



## Briefing Paper

For : Greg Schollum Wellington Regional Council  
From : Ken Harris CentrePort Wellington  
Regarding : Kaiwharawhara Reclamation  
Date : 17 June 2000

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Greg

The development of the above facility is important to the future of the port. Based on projections of forestry exports the development will be needed in four to five years.

Forestry exports through Wellington will this year exceed 700,000 tonnes. Of this log exports total about 160,000 tonnes with the balance being processed product such as sawn timber, wood pulp and laminated building materials.

Over the next five years log exports will grow more than six fold. To handle this a forestry export facility is required that has a marshalling yard of about four hectares, a railway siding and a heavy duty wharf adjacent to deep water. The facility will cost in the order of to develop.

The port's 3.5 hectare reclamation at Kaiwharawhara is the only site in this region that can meet this need. The majority of timber and log exports arrive at the port by rail and this is expected to be the case in the future.

The development at Kaiwharawhara:

- Has been specially engineered as a port reclamation with supercharge material added to ensure the good ground compaction necessary to establish paving suitable for heavy equipment operational needs.
- Will help the Port bring people friendly maritime and general activity into areas that are closer to the city adjacent to the Lambton Harbour Project Area (cruise, fast ferry, and perhaps residential) as the current log yard becomes available to serve the interisland freight operations.
- Does not affect the Kaiwharawhara Stream or its estuary. We retain a strong interest in working with interested groups in protecting and enhancing this area, including the current initiatives of the Wellington Regional Council.

- Generates the opportunity to improve the amenity value of area including being able to address recreational access to the interesting beach formation adjacent to the motorway as well as fishing spots again alongside the motorway. This would need the co-operation of Tranz Rail and Transit as their land would be affected by this; and the development.
- Will facilitate direct access off the motorway to both the Port area and Tranz Rail Ferry Terminal subject to Transit agreement removing the mystery for travellers as to how to get to the ferry terminal.
- Will require consents for the wharf and some additional reclamation to provide for a operationally workable area.
- Will remove logging trucks from the city arterial roadways.
- Will address the current undesirable mix of “clean” and “dirty” cargoes within the same operational area.

It is not a practical alternative to store the product off site. At least three shipments need to be stored adjacent to the wharf so that it can be efficiently loaded. Each ship will load between 10,000 and 30,000 tonnes of logs. This is because the logistics problems associated with delivering these large quantities from a remote site, as they are required by the stevedore by length and grade, are insurmountable. Remote site operations also add significant costs in the transport chain with double handling of product and additional logistics support costs of land, equipment and labour.

It is not a practical alternative for the port to relinquish the site. To do so would choke forestry exports at about the current level. The direct cost to the company's value would be between \$40,000,000 and \$60,000,000 net of the development cost. The indirect costs to exporter would be much more than this.

The site is currently used to store surplus port construction materials and has purposely not been made available for any interim commercial use due to the lack of infrastructural services and the wish not to compromise future port development objectives. Being a relatively recent reclamation and with its exposed environment there is no notable flora establishment despite many attempts over the years. As it is the reclamation is not an attractive feature and development can only enhance the area as well as add the interest and vitality associated with an active port operation.

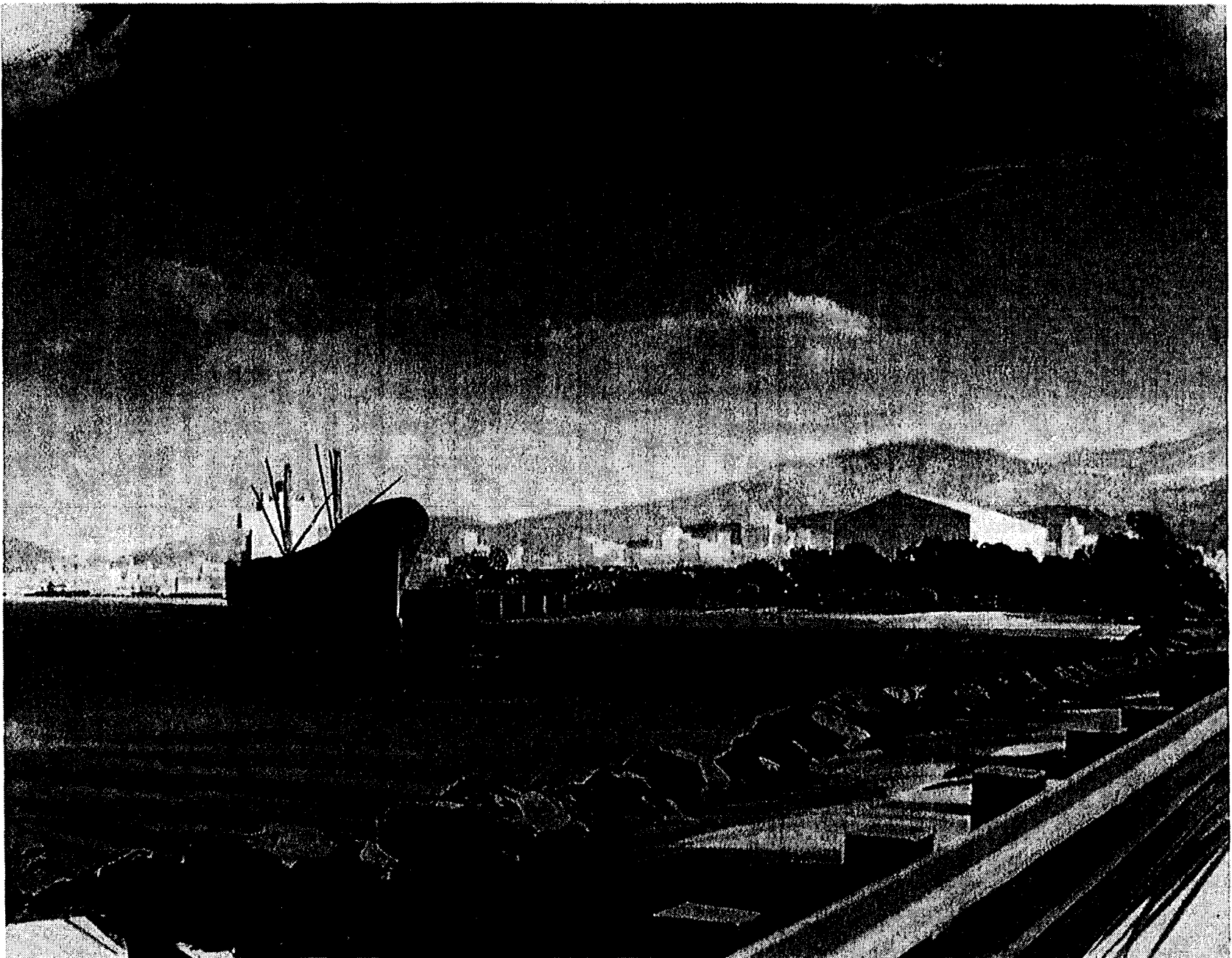
The route used by the public for access to the small beach referred to earlier is over land under the control of Transit and Tranz Rail and not the Port. Access to the proposed development site is via a bridge over the Kaiwharawhara Stream which has a locked gate to preserve security in the area.

Discussions with community and special interest groups on this matter have been undertaken and agreement reached with regard to planning issues. The agreement is very similar to our proposal to them last September. It restricts the port to buildings no higher than 18.5 metres high covering no more than 30% site without consents. In addition it also agrees that the port will consult with the group further and co-operate in the protection of the Kaiwharawhara stream. Frankly, these are matters that we do in any case.

Attached are some letters that add further detail. We have also had prepared an artist's impression of the development. A copy of this will follow. This depiction is realistic and has been done from the perspective of most concern, ie the motorway. The reclamation cannot be seen from the train and the nearest residences are approximately two kilometres away.

We hope the above assists in answering the questions received directly from special interest groups. We will continue our efforts to meet with these and other community groups directly so as to gain the benefit of wide consultation.

Ken Harris  
Chief Executive



Wednesday 13 October 1999

Ms Joyce Griffin  
Action For Environment **Inc**  
**P.O.Box 10-030**  
**WELLINGTON**

Dear Joyce

Thank you for your copy of your letter to Mr **MacAskill** dated **29<sup>th</sup>** September 1999. (Received 13<sup>th</sup> October 99). This letter related to your interest in our company's development plans for our Kaiwharawhara land. Thank you also for **taking** the time to visit with us the other day and to tour the port. The amenable nature of the meeting was encouraging and your contribution appreciated.

We have reread the submissions you refer to together with our notes of our **recent** meeting and looked again at our letter of **8<sup>th</sup>** September.

With regard to the points you raise in your letter dated **29<sup>th</sup>** September:

1. Our **notes** of the meeting indicate that contrary to your **understanding** the concerns we have with the submission you made to WRCC were discussed;
2. We note and sincerely regret your unhappiness with our statement that content in your submission was incorrect;
3. The attachments you have forwarded are appreciated. Letters from **Mr Hyde** and **Mr Renner** are **consistent** with our position and port records;
4. **The** Action for the Environment and the Wellington Harbour Board undertook planting on the reclamation. This was to reduce concerns that it was an eye sore. Regrettably (as agreed at the recent meeting) this planting did not succeed;
5. We note and agree with the comment that the reclamation was always intended for port development;
6. The Wellington City Council planning processes reflect the ownership of the land by the port company, and the needs for port development. 'The open space zoning has no validity and was formally removed by the WCC following proper formal processes;
7. The processes involved in the creation of the **Lambton** Harbour development preceded the formation of the Port company. Unfortunately therefore we are unable to comment on the points you make here;
8. The land to be used for stadium transfers is not operationally suitable for the exchange of heavy cargo. It has been used for the **marshalling** of cars. This is to be transferred to an area on Kings wharf that has the advantages of being adjacent to a berth that is suitable for the exchange of heavy cargo. We are looking to **free** up other areas along Waterloo quay as they also have limitations operationally. We would be happy to discuss these plans further.

Once again thank you for taking the time to visit with us and to allow us to take you on a tour of the port. We appreciate your position and the planting you undertook on the reclamation -however regrettably are not in a position to fully accommodate all the wishes of your group.

Kindest Regards

Ken Harris  
Chief Executive

8 September 1999

**Mr** Stuart Macaskill  
Chairman  
Wellington Regional Council  
**P O Box 11-646**  
**WELLINGTON**

Dear Stuart

I refer to your letter of 4 August 1999 addressed to **Nigel** Gould. This letter related to interest in our company's development plans for our Kaiwharawhara land. Nigel has asked that I compile and forward to you a brief note covering the background of relevant issues.

The company is committed to acting and has always acted in a matter consistent with being a good corporate citizen. The company is committed to being environmentally responsible.

We fully participated in the statutory process providing for the establishment of the Wellington Regional Coastal Plan and the Wellington City District Plan. This process is continuing with our Company bringing to a conclusion the final remaining outstanding matters which have been referred to the Environment Court of which the height limits at the Kaiwharawhara Reclamation are but one issue.

With regard to the Kaiwharawhara Reclamation we have consulted with interest groups on a **number** of occasions and each of the meetings was amicable. It was our view that the key concerns of the groups that talked with us had been met. We will be meeting with these groups again to consult further and to correct a number of misconceptions that various groups have.

Again with regard to the Kaiwharawhara Reclamation and consultation with the Wellington City Council we voluntarily offered and agreed to the incorporation in the proposed consent order an obligation to consult with interest groups when our Company wishes to proceed with any development works at Kaiwharawhara.

There is agreement between ourselves and the Wellington City Council as to the content of the Consent Order which provides in general terms for a height limit of 18.6 metres with a site coverage limitation of 50%. This has taken a significant amount of time in negotiations. Much of this with the Wellington City Council outlining and explaining our needs and those of the adjoining property owner **Tranz** Rail Limited.

I have read the submissions of Joyce Griffin for Action for the Environment **Inc** which accompanied your letter of 4 August 1999. Unfortunately much of the content of that submission is incorrect. My comments are as follows:

1. The Port Company secured the Kaiwharawhara Point Reclamation for the purpose of **future** port development and the value of that reclamation was **taken** into account in establishing the value of the business. There has never been any undertaking or intention indicated, either by the former Wellington Harbour Board, our Company or the Wellington Regional Council for the reclamation to be gazetted as a reserve. To the contrary our Company has never hidden the fact that the area will, at some time in the future, be developed as an operational port area. To prevent this development would have adverse implications for the value and **future** of the company;

3. The area has and will continue to be used for operational port activity and the future use of the reclamation for port activity was part of the trade off releasing / gifting the **Lambton** Harbour Project Area to the citizens of Wellington;
4. Public access to the Kaiwharawhara Point Reclamation has been curtailed for many years. Access is and has been locked off. The public can access land adjoining the motor way by using a rail bridge. This accessible land is under the control of the Crown (Transit). It appears the interests groups may be **confused** over the differing owner ships of these areas;
5. The so called "Sesqui Sign" issue had nothing to do with i.e. is irrelevant to the ownership or rights of use of the Kaiwharawhara Point Reclamation. The sign was erected based on support **from** Wellington City Council who also agreed the sign should not be resurrected following its demise;
6. Some time after the reclamation was created the then WHB responded to representations **from** community groups by organising a limited planting program as an interim measure designed to improve the appearance of the area until the port proceeded with a comprehensive development. The plantings however were unsuccessful and none of the trees survived. A few flax bushes of an introduced specie do appear to remain. Given the harsh environment in this area these plants must be exceptionally hardy;
7. The future of the Kaiwharawhara Point land as open space has been fully debated with the interested parties being involved and the outcome was for the removal of the Open Space Character Area and its replacement with the Operational Port Character Area, but with an unrealistic limitation on height at 12 metres. Our Company, along with **Tranz** Rail, have been able to demonstrate to the Council that a height limited of at least 18.6 metres is necessary to facilitate the establishment of the normal type structures associated with port operational activity. The visual impact of such structures, having regard to the site coverage limitations, would be momentary in terms of their effect of the vista of the remaining port area and the city beyond. The development of the area for operational port activity and its impact is a subjective issue with probably an equal number of people supporting the interest factor generated by a vibrant operational port activity to those wishing to see an open space area.
8. There is no doubt that the Company will and does require the Kaiwharawhara Reclamation. The health of the company and many related businesses rests on our ability to efficiently move cargo and of particular relevance forestry products. **The** reclamation is established adjacent to deep water and with a rail siding. The site is capable of being developed with direct access **from** the motor way. The growth of forestry cargo-has been very strong and is **projected** to accelerate. Coping with and supporting this growth, requires the reclamation. Further any relocation of **freight** activity **from** wharves near the city will probably require the development of the reclamation.
9. The "computer generated simulated photographs" of the site that are in circulation bear no resemblance to any possible development. Any development would have to take place much closer to sea level i.e with a radically different height profile to that purported to be shown by the faked pictures. The computer generated simulated photographs pictures appear to have been taken **from** the perspective of some one lying down under the motorway armco barrier of the motorway. This is unlikely to be a pursuit entertained or even attempted by many. To put the matter in a more realistic light we have taken photographs from the different aspects likely to actually be the views enjoyed. These photographs have also been generated using the computer simulation techniques. The structures superimposed are of a **type** likely to be required.

Finally whatever activity our Company establishes on the site it will and will have to meet the statutory environmental controls applicable at the time of development. Should there be any further queries with regard to the above please do not hesitate to contact us regarding the same.

Regards

Ken Harris  
Chief Executive