

## Compliance with the National Policy Statement on Electricity Transmission 2008 (NPSET)

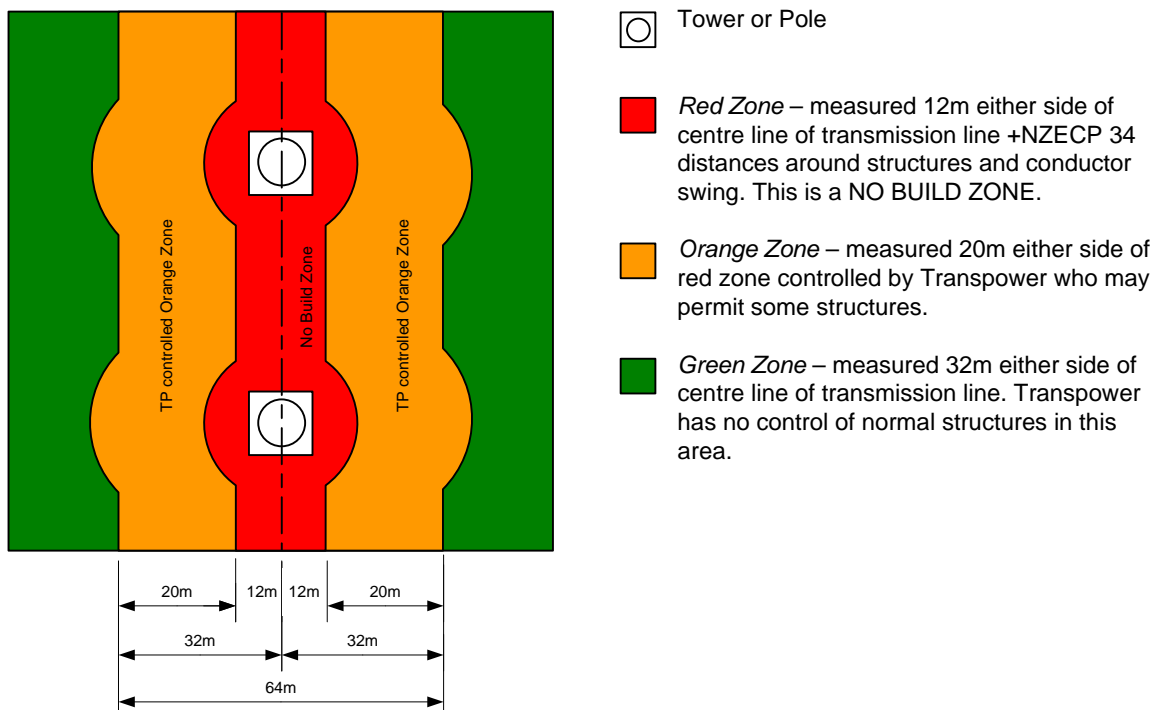
The NPSET came into force on the April 2008.

Auckland Council has a mandatory requirement to notify a plan (NPSET) change by April 2012. Can Auckland Council undertake a review and plan change process to 11 separate operative plans by April 2012? (this has the potential to become a very complex costly and confusing process for all parties) Can Auckland Council use the Unitary Plan which is due to be publicly notified early 2013 as a more straight forward process however does not meet the timeframe as specified in the NPSET?

### Key Points regarding Transpower requirements.

- No development within a distance of 12m either side of the centre line (red zone).
- Transpower will manage any development within a distance of 20m either side of the red zone defined as the orange zone.
- Transpower generally advocates that a 32m buffer corridor be applied on either side of existing transmission lines.

Policies 10 and 11 of the NPSET require that the Council initiate a consultation process with Transpower to identify an *appropriate* buffer corridor to avoid reverse sensitivity effects. This buffer corridor must be provided for within Council planning documents. Based on other Council plan reviews across the country and existing Council plan changes, it has been observed that **Transpower generally advocates that a 32m buffer corridor be applied on either side of existing transmission lines**<sup>1</sup>. This is in line with Transpower's internal non-statutory Corridor Management Policy (CMP). The objective of the CMP buffer corridor is to limit land use immediately under existing lines, by seeking very limited or **no development within a distance of 12m either side of the centre line (red zone)**, and to **manage development within a distance of 20m either side of the red zone (orange zone)**. The whole area within the red corridor will be required to be protected from any future development and new activities within the orange corridor will require resource consent to undertake development. Only those activities compatible with high voltage transmission lines will be able to occur within the corridor. The CMP document is nationally consistent and does not recognise the existing environment in which the line is placed.

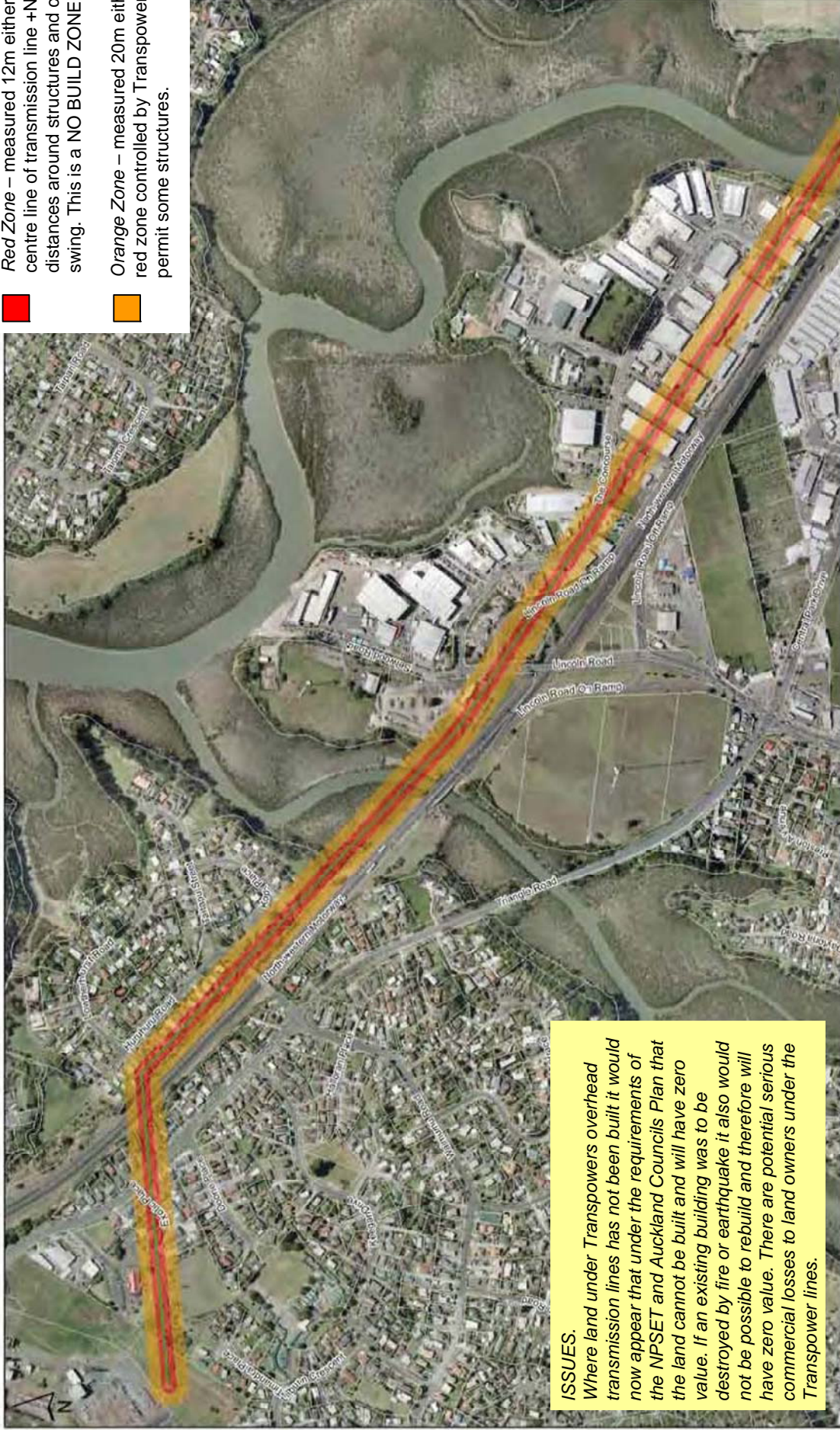


## Transpowers Transmission Lines Through Auckland



**Red Zone** – measured 12m either side of centre line of transmission line + NZECP 34 distances around structures and conductor swing. This is a **NO BUILD ZONE**.

**Orange Zone** – measured 20m either side of red zone controlled by Transpower who may permit some structures.



**ISSUES.**  
Where land under Transpowers overhead transmission lines has not been built it would now appear that under the requirements of the NPSET and Auckland Councils Plan that the land cannot be built and will have zero value. If an existing building was to be destroyed by fire or earthquake it also would not be possible to rebuild and therefore will have zero value. There are potential serious commercial losses to land owners under the Transpower lines.

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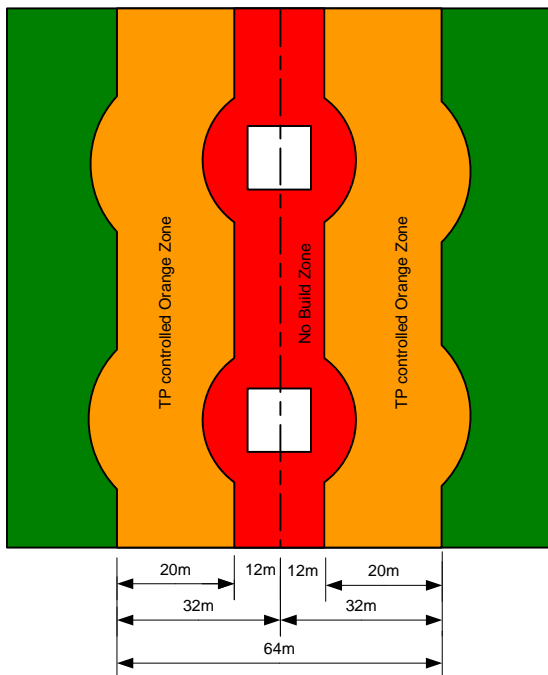
**Overhead Transmission Lines Buffer Corridors Massey**





**Legend:**

- Overhead Transmission Line
- No Build Area
- Management Area
- Faircreek Boundaries

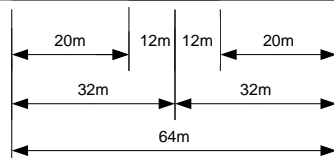
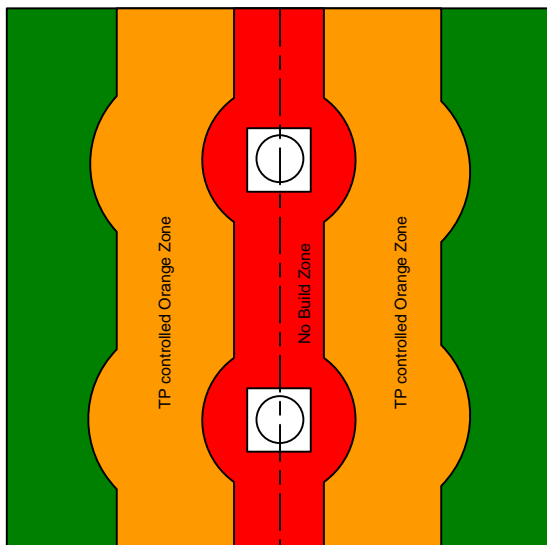
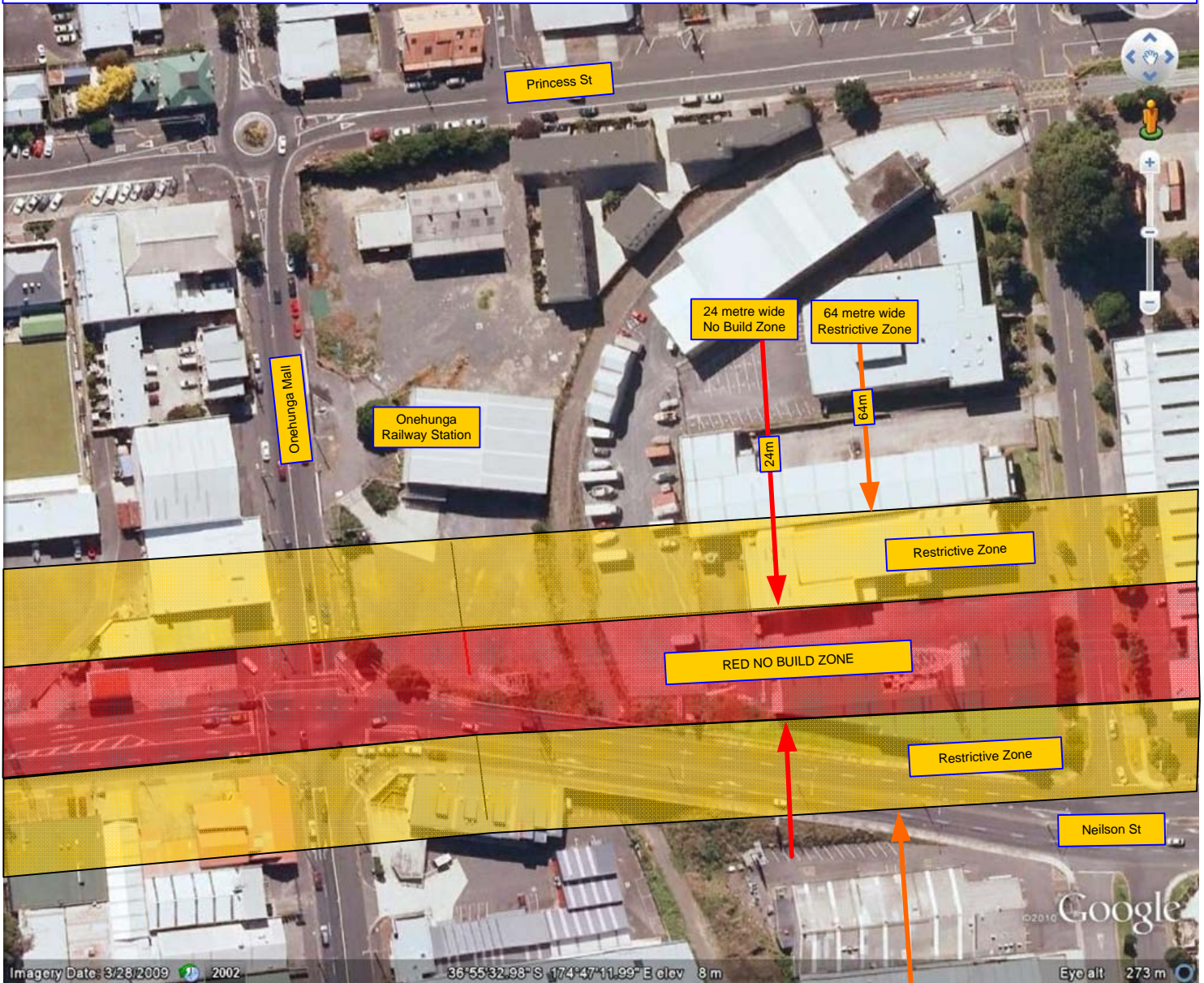
**Scale:** 0 30 60 120 180 240 300 Meters


**Date:** 14 July 2011  
**Ref Number:** IM89560





-  Tower or Pole
-  **Red Zone** – measured 12m either side of centre line of transmission line + NZECP 34 distances around structures and conductor swing. This is a NO BUILD ZONE.
-  **Orange Zone** – measured 20m either side of red zone controlled by Transpower who may permit some structures.
-  **Green Zone** – measured 32m either side of centre line of transmission line. Transpower has no control of normal structures in this area.


**Implications of Transpower NPSET requirements in the vicinity of Onehunga Railway Station and Neilson St.**  
 The NPSET will limit Auckland Councils Future Growth Plans for Onehunga including transportation roading and providing a liveable community.



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