

SUBMISSION ON TRANSPOWER'S NOTICES OF REQUIREMENT AND APPLICATIONS FOR RESOURCE CONSENTS

Section 145 of the Resource Management Act 1991

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Submit to BOTH:

Minister for the Environment
Freeport Grid Upgrade Submissions
PO Box 4405
Hamilton East
HAMILTON 3247
Email: tpcalling@mfe.govt.nz
Fax: 04 439 7700

And Transpower
Freeport 182915
PO Box 1021
WELLINGTON
Email: submissions@transpower.co.nz
Fax: 04 819 7624

Please note: you must forward a copy of this submission to BOTH Ministry for the Environment AND Transpower, by any means you wish (post, fax, email)

This submission relates to the notices of requirement and/or applications for resource consent, lodged by Transpower New Zealand Ltd for the North Island Grid Upgrade Project, and identified below.

CLOSING DATE FOR SUBMISSIONS: 5 OCTOBER 2007

My/Our Full Name(s): KENNETH HENRY JAMES & SANDRA LILY HICKIN

Postal Address: 60 WAIMAI AVENUE, WEYMOUTH, AUCKLAND

Wk Ph: Hm Ph: (09) 2667822 Cell: 027 6971230

Wk Fax: Hm Fax: Email:

The reasons for my submission are:

See attached

I/we seek the following decision from the Board of Inquiry (provide precise details including the nature of any conditions sought):
TO CONSTRUCT AN ALTERNATIVE 220KV LINE WITH FURTHER UNDERGROUNDING.

I/we wish to be heard in support of my/our submission at the public hearing. (Remove tick if you do not wish to make a verbal submission at the public hearing)

I/we make my/our submission concerning all notices of requirements and applications for resource consents relating to Transpower's applications that will be heard by this Board of Inquiry. The references are NORs 27619, L07089, DES0011/07, RMR200621, DN/0006/07, 240/021, RM070209, and resource consents 34102, 34370, 34372, 34373, 34711, 34712, 116902, 116903, 116904, 116905, and any other NORs or resource consent applications that may subsequently be filed or altered. We oppose all of these NORs and applications for resource consent.

I/we have served a copy of my/our submission on the applicant by copy to Transpower as above.



Ministry of the Environment

Names(s): KENNETH HICKIN / SANDRA HICKIN Date: 04/10/07

K. Hickin

S. Hickin

(Signature is not required for electronic (email) submissions.
If this is a joint submission by two or more individuals, each individual's name is required.)



TRANSPower GRID UPGRADE SUBMISSION

We are completely opposed to the 400kv grid upgrade proposal by Transpower NZ Ltd and fully support and agree with issues put forward by the Manukau City Council and the formulated committee 'Underground In Manukau'.

To meet the necessary power requirements for Auckland and Northland, it is apparent at this point in time the correct choice is to construct a 220kv line with further undergrounding through the Whitford/Brookby/Clevedon areas. A 200kv line would be far less intrusive and would give the ability to mitigate many of the concerns the public has down the full length of the proposed line. The current forecast by Transpower states that a 400kv line will not be required until 2040 and in reality may never be commissioned to that capacity.

The 400kv line and its associated pylons are of a technology not currently in use or seen in New Zealand. The sheer magnitude and physical nature of such a line would have massive environmental and health implications which must be more carefully considered. They must not be built over the heads of our future housing suburbs and lifestyle block areas.

Transpower have said it will be necessary to build a second 400kv line to support the first. By their own admission, they are having difficulty finding a suitable route for this first line through the Clevedon/Brookby/Whitford area, largely due to conflict with the Ardmore Aerodrome and its airspace regulations. Surely, a shared tunnel or underground corridor would be a cost effective and sensible option when considering the possibility of two 400kv lines.

Other reasons this project should be undergrounded through the Clevedon/Brookby/Whitford area are as follows:

1/ Local Attractions

- The Auckland Polo Grounds is an internationally recognised facility and will be heavily impacted by the line passing through the centre of its fields.
- The Papatoetoe Pony Club is currently establishing a multi million dollar facility in Brookby and people nationwide come to attend regular equestrian events. The proposed line will have a negative impact on this well used outdoor recreational area.
- Clevedon, Brookby and Whitford regularly stage major cycling events which attract people from all parts of the country. This area is chosen for such events due to its attractive natural attributes and the proposed line will negatively impact on these activities.
- Overseas and local tourists pass through the Brookby/Whitford area to engage the Pacific Coast Highway which is a main route for travel around NZ. Brookby is the initial point at which you leave Auckland City to embark on this journey and is essentially the 'gateway' for the route. To have a massive set of lines placed at this strategic and important location does not fit with a 'Clean, Green New Zealand'.
- The local Brookby Primary School is admired for its location amongst traditional rural landscape and adheres to traditional rural curriculums such as Agriculture Days. If the 400kv

project goes ahead, this will no doubt have a negative impact on the Schools outlook and reputation for its beautiful location.

- As documented by the Auckland Regional Council, Brookby Valley is registered as an 'Outstanding Natural Landscape'. To build a line of this magnitude through the middle of such a feature is unacceptable for this day and age.

2/ Electricity Commission Approval Process

- The most up to date 2007 SOO figures do not support the demand growth forecasts to justify the line. Specially selected out of date figures appear to have been used by Transpower to justify the project.
- Transpower have not considered nor costed the environmental and social impact of this proposal as compared with alternatives.
- Transpower have not considered potential alternative funding towards further undergrounding including a financial contribution as suggested by the Manukau City Council.

3/ Easement Width

- The proposed 65m easement width is grossly inadequate to cater for environmental and health impacts.
- The impact of noise will be at an unacceptable level particularly on wet days.
- Vegetation throughout the length of the line will negatively be impacted, particularly upon native trees.
- Topple effect. Transpower should not control operations beyond the easement. There are issues with the possibility of topple in to and out of the easement width as stated earlier (a 65m easement width in relation to the proposed pylon heights is intolerable).
- When considering the health implications of Electro Magnetic Fields (EMF's), the easement width should be in line with the latest international trends which clearly show 65m to be inadequate. Precautionary approaches must be adopted to mitigate the impact where new lines are being erected.
- Issues of access and earthmoving arrangements. This will also negatively impact on properties adjoining the proposed easement.
- Consideration needs to be made with ongoing restrictions on adjoining landowners.

4/ Extend The Underground Route

- The proposal is contrary to Plan Change 8 (Whitford Plan) and the visual amenity value.
- Transpower have taken no consideration to the Manukau City Councils plans for the future urbanisation of the Brookby Valley. This point must be fully investigated.
- No consideration has been made for the amenity value of this part of South Auckland to the residents of greater Auckland.
- Given that the life span of this proposal is indefinite, planning should take into account the growth probability beyond the current urban limit definition.
- No account or allowance has been taken of the fact that Manukau represents the most densely populated section of the proposed route, (3 ½ times more).

- The gradual growth of Clevedon Village has been ignored. Significant development is currently proposed for this area. Flashing lights at night and orange balls by day do not belong in this area.
- Little regard has been taken into account for Ardmore Airports safety issues, the visual impact of Transpowers recommendations to keep the lines safe for aircraft such as orange balls, night lights and parallel sets of pylons are all environmentally unacceptable.
- It must be appreciated that trainee pilots will make mistakes during their training and the risks involved with these taller, more threatening pylons and lines must be taken seriously.
- Undergrounding would extend diversity and security of supply into Auckland.
- Undergrounding of cables result in a significantly reduced electro magnetic field along the line, greatly mitigating health concerns

5/ Support Manukau City and Auckland Regional Councils

- We support the councils efforts in relation to further undergrounding.
- Transpower should consider alternative funding from other sources such as that offered by the Manukau City Council to help with further undergrounding.

6/ Substation at Brownhill Road

- We oppose the substation as a 400kv line may never be energised to that capacity.

In summary, we feel Transpowers planning for this 400kv line has been flawed and not fully researched particularly in relation to the Clevedon/Brookby/Whitford areas.

It would appear Transpower have not utilised their planning timeframes effectively.

There does not appear to have been any social responsibility displayed by Transpower in their planning procedures, merely financial considerations. However, Transpower have not considered alternative funding to assist with further undergrounding which would resolve several issues through the Clevedon/Brookby/Whitford areas.

Clearly more electricity transmission is required for this region however we trust that a more considerate and acceptable answer will prevail than that currently presented by Transpower.

In this modern era, we should not have to tolerate such disregard for the environment and well being of the general public such as has been displayed by Transpower. We feel while financial considerations are important, they must not totally dominate the ultimate design for this project.