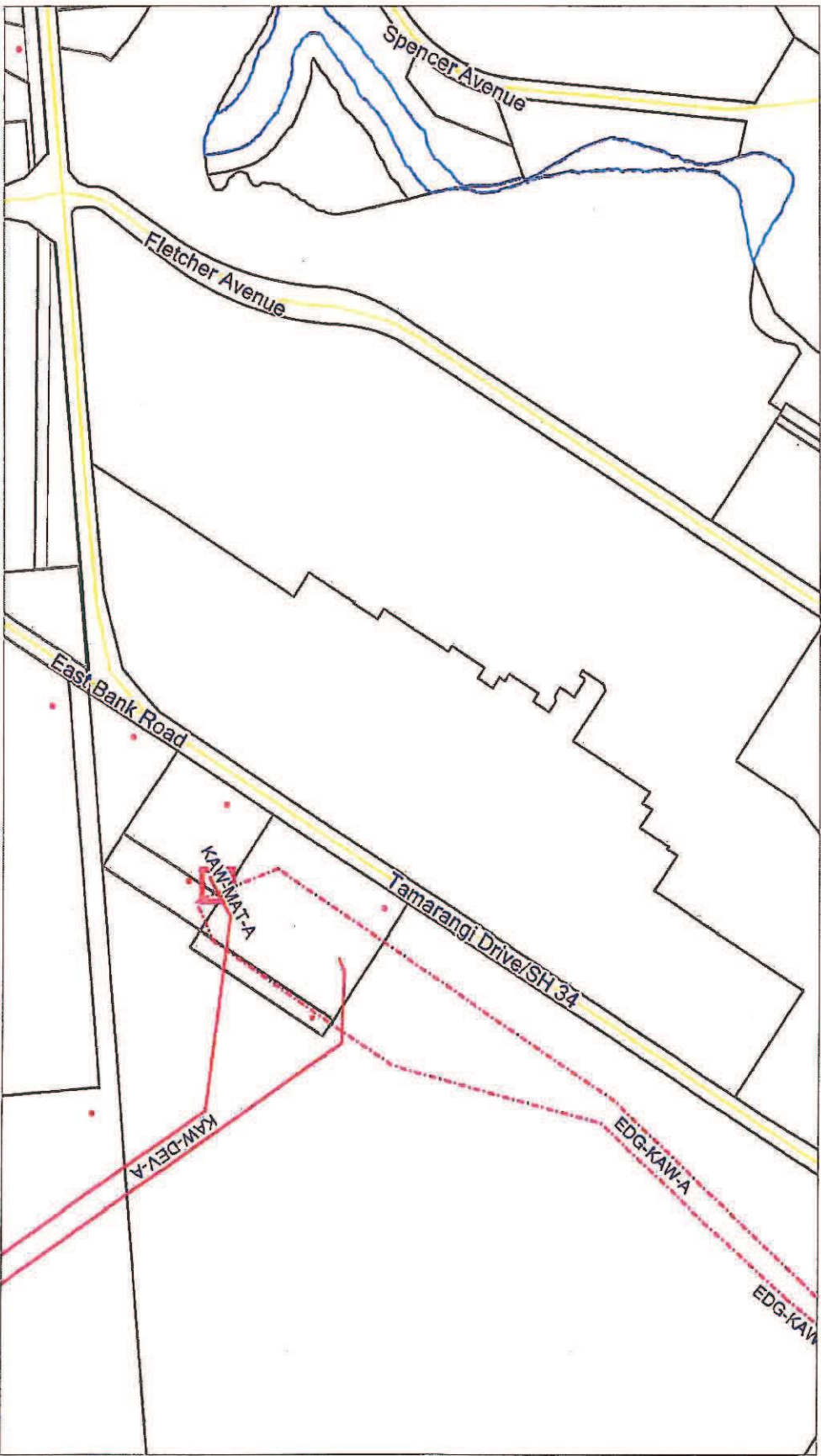
Transpower welcomes the opportunity to provide feedback to any future drafting of an Industrial Land Strategy. Advice can also be provided in relation to the required separation distances between vegetation, buildings, the ground and the transmission lines traversing the study area. Please do not hesitate to contact the writer if you wish to discuss any of the issues raised in this letter.

Yours faithfully
TRANSPower NZ LTD

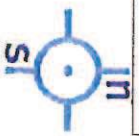


Anna Ririnui
Senior Planner





Scale: 1:6227
500 metres



Chris Dawson

From: Kay Matthews [Kay.Matthews@vector.co.nz]
Sent: Monday, 30 June 2008 10:48
To: Chris Dawson
Subject: RE: Kawerau - High Pressure Gas Pipeline

Chris

I have also attached another plan showing the position of the pipeline further north of the previous plan. There shouldn't be any issues with services as I believe the gas pipeline doesn't run within the road. If however the services need to cross the pipeline then we will need to approve the design for separation and depth requirements.

Regards Kay

Kay Matthews
Lead - Land Management
Vector Gas Limited
Private Bag 2020
New Plymouth
DDI (06) 7596489
0274772528
Fax (06) 7596494

From: Chris Dawson [mailto:cdawson@bbo.co.nz]
Sent: Monday, 30 June 2008 10:06 a.m.
To: Kay Matthews
Subject: RE: Kawerau - High Pressure Gas Pipeline

Thanks Kay

The site we are scoping for Industrial rezoning is about 500 metres north of your gas line so I do not think there will be any issues.

However I attach a plan showing the location of the proposed new Industrial zone and would be pleased if you could confirm that this is the case (ie that there are no other lines further to the north)

Part of our scoping has been to look at servicing for water, wastewater and stormwater infrastructure and some of these services would need to be extended out from their existing location which is at the corner of Manukorihi Dr and Tamarangi Dr. At that stage we would need to talk to you about the exact location of your line to ensure that any pipe extensions for water or wastewater do not interfere with your high pressure gas line.

Regards

Chris Dawson Senior Planner



PO Box 9041 | Level 5 18 London Street | Hamilton | New Zealand
Ph 838 0144 | Fax 839 0431 | Mob 027 5333 899 | Freephone 0800 226 583
DDI 834 8521 | Email cdawson@bbo.co.nz

This e-mail is a confidential communication between Bloxam Burnett & Olliver Ltd and the intended recipient. If it has been received by

29/08/2008

Chris Dawson

From: Kay Matthews [Kay.Matthews@vector.co.nz]
Sent: Monday, 30 June 2008 09:49
To: Chris Dawson
Subject: Kawerau - High Pressure Gas Pipeline

Hi Chris

See attached plan showing the approx position of Vector's pipeline and our deliver point station located in East Bank Road. The pipeline has a 12m wide easement. We are keen to be involved in early discussions on possible development of the land near the pipeline as additional protection measures may be required in order to protect the integrity of the pipeline.

Regards Kay

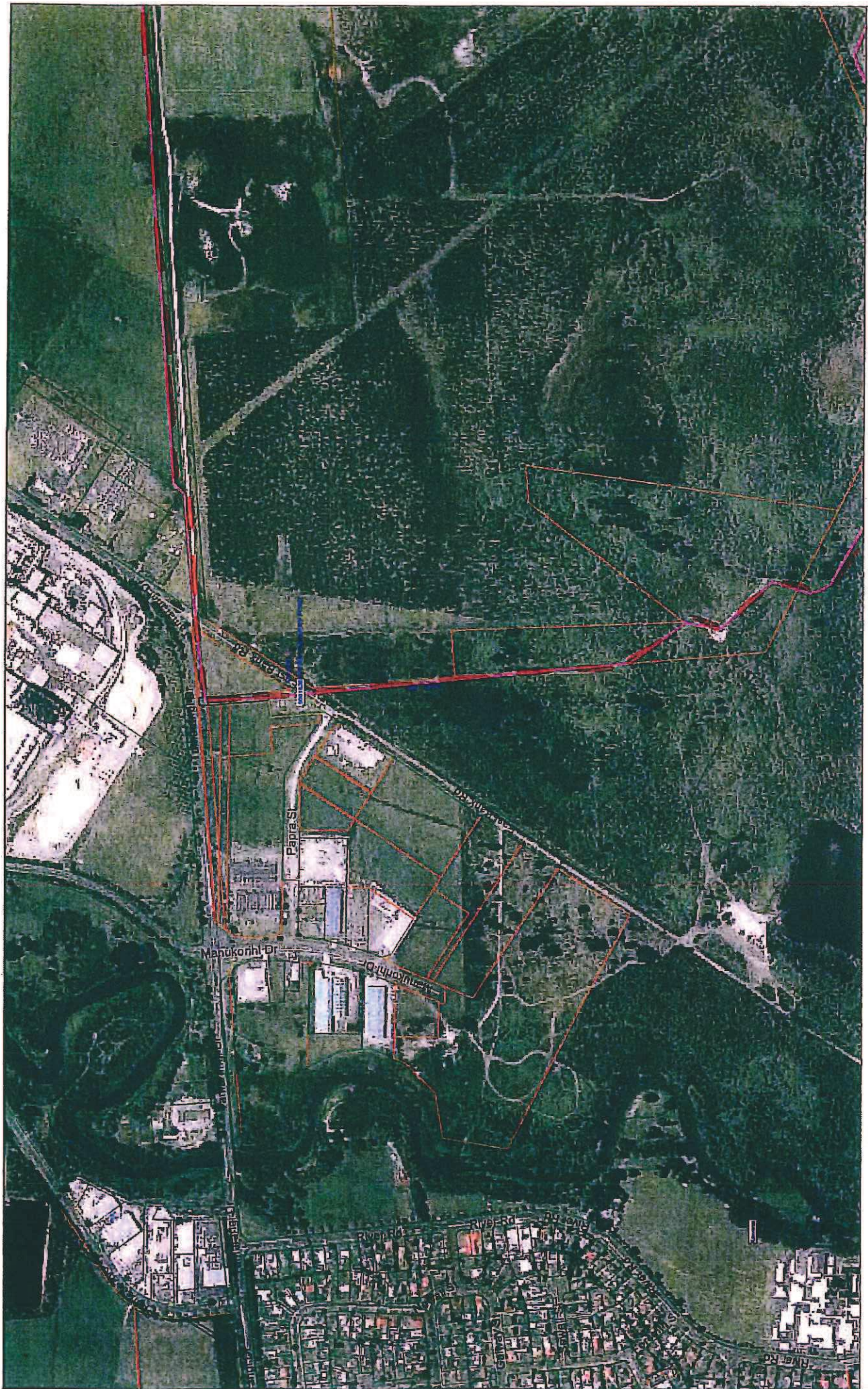
Kay Matthews
Lead - Land Management
Vector Gas Limited
Private Bag 2020
New Plymouth
DDI (06) 7596489
0274772528
Fax (06) 7596494

The information contained in this e-mail is confidential and may be legally privileged. If you have received it in error, you may not read, use, copy or disclose this email. If you are not the intended recipient, please let us know by reply e-mail immediately and then delete this email from your system. We shall not be responsible for any changes to, or interception of, this email or any attachment after it leaves our information systems. We accept no responsibility for viruses or defects in this email or any attachments.



QuickMap
Custom Software Ltd

Any person wishing to rely on the information shown on this map must independently verify the information
Scale 1:14414 Topographical and Cadastral map derived from LINZ data. Printed: 30/06/08 10:39.



QuickMap
Custom Software Ltd



Any person wishing to rely on the information shown on this map must independently verify the information
Scale 1:7207 Topographical and Cadastral map derived from LINZ data. Printed: 30/06/08 09:37.

high pressure gas
Pipeline (12m easement)

APPENDIX 4

CONSULTATION STRATEGY

CONSULTATION STRATEGY

September 2008

1. Purposes of Consultation

- ◆ To identify landowners and key stakeholders affected by the proposed rezoning;
- ◆ To identify the on-site effects and main concerns of affected parties and address these on an individual basis;
- ◆ To inform stakeholders about the issues and implications of the proposed rezoning; in particular effects on landscape values, visual effects, rural/residential amenity values, the road network, vegetation and ecology, social/economic, environment nuisance, waahi tapu sites.
- ◆ To communicate the concerns and issues raised by key stakeholders to the consultant team for incorporation/addressing as part of the technical documentation, structure plan and plan change documentation.
- ◆ To communicate the benefits of the project to the community.
- ◆ To manage the Councils responses to any concerns in a proactive manner.

2. Approach

2.1 It is proposed to firstly consult with all key stakeholders. The project planner and a Council representative or other technical member of the project team will do this on an individual basis.

2.2 It is proposed to consult with the following key stakeholders:

- Whakatane District Council – Roading
- Whakatane District Council – Parks and Reserves
- Whakatane District Council – Regulatory
- Kawerau District Council infrastructure staff
- Environment Bay of Plenty staff
- Transpower
- Vector Gas Limited
- Ontrack
- Transit NZ
- Department of Conservation
- Royal Forest & Bird Protection Society
- Tasman Pulp & Paper
- Norske Skog
- Kawerau Enterprise Agency
- Neighbouring landowners (in both Kawerau and Whakatane Districts)

Iwi

- Environment Ngati Awa
- Tuwharetoa ki Kawerau

- 2.3 Consultation with the key stakeholders in interest groups by way of an information pack, a meeting with each interest group to introduce the project, general details and layout and discuss the expected process and timeframe. It is expected that the relevant interest groups associated with this rezoning proposal would be:
- (a) Council group (Whakatane DC, Kawerau DC, Environment Bay of Plenty)
 - (b) Utilities and Industry Group (Transpower, Vector, Ontrack, Transit, Tasman Pulp and Paper, Norske Skog)
 - (c) Iwi group (Environment Ngati Awa, Tuwharetoa ki Kawerau) Meet separately with each iwi group.
 - (d) General Interest group (Neighbouring landowners, Department of Conservation, Royal Forest & Bird Protection Society, Kawerau Enterprise Agency)
- 2.4 A well prepared visual presentation will be required at the initial meeting. Subsequent meetings require accurate minutes and action sheet on any matters raised in the previous meeting.
- 2.5 It is anticipated that attending each stakeholder meeting for the project team would be the project planner and another representative of either the Council or the project team (technical issues). Detailed meeting notes would be taken from each meeting, typed up and distributed to all parties involved for confirmation of the issues discussed, timetable and resulting actions. File copies of each set of notes would also be maintained and distributed to all team members.
- 2.6 Specific actions arising from each meeting would be actioned either by the project planner or forwarded to the relevant team member for actioning.

3. Outcomes

3.1 The outcomes of the consultation process will be to achieve the following:

- Clear, concise and simple lines of communication established between project team members and key stakeholder groups.
- A clear understanding of the issues of each stakeholder group or individual with an assessment made as to the validity of that issue, whether any mitigation is possible and changes made to the application where appropriate.
- A clear consultation record detailing the meetings held, issues raised and response to each issue and what changes were made to the application, if any.
- A consistent message given out to the public and other interested parties in relation to the lines project.
- A consultation section prepared for inclusion in the plan change documentation.
- Clear and robust consultation evidence presented to the Council hearing and Environment Court if required.

APPENDIX 5

**INTEGRATED TRANSPORTATION ASSESSMENT
SCOPING REPORT**

Memorandum From: Cameron Inder

To: Chris Dawson **Project No:** 132610 14

Subject: Kawerau Industrial Rezoning - **Date:** 30 January 2008
Access Issues

Traffic Brief

Chris

I have conducted a review of the access issues for the land on the eastern edge of Kawerau that is proposed for rezoning for industrial purposes by Whakatane District Council and Kawerau District Council. This report outlines the technical issues and options that need to be addressed in any transport and access assessment in support of the Plan Change.

Overview

The land size to be rezoned is approximately 20ha, in a location that fronts State Highway 34 (SH 34), also known as Tamarangi Drive, opposite the Tasman Pulp and Paper mill. Two potential sites have been identified in this location. Site access in either case would be directly to SH 34 and therefore Transit New Zealand is a key stakeholder to be consulted. State Highway 34 is categorised as a *Sub-regional* highway in Transit's Planning Policy Manual (Aug 2007). The gross industrial floor space of the development will exceed 5000 sq.m and therefore Transit requires an Integrated Transport Assessment (ITA) to be produced in order to comprehensively assess the transport effects and multi-modal access options.

The two potential sites for the rezoning are separated by a private road used by the mill for hauling logs from the forest to the mill. The private road has a connection to SH 34 at a 'T' intersection. The alignment of SH 34 at this intersection is flat and straight for a distance of approximately 900m to the south and 600m to the north. To the north of the intersection logging trucks cross SH 34 into the mill site via a bridge over the highway.

Figure 1 illustrates the two sites being assessed for the plan change, along with the private road, the overbridge and the private road's intersection with SH 34. At this preliminary stage the land to the north of the private road (marked 'A' on Figure 1) is considered more suitable for the industrial plan change by the land owners, the Putuaki Trust.

Key Issues

The main traffic related issue facing the Plan Change is in gaining access to the State Highway. A site inspection reveals that the 'T' intersection of the private mill road with SH 34 is already constructed to a high standard; including a right turn bay, right turn out acceleration lane and left turn in auxiliary lane. Figure 2 shows the intersection.

Use of this intersection appears to be the most practical method of gaining access to either site, although would require a length of the private road to be vested in Council. Early

indication from Jim McQuire, Transit's Bay of Plenty Manager, is that Transit strongly opposes another intersection being formed on the state highway. Aside from that, any new State Highway intersection must be at least 800m distance from an existing intersection. This is not easily achievable to the north or the south on SH 34 without creating sight distance problems. Transit indicates that it is very unlikely approval would be given by Transit Head Office or Scope and Standards Committee for a new intersection with safety deficiencies.

Whether a new intersection or an existing intersection is used, Transit advise that the intersection form will need to pass an independent safety audit, and possibly also a review by the Scope and Standards Committee before Transit approval is given. A Seagull intersection or signalised intersection would not be acceptable in this location should capacity be an issue.

Key inputs to the ITA include a review of the accident history for the existing intersection together with a check against Transit's current standards for auxiliary lane lengths and sight distances. My initial assessment is that the northbound acceleration lane appears relatively short at 116m and therefore is at risk of rejection by Transit. However the lane is constrained by the overbridge's central pier and cannot be improved without significant works. The ITA will assess the additional traffic volumes expected to head north using this lane.

Transit also requests that the ITA considers the potential traffic volume generated from the plan change area against a 15 year volume growth on the state highway. Transit accepts the traffic growth rate for the last 5 years being applied in predicting the future 15 year volume. However Transit's count data reveals that the traffic growth on SH 34 has remained static over the previous 5 year period from 2002 to 2006. The annual average daily traffic volume (AADT) in 2002 was 5711vpd while the AADT in 2006 was 5723 vpd with 8.1% HCV at the nearest relevant count station site to the proposed plan change area. On this basis it can be expected that little or no traffic growth on SH 34 will occur over the next 15 years unless significant development occurs in Kawerau.

The hour by hour traffic count volumes will be obtained from Transit to establish the highway's peak hour flow periods to ascertain whether it is consistent with the traditional commuter am and pm periods typical for industrial parks. A traffic count will also be conducted at the intersection of SH34 and the private road to ascertain the volume of traffic using the intersection presently.

Daily and peak hour traffic generation rates for the proposed industrial park are expected to be in the range of 100-120 trips/ha/day and 20-30 trips/ha/peak hour respectively. Specific rates will be determined in the ITA using data researched from similar type and sized developments around New Zealand.

The ITA will also address options for alternative transport modes to private car use. Public Transport in Kawerau is unlikely to exist in the short to medium term and so the ITA will focus on opportunities for walking and cycling infrastructure between the site and Kawerau.

The rough order fee estimate for the ITA to accompany the Plan Change is \$7000+gst.

Regards,
Cameron Inder
Transportation Engineer

FIGURE 1



FIGURE 2

