



# Te Tai o Poutini PLAN

*A combined district plan for the West Coast*

## Te Tai o Poutini Plan Committee Meeting

To be held in the Council Chambers, West Coast Regional Council  
388 Main South Rd, Paroa

26 January 2021

### AGENDA

<b>10.00</b>	Welcome and Apologies	<b>Chair</b>
	Confirm previous minutes	<b>Chair</b>
	Matters arising from previous meeting	<b>Chair</b>
<b>10.05</b>	Topics for Committee members to declare an interest in. Under discussion today: Mineral Extraction Airport Zone Notable Trees Hydroelectricity generation	<b>Chair</b>
<b>10.10</b>	Financial Report	<b>Project Manager</b>
<b>10.15</b>	Technical Report - Mineral Extraction Multi-Zone Precinct: Draft Objectives and Policies	<b>Principal Planner</b>
<b>11.00</b>	Technical Report - Special Purpose Zones - Airport Zone: Draft Objectives and Policies	<b>Principal Planner</b>
<b>11.45</b>	Technical Report - Notable Tree rules and schedule	<b>Senior Planner</b>
<b>12.30</b>	Lunch	
<b>1.00</b>	Technical Report - 2021 Work Programme – Overview for the Committee and Introduction to Overlays	<b>Principal Planner</b>
<b>1.30</b>	Technical Report - Options for Hydro Development	<b>Principal Planner</b>
<b>2.00</b>	Project Manager's Report	<b>Project Manager</b>
<b>2.10</b>	General Business	<b>Chair</b>
<b>2.30</b>	<b>Meeting Ends</b>	

**Meeting Dates for 2021**

<b>February</b>	Tuesday 23, 9.30-2.30	Grey District Council
<b>March</b>	Tuesday 30, 9.30-2.30	Westland District Council
<b>April</b>	Friday 30, 10.00-2.30	Buller District Council
<b>May</b>	Tuesday 25, 9.30-2.30	Arahura Marae
<b>June</b>	Tuesday 29, 9.30-2.30	West Coast Regional Council
<b>July</b>	Monday 26, 10.30-3.30	Grey District Council
<b>August</b>	Tuesday 31, 10.00-2.30	Westland District Council
<b>September</b>	Tuesday 28, 10.00-2.30	Te Tauraka Waka a Maui Marae
<b>October</b>	Friday 29, 10.00-2.30	Buller District Council
<b>November</b>	Tuesday 30, 10.00-2.30	West Coast Regional Council
<b>December</b>	TBA	Grey District Council

## **THE WEST COAST REGIONAL COUNCIL**

### **MINUTES OF MEETING OF TE TAI O POUTINI PLAN COMMITTEE HELD ON 14 DECEMBER 2020, AT THE OFFICES OF WESTLAND DISTRICT COUNCIL & VIA ZOOM, COMMENCING AT 11.00 A.M.**

#### **PRESENT:**

R. Williams (Chairman), A. Birchfield, J. Cleine (via Zoom), T. Gibson (via Zoom), B. Smith, L. Coll McLaughlin, P. Madgwick, F. Tumahai (joined meeting at 11.50, via Zoom), A. Becker (via Zoom)

#### **IN ATTENDANCE:**

J. Armstrong (Project Manager), L. Easton, E. Bretherton (WCRC), V. Smith (WCRC), P. Morris (GDC) via Zoom, T. Jellyman (WCRC)

#### **WELCOME**

The Chairman welcomed everyone to the meeting. He reminded those present that this is a public meeting and members of the public as well as media are welcome to attend. The Chairman welcomed any members of the public who may be viewing the meeting via Council's Facebook page.

#### **APOLOGIES:**

**Moved** (Smith / Madgwick) *that the apologies from Cr Roche, Cr Martin, and S. Bastion be accepted.*  
*Carried*

#### **CONFIRMATION OF MINUTES**

**Moved** (Cleine / Smith) *That the minutes of the meeting dated 24 November 2020, be confirmed as correct.*  
*Carried*

#### **MATTERS ARISING**

It was noted that the meeting was held at the West Coast Regional Council, not Grey District Council.

#### **Financial Report**

J. Armstrong spoke to this report and took it as read. She stated that expenditure is tracking as expected.

**Moved** (Becker / Gibson) *That the financial report is received.*  
*Carried*

#### **Project Manager's Report**

J. Armstrong spoke to her report. She stated that AgFest went very well with lots on interest. J. Armstrong thanked Cr Coll McLaughlin and E. Bretherton for their attendance at this event.

J. Armstrong advised that her team will be meeting with GNS science staff over the next day and a half.

E. Bretherton advised that possible GNS work will cover specialties in all areas of hazards mapping, including landscape risks. She advised that they will be looking at what we have now and what we need going forward. J. Armstrong advised that some of this work will be case study research on the West Coast area. She advised that TTPP staff time was provided, but GNS will not be invoicing for this work.

J. Armstrong advised that meeting dates for next year will be confirmed over the next few days.

**Moved** (Tumahai / Coll McLaughlin) *That the report is received.*  
*Carried*

## **Te Tai o Poutini Plan Historic Heritage Technical Update Issues, Objectives and Policies and Direction on Rules**

E. Bretherton spoke to this report. She gave various examples of historic heritage around the West Coast including Cape Foulwind Lighthouse, the Gates of Remembrance (Westport), The Powerhouse (Reefton) racecourses, mining heritage, places in the township of Greymouth, the Grey Valley, including Moana. She spoke of various bridges, the Speights Alehouse in Greymouth and advised that in Westland there are places as far south as Fox Glacier.

E. Bretherton spoke of heritage buildings that are earthquake prone in each of the districts. She answered questions and provided additional information on current rules. Discussion took place on various listings which have been missed or incorrectly named. She confirmed that the list of buildings was provided by Heritage New Zealand Pouhere Taonga. E. Bretherton agreed to re-check various listings.

P. Madgwick expressed concern about who could add to the list if required and how this could be done.

E. Bretherton stated that this area is slightly under resourced. Discussion took place on demolition and the importance of protection for heritage listings.

E. Bretherton agreed that this is the first method that has been used. She advised that more methods may be added. L. Easton the focus has been on statutory requirements as methods are optional.

P. Madgwick acknowledged that the Heritage Schedule is from *Heritage New Zealand Pouhere Taonga*. He stated that there are glaring omissions regarding monuments and statues. He expressed concern that there is nothing in place to stop the moving of statues which creates community anxiety.

The Chairman asked staff to update the meeting on changes since October. He spoke of the importance of the committee providing input to this area. E. Bretherton advised that she has made some changes but there are no substantive changes to this paper. She confirmed that she does have sufficient direction around the rules, but the rule regarding demolition and destruction may need further work and she doubts that this could be a permitted activity.

Cr Birchfield stated that whoever owns a building should be able to do what they want to with their building.

Cr Coll McLaughlin spoke of the potential for communities being robbed of their heritage.

V. Smith advised that the RMA doesn't have a compensationary right to it. He spoke of demolition by neglect.

Extensive discussion took place. E. Bretherton clarified discretionary consents. L. Easton spoke of importance of including discretionary consents. The tiered approach was discussed and it was agreed that this is quite complicated. Cr Coll McLaughlin stated that she is in favour of a non tiered approach as she feels this is more streamlined.

### **Moved** (Birchfield / Smith)

- 1. That the Committee receive the report.*
- 2. That the Committee provide feedback on the draft objectives and policies for Historic Heritage.*
- 3. That the Committee provide rules direction for Historic Heritage.*

*Carried*

## **Tai o Poutini Plan Technical Update – Rural Areas and Settlement Policies**

L. Easton spoke to this report. She drew attention to page 58 of the agenda and stated that she is seeking feedback on this. She spoke of the importance of protecting production values.

Mayor Smith stated he would like to see mineral prospects maps overlaid as he would like to see potential conflict avoided.

Mayor Cleine asked questions about lifestyle and rural land resources and landowner issues. Cr Coll McLaughlin stated that rural resources need to be retained.

Mayor Smith discussed mining restoration and minerals such as garnet and Ilmenite. He stated that it is important that mining can still continue in lifestyle areas.

P. Madgwick stated that there are many small country historic mine fields on the West Coast, and these are the type of places where lifestylers like to set up.

L. Easton commented that reverse sensitivity is difficult to deal with. She gave the example of the Western Springs Speedway and the risks in lifestyle areas. She stated that the Court does give a lot of weight to adjacent neighbours, she advised that it is very important to solve these types of problems sooner rather than later.

Cr Becker asked if the rural zone for Moana should be changed now. L. Easton acknowledged that this is an obvious area that is growing. V. Smith stated that one of the key issues what to do with lifestyle blocks that are there now and new lifestyle blocks that could create issues. It was agreed that strong policy direction

will be required to deal with this. It was also agreed that it is better to have debate up front rather than on a consent by consent basis.

Discussion on reverse sensitivity took place. Mayor Smith stated that it is important not to inhibit mining and the need to be mindful of protecting this.

Settlement precincts: L. Easton advised that there is a need for policy for the precinct areas. Extensive discussion took place. Cr Coll McLaughlin stated that landowners need to make the best of a situation. L. Easton advised that property rights need to be protected. Mayor Cleine spoke of settlements which are actually small villages. P. Madgwick noted this includes Kaniere which has become a suburb of Hokitika. L. Easton agreed and noted that Hokitika is growing.

It was noted that a workshop is planned for early next year as strong feedback is required in this area.

P. Madgwick stated that Jacksons Bay is a port settlement. L. Easton stated this is zoned as a coastal settlement in the current plan, it was agreed this would be discussed further at the workshop.

**Moved** (Coll McLaughlin / Birchfield)

1. *That the Committee receives the report.*
2. *That the Committee provide feedback on the wording of the draft Policies for Rural Areas and Settlements.*

*Carried*

### **Te Tai Poutini Plan Technical Update – General Rural Zone Rules**

L. Easton spoke to this report and advised page 69 of the agenda contains the key matters. She stated that people don't always subdivide as it is expensive, and the draft plan is proposing to permit the building of a minor residential unit or granny flat on appropriately sized sections. L. Easton spoke of the size of areas that are to be zoned rural. She stated that lots of areas are smaller than 20 hectares. L. Easton answered questions about how many houses can be built per hectare.

L. Easton answered questions relating to the setting up of lodges and glamping facilities. L. Easton answered questions relating to the rules around subdividing of farms. Extensive discussion took place and it was agreed that care needs to be taken around this.

Mayor Smith spoke of the frustrations of the consenting process for new builds. L. Easton stated that this matter is proposed to change and this will be an easier process in the future. It was noted that there are a lot of constraints and restrictions that need to be considered in current plans. L. Easton suggested that some worked examples are done to gain a better steer. Notification for neighbours can be included. Cr Coll McLaughlin gave examples of possible consenting issues relating to set back rules. Mayor Cleine expressed concern relating to neighbour vs neighbour.

The Chairman raised the matter of highly productive land and spoke of how this has changed significantly over the years. It was noted that land can now be developed into highly productive land. L. Easton identified that MfE had identified Landuse Capability Class 3 land as having the best soil and less restrictions for agriculture. L. Easton advised that mining rules will be coming to this committee in February.

**Moved** (Smith / Birchfield)

1. *That the information be received.*
2. *That the Committee provide feedback on the draft General Rural Zone performance standards and rules.*

*Carried*

### **Te Tai Poutini Plan Technical Update – Rural Lifestyle Zone Rules**

L. Easton spoke to this report and advised this zone does not exist at the moment. Hoping to keep the rules the same as the rural zone. Mayor Cleine expressed concern with animal waste and aquaculture that could occur in future. L. Easton provided significant detail and answered questions relating to animal waste and lot sizes. It was agreed this would be included in the permitted activity rule. Cr Coll McLaughlin stated that this matter is very complicated. It was agreed that these are very important issues. L. Easton suggested that the committee discusses what their vision is as she is aware that this is complicated and it is important that rules - and issues are worked through correctly. L. Easton outlined areas around the region where lifestyle blocks have now evolved around the periphery of main towns. She noted that baches in South Westland are popular. Cr Birchfield noted that productive land is being lost with lifestyle blocks not producing

anything. Cr Becker noted that bee keeping is popular. L. Easton advised that Council's are using bylaws to minimize impact to neighbours of beekeepers.

Extensive discussion took place, L. Easton answered questions and provided clarification. It was agreed that a transitional use facility would be put in place and more work would be done on this.

**Moved** (Becker / Smith)

1. *That the information be received.*
2. *That the Committee provide feedback on the draft policies for Rural Lifestyle Zone performance standards and rules.*

*Carried*

### **Adjourned at 12.30 for lunch and reconvened at 12.45**

#### **Te Tai Poutini Plan Technical Update – Settlement Zone performance standards and rules.**

L. Easton spoke to this report. She noted that this is complicated as the planning standards have not made this easy. She stated that extra zones are not allowed but precincts are allowed and are similar. Discussion took place. L. Easton advised that Arahura is currently zoned as settlement zone. Mayor Cleine stated that he would like to see some examples.

**Moved** (Coll McLaughlin / Madgwick)

1. *That the information be received.*
2. *That the Committee provide feedback on the draft Settlement Zone performance standards and rules.*

*Carried*

#### **Stadium and Future Urban Special Purpose Zones: Objectives and Policies**

L. Easton spoke to this report and offered to answer questions. Mayor Smith spoke of the Westland Hub. It was noted that this would be owned by the Ministry of Education. Cr Becker asked about Rugby Park in Greymouth. It was noted that this could be included in the Stadium zone.

Mayor Cleine asked if racecourses should be included as they are multipurpose facilities. Maximum usage is to be encouraged due to the cost of running these.

L. Easton advised that different zones can be used. She explained definitions to the meeting. It was noted that open space zones also need to be considered.

Future Urban Special Purpose Zones: L. Easton advised there is some restriction. Cr Coll McLaughlin stated that it is very important that landowners are on board with this. It was noted that there are financial implications. Sea level rise, flooding and erosion were discussed and it was noted that this does need to be considered.

**Moved** (Gibson / Becker)

1. *That the information be received.*
2. *That the Committee provide feedback on the draft Objectives and Policies for the Stadium and Future Urban Zones.*

*Carried*

#### **GENERAL BUSINESS**

The Chairman drew attention to paragraphs 26 – 32 on page 109 and 110 of the agenda, he suggested that these may be used as an appendix so that people can better understand this, and to also make this section much more readable.

The Chairman suggested that conflict of interest is put back on the agenda. He spoke of the importance of committee members declaring their interests.

It was noted that staff will be holding a budget meeting on Monday.

The Chairman thanked everyone for their efforts throughout the year.

The meeting closed at 1.52 p.m.

The Chairman thanked everyone for their attendance.

#### **NEXT MEETING**

The next meeting will be held at West Coast Regional Council Chambers on Tuesday 26 January commencing at 10.00 am.

.....  
Chairman

.....  
Date

#### **Action Points**

#### **Meeting Dates for 2021**

	<b>Day, Date and Time</b>	<b>Venue</b>
<b>January</b>	Tuesday 26, 10.00-2.30	WCRC
<b>February</b>	Tuesday 23, 9.30-2.30	Grey
<b>March</b>	Tuesday 30, 9.30-2.30	Westland
<b>April</b>	Friday 30, 10.00-2.30	Buller
<b>May</b>	Tuesday 25, 9.30-2.30	Arahura Marae
<b>June</b>	Tuesday 29, 9.30-2.30	WCRC
<b>July</b>	Monday 26, 10.30-3.30	Grey
<b>August</b>	Tuesday 31, 10.00-2.30	Westland
<b>September</b>	Tuesday 28, 10.00-2.30	Te Tauraka waka a Maui Marae
<b>October</b>	Friday 29, 10.00-2.30	Buller
<b>November</b>	Tuesday 30, 10.00-2.30	WCRC
<b>December</b>	TBA	Grey

**ONE DISTRICT PLAN**

**FINANCIAL STATEMENT FOR THE FIVE MONTHS ENDED 30 NOVEMBER 2020**

	<b>ACTUAL</b> Year to Date	<b>BUDGET</b> Year to Date	<b>YEAR TO DATE</b> Variance	<b>BUDGET</b> Full Year
<b>INCOME</b>				
Carry forward Credit Balance 19/20	38,368	41,667	- 3,299	100,000
Targated Rate	106,376	104,167	2,210	250,000
General Rate Contribution - WCRC	62,500	62,500	-	150,000
	<b>207,244</b>	<b>208,333</b>	<b>- 1,089</b>	<b>500,000</b>
<b>EXPENDITURE</b>				
Salaries	101,678	103,333	- 1,656	248,000
Consultant Planner	48,988	41,667	7,321	100,000
Governance	22,500	27,083	- 4,583	65,000
Research	33,914	41,667	- 7,752	100,000
Stakeholder Engagement	14,036	7,083	6,953	17,000
Communications Platforms	-	4,167	- 4,167	10,000
Legal Advice	99	833	- 734	2,000
Share of WRC Overhead	62,500	62,500	-	150,000
	<b>283,715</b>	<b>288,333</b>	<b>- 4,619</b>	<b>692,000</b>
Net Surplus / - Deficit	<b>(76,471)</b>	<b>(80,000)</b>	<b>(3,529)</b>	<b>(192,000)</b>
Borrowing requirement	<b>76,471</b>	<b>80,000</b>		<b>192,000</b>





# Te Tai o Poutini PLAN

*A combined district plan for the West Coast*

Prepared for: Te Tai o Poutini Plan Committee  
Prepared by: Lois Easton, Principal Planner  
Date: January 2021  
Subject: **Mineral Extraction Multi-Zone Precinct: Draft Objectives and Policies**

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## **SUMMARY**

This report gives an update on the technical work being undertaken on Mineral Extraction Multi-Zone Precinct in Te Tai o Poutini Plan.

The overall strategic direction for mineral extraction was considered at the October meeting of the Committee.

Alongside a Mineral Extraction Precinct, there will be a Buller Coalfield Special Zone and provisions for mineral extraction in rural areas. The Mineral Extraction Precinct is proposed as a multi-zone Precinct as it will occur within the General Rural Zone and the Open Space Zone.

This report outlines draft Objectives and Policies for the Mineral Extraction Precinct.

## **RECOMMENDATIONS**

1. That the Committee receive the report
2. That the Committee provide feedback on the draft objectives and policies for the Mineral Extraction Multi-Zone Precinct.

Lois Easton

**Principal Planner**

## INTRODUCTION

1. This report brings the draft Objectives and Policies for the Mineral Extraction Multi-Zone Precinct in Te Tai o Poutini Plan (TTPP).
2. These Objectives and Policies will sit within the wider Minerals Extraction framework in the Plan.
3. Alongside a Mineral Extraction Precinct, there is proposed to be a Buller Coalfield Special Purpose Zone and provisions for mineral extraction in rural areas.
4. The Stockton Mine, and associated other mines on the Buller and Denniston Plateaux are proposed for inclusion within the Buller Coalfield Special Purpose Zone. This reflects the size and significance of the Stockton Mine. The overall strategic direction for mineral extraction was considered at the October 2020 meeting of the Committee. The Strategic Context and background material considered in developing this paper are attached at Appendix One.
5. Early feedback indicates that the Mineral Extraction Precinct is likely to be a contentious matter in the Plan. It can be expected that Environment Court appeals will eventuate, in particular where these areas are identified over Public Conservation Land, but also potentially more widely.
6. It is important that a strong justification and s32 cost-benefit analysis surrounds the identification of areas and the provisions for mineral extraction, in order to maximise the likelihood that the provisions will survive Environment Court scrutiny.

## KEY MATTERS TO CONSIDER IN DEVELOPING OBJECTIVES AND POLICY

7. The Mineral Extraction Precinct covers a wide range of locations and types of mineral extraction activity – from river quarries to coal mines to gold mines.
8. Appendix One provides a detailed discussion on matters to consider in developing policy, these are:
  - Effects on Waterbodies
  - Amenity Effects and Reverse Sensitivity
  - Poutini Ngāi Tahu Heritage
  - Historic Heritage
  - Ecological Effects
  - Landscape Effects

## DRAFT OBJECTIVES AND POLICIES: MINERAL EXTRACTION MULTI-ZONE PRECINCT

9. Based on the issues and context discussed in Appendix One, draft Objectives and Policies for the Precinct are outlined below.

**Draft Mineral Extraction Precinct Objective 1:** Mineral extraction in the Mineral Extraction Precinct is enabled recognising its regional significance, the scale and operational characteristics and the contribution that it makes to the economic and social wellbeing of the region and districts.

10. This objective supports the creation of a multi zone Precinct, and that within it, mineral extraction is enabled.

**Draft Mineral Extraction Precinct Objective 2:** Exploration, extraction and processing of minerals within the Mineral Extraction Precinct minimises adverse effects on the environment, the community and the relationship of Poutini Ngāi Tahu with their ancestral lands, sites, water, wāhi tapu and other taonga.

11. This objective addresses the adverse effects of mineral extraction in the Precinct which will be managed through the rules.

**Draft Policy 1:** To identify and provide for nationally and regionally significant mineral resources (where these are found in a discrete location) by identifying Mineral Extraction Precincts and applying provisions to facilitate mineral extraction activities.

12. This policy allows for future areas to be identified for mineral extraction Precincts.

**Draft Policy 2:** To acknowledge the importance of the mineral deposits in the Mineral Extraction Precinct by, where appropriate, discouraging the establishment of future activities or developments that are likely to compromise access to these mineral deposits.

13. This policy addresses the need to avoid creating situations of reverse sensitivity – both from activities within and adjacent to the Precinct.

**Draft Policy 3:** To ensure that after mineral extraction, all sites in the Mineral Extraction Precinct are rehabilitated to best practice environmental standards and to provide for future use and activities appropriate to the area.

14. This policy provides for the end of life of mined sites within the Precinct.

**Draft Policy 4:** Maintain the quality of the environment, landscape, character and amenity of the areas surrounding the Mineral Extraction Precinct as far as practicable by:

- a. Utilising management, mitigation and rehabilitation plans as a key tool;
- b. Managing dust, noise, vibration, access and illumination to maintain amenity values;
- c. Managing traffic generation, load type and vehicle characteristics on the operation and maintenance of the transport network;
- d. Ensure well located appropriately formed vehicle entrances, parking, loading and manoeuvring areas to sufficiently accommodate the requirements of the activity;
- e. Ensuring buildings and structures are appropriately located in relation to boundaries and natural features and are of an appropriate scale;
- f. Undertaking remedial measures during extraction operations; and
- g. Requiring sites to be rehabilitated and ensuring that appropriate methods are used for this purpose.

15. This policy provides guidance and support for key performance standards and mitigation measures that are expected to be used in the Precinct.

**Draft Policy 5:** Maintain the relationship and mana of Poutini Ngāi Tahu with their ancestral lands, sites, water, wāhi tapu and other taonga within the Mineral Extraction Precinct by:

- a. Ensuring Poutini Ngāi Tahu input to any resource consenting processes;
- b. Requiring ongoing liaison and communication where Poutini Ngāi Tahu cultural resources may be affected by mineral extraction, processing or rehabilitation activities;
- c. Recognising the ownership of the pounamu resource lies with Poutini Ngāi Tahu; and
- d. Enabling the kaitiakitanga responsibilities of Poutini Ngāi Tahu.

16. This policy links to Objective 2 and provides direction in how this will be undertaken.

**Draft Policy 6:** Where the removal of a significant natural area in whole or in part is necessary to provide for mineral extraction and processing activities, adverse effects should be remedied, mitigated or offset to achieve no net loss in biodiversity values.

17. The policy acknowledges the agreed hierarchy for managing effects on significant natural areas to include environmental offsetting. It is consistent with the Regional Policy Statement direction on this matter.

**Draft Policy 7:** Manage conflicts between mineral extraction and ancillary activities and other land uses by ensuring that:

- Standards to minimise impacts on the amenity, rural character and natural values of adjacent areas are met; and
- Activities that are incompatible with the effects of mineral extraction and ancillary activities are not established close to the Mineral Extraction Precinct.

18. This policy is similar to that which has been included in the General Rural Zone and recognises that while mineral extraction needs to meet good practice standards, a key premise for the establishment of the Precinct is to make it clear where mineral extraction is expected, and that sensitive activities should not be located where they are at risk of unavoidable neighbour effects.

**Draft Policy 8:** Co-ordinate the approach to mineral extraction consents with the West Coast Regional Council, particularly where water resources and soil conservation are affected.

19. This policy is similar to that which has been included in the General Rural Zone and recognises that collaboration across the Councils can deliver a more streamlined consent process.

### **MINERAL EXTRACTION PRECINCT LOCATIONS**

20. The Mineral Extraction Precinct is proposed to provide for the extraction and processing of the wide range of West Coast minerals including rock for roading and protection works, coal and gold, where these activities are expected to be undertaken for a substantial proportion of the life of Te Tai o Poutini Plan and are spatially located in a contained area.
21. The Mineral Extraction Precinct is proposed to be a multi-zone precinct, which could be within either the Open Space Zone (e.g. Waiuta mine) or the General Rural Zone (e.g. Inchbonnie quarry).
22. The National Planning Standards define a Precinct as follows:

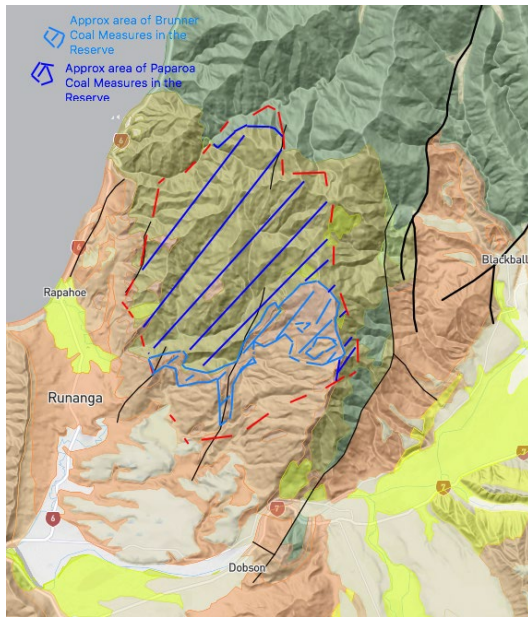
*A precinct spatially identifies and manages an area where additional placebased provisions apply to modify or refine aspects of the policy approach or outcomes anticipated in the underlying zone(s).*

23. This precinct could apply to both current active and consented mines, recently closed mines where there is ongoing rehabilitation required and areas where the Councils wish to identify mineral extraction is expected to be undertaken in the future – bearing in mind that a reasonably high degree of specificity of boundary, as well as S32 justification for identifying unmined areas within this Precinct will be required.
24. So far, the following sites have been identified as likely for inclusion in the Minerals Extraction Precinct, however more work will be needed to define the exact boundaries of these areas.
  - Globe Progress Mine;
  - Strongman Mine;
  - Boatmans Mine;
  - Island Block Mine and associated Reefton Coal Handling Facility;
  - Mt Davy/Liverpool Mine;
  - Echo Mine;
  - Giles Creek Mine;
  - Heaphy (Berlins) Mine;
  - New Creek Mine;
  - Rajah Mine;
  - Charleston Quarry;
  - Charleston Mine;
  - Waiuta Mine;
  - Reddale Mine;
  - Ikamatua Coal Load Out;
  - Spring Creek Mine;
  - Roa Mine;
  - Terrace Mine/Peerless Pit, Burkes Pit and associated Burkes Creek coal handling facility;
  - Te Kuha Mine and Nine Mile Road Coal Handling Facility;
  - Grifis Gold Mine;

- Regional Council quarries at Whataroa, Okuru, Camelback and Inchbonnie;
- Significant gravel and lime quarries such as the Fulton Hogan, WestReef and Avery gravel quarries, and the former Holcim lime quarry.

***Paparoa Coal Mining Reserve***

25. A key question raised by the Committee, is whether the Paparoa Coal Mining Reserve is justified in having its own identification as a Zone or Precinct. This identification could cover the Coal Mining Reserve area in the Paparoa Range.
26. The area subject to the Paparoa Coal Mining Reserve - and the areas of Coal Measures (as a subset of the Coal Mining Reserve) are shown on the maps below.
27. At this stage staff are not certain of the benefits or otherwise of this idea so suggest that the area be included within the Mineral Extraction Precinct for the moment – but should it appear that as the Rules develop this is not the best location, revisit that approach.



**NEXT STEPS**

28. This paper outlines the draft objectives and policies for the Mineral Extraction Multi-Zone Precinct.
29. The next step is to develop the draft Rules for the Precinct.
30. Consultation with key stakeholders is then proposed in 2021 to gain their feedback on the draft provisions.

## **APPENDIX ONE: Strategic Context and Matters Considered in the Preparation of the Draft Objectives and Policies**

### **CONTEXT**

1. The West Coast contains mineral deposits that are of considerable social and economic importance to the districts, region and the nation, but in some cases can be constrained by conflicting land uses.
2. Mineral development and associated land restoration can provide an opportunity to enhance the land resource and landscape, and has done so in the past. However, the development of mineral resources has the potential to have significant adverse effects upon soil, water and air resources, and landscape, biodiversity and historic heritage values if not appropriately controlled.
3. Mineral extraction also includes quarrying for materials such as lime, sand, gravel and roading materials, as well as rock for protection works.
4. Minerals extraction involves many different activities during the prospecting, exploration, development, operation and closure phases.
5. Alongside a complexity of activity, the development, operation and closure phases have a complex range of environmental effects in relation to district plan matters- effects on amenity such as noise, dust, traffic generation, visual effects on sensitive landscapes, ecological effects from vegetation disturbance and earthworks.
6. In addition, because of the nature of the geology of areas high in desirable minerals, minerals extraction sites are often located in areas with unique ecosystems and species.

#### ***Strategic Direction***

7. At the October meeting of the Committee, it considered the draft Strategic Issues, Objectives and Policies for Mineral Extraction. These are as follows.

#### **Draft Strategic Issues, Objectives and Policies for Mineral Extraction**

***Issue 1:*** *How to protect mineral resources for ongoing extraction and manage issues of reverse sensitivity particularly where residential and rural lifestyle development has already occurred.*

***Issue 2:*** *How to avoid unnecessary duplication of matters between the Regional Council, District Councils and Department of Conservation and minimise the complexity of the consenting process.*

***Issue 3:*** *How to deliver a higher degree of certainty of outcome and continuity of operations for mineral extraction, given the often-high cost of resource consent processes.*

***Issue 4:*** *How to ensure continuity of mineral extraction activity where Crown Mining Licences expire and activity beyond existing use rights is desired.*

**Objective 1:** To ensure that the West Coast's mineral resources are managed efficiently and effectively, while also avoiding duplication of regulation across agencies.

**Objective: 2:** To enable mineral extraction activities and the ancillary activities which support them, within the Buller Coalfield Zone and Mineral Extraction Precinct.

**Objective: 3:** To recognise that mineral resources are widespread throughout the West Coast and that provided adverse effects are managed, mineral extraction can be appropriate in a range of locations outside specified zones and precincts.

**Objective 4:** To ensure that new subdivision, use and development does not compromise existing mineral extraction activities, including through reverse sensitivity to effects such as dust, noise and traffic generation.

**Objective 5:** To minimise the adverse effects of mineral extraction on the West Coast's significant natural and cultural heritage, and amenity values, including:

- Poutini Ngāi Tahu cultural resources and taonga;
- Significant Natural Areas;
- Outstanding natural landscapes;
- Waterways; and
- The coastal environment.

## **EXISTING PLAN PROVISIONS**

8. The Minerals Extraction Multi Zone Precinct are new provisions for the West Coast. Currently the areas which will be subject to these spatial identifications fall within the respective Rural Zones of the three districts. However, the Buller and Westland Plans do have specific provisions for Mineral Extraction. These are summarised below, with the full provisions included at Appendix Two.
9. The Westland Plan objectives and policies focus on protection of water quality and ecosystems and the appropriate rehabilitation of mining sites.
10. The Buller Plan provisions more widely seek that adverse effects be avoided, remedied or mitigated, that co-ordination with the West Coast Regional Council is undertaken, that investigation and utilisation of mineral resources be enabled, while also emphasising the protection of water quality and ecosystems and site rehabilitation.
11. The recent Buller Plan Change 137 specifically has an Objective and Policies around Mineral Extraction that may be quite useful to pull across to support the specific Precinct in Te Tai o Poutini Plan as they recognise some key matters around reverse sensitivity and wider environmental effects that have been identified through the consultation process. The objective and policies are as follows.

*Objective: To enable mineral extraction activities which contribute to the economic and social well-being of the district.*

*Policy 1: To acknowledge the importance of known mineral resources by, where appropriate, discouraging the establishment of activities or developments that are likely to compromise these mineral deposits.*

*Policy 2: To manage mineral extraction activities in order to ensure that operations avoid, remedy or mitigate adverse effects on the ecological, landscape, heritage and amenity values of surrounding areas and on the amenity values of existing residential areas.*

*Policy 3: To manage conflicts between the effects of mineral extraction activities and other land uses by ensuring that activities that are incompatible with the effects of mineral extraction activities are not established close to existing extractive industries.*

*Policy 4: To ensure that during and after mineral exploration and extraction activities, sites are progressively rehabilitated to enable the establishment of a land use appropriate to the area.*

## **APPROACH OF OTHER COUNCILS**

12. While the West Coast is one of the most significant locations nationally for mineral extraction, there are also significant mining activities in Otago, Southland, Waikato, Coromandel and Northland. Quarrying activity is widespread nationally.
13. There are a number of locations where specific zones are used to manage mineral extraction and quarrying activities. Examples of their Objectives and Policies for the specific zones are attached at Appendix Three.
14. Given the widespread nature of mineral resources on the West Coast a key consideration for this Precinct is that there may be future sites rezoned to be included within the Precinct through Plan Change. This should be provided for in Objectives and Policies.

## **KEY MATTERS TO CONSIDER IN DEVELOPING OBJECTIVES AND POLICY**

15. A review of existing resource consents for mines and quarries has been undertaken and this has identified a number of common environmental effects.
16. All the resource consents for the mines and quarries have a high reliance on the development of management plans to manage the detailed construction, operation and rehabilitation of the sites. This is typical for large industrial processes nationally, and the existence of these management plans provides a useful reference for the development of provisions in TTPP.
17. Depending on the size of the mine or quarry, the resource consents also often provide for the establishment of community liaison groups, as key method to keep neighbours and affected parties informed about the operations – and as a vehicle for amenity concerns in particular to be raised and addressed. This is also a common approach nationally.
18. In the case of the majority of the mines and quarries, resource consents have or will have been issued prior to the introduction of TTPP. However, Variations to these resource consents, should they be required, will fall under TTPP.

### ***Effects on Waterbodies***

19. Water quality effects are largely the purview of the Regional Plans – and the Regional Resource Consents deal with these matters comprehensively. The main area of district function in relation to waterbodies is the natural character of riparian areas and addressing natural hazards that could arise or be exacerbated by management of water on and off the site.

### ***Amenity Effects and Reverse Sensitivity***

20. In some locations there are likely to be neighbour amenity effects and reverse sensitivity concerns.
21. Off-site effects and any potential reverse sensitivity is likely to be mainly felt from mineral extraction activity where it is not remote, as well as transport and load out operations. Generally mineral extraction resource consents address these in some detail – including matters such as hours of operation, noise, dust, road upgrading, glare and traffic generation.

### ***Poutini Ngāi Tahu Heritage***

22. There may be areas within the Precinct which include key sites for Poutini Ngāi Tahu, which will be subject to the Sites of Significance to Māori provisions– with a cross reference from the Precinct rules to the relevant provisions. Alongside this, discovery protocols and ongoing iwi liaison remain important.
23. In terms of pounamu, this resource is owned by Poutini Ngāi Tahu. Ngāti Waewae has developed a protocol around pounamu discovery with the mining industry. There is also currently work underway to establish a Ngāti Waewae Pounamu Mine which may ultimately be part of the Precinct.

### ***Historic Heritage***

24. Because of the long history of mineral extraction in some locations (e.g., Waiuta) there are a range of archaeological and historic heritage sites and items present. There are widespread historic features such as old mining tunnels. While the Precinct rules need to address these features, the detail of how historic heritage and archaeological sites are managed will be addressed in the historic heritage provisions – with a cross reference from the Precinct rules to the relevant provisions.

### ***Ecological Effects***

25. While there are known and potential significant natural areas within the Precinct, the detail of how these should be managed will be included within the ecosystems and biodiversity provisions with appropriate cross references from the Precinct rules.
26. It should be noted that in some of the Precinct the Department of Conservation is the Crown landowner agent and their processes focus very significantly on impacts



on rare and threatened species. Outside of SNAs however, it may be that in relation to these matters the Department of Conservation oversight may be sufficient, without additional regulation in TTPP.

### **Landscape Effects**

27. Landscape is the other major consideration for the Precinct as some of the sites in the Precinct may fall within an identified Outstanding Natural Landscape. Landscape matters have been dealt with in the resource consent processes largely through the use of colour controls for buildings, and in the mine closure and rehabilitation plans with an emphasis on mimicking natural landforms.

### **APPENDIX TWO: Current Mineral Extraction Provisions, Buller and Westland Plans.**

<b>Provisions</b>	<b>Buller</b>	<b>Westland</b>
<b>Objectives</b>	<p><b>4.5.4.1.</b> To enable people and communities to provide for their economic and social wellbeing through the efficient utilization and development of mineral resources.</p> <p><b>4.5.4.2.</b> To safeguard the life supporting capacity of air, water, soil and ecosystems and avoid, remedy or mitigate adverse effects from the use and development of mineral resources.</p>	<p><b>3.6.1</b> To enable people and communities to provide for their economic and social wellbeing through the efficient utilisation and development of mineral resources.</p> <p><b>3.6.2</b> To safeguard the life supporting capacity of air, water, solid and ecosystems and avoid, remedy or mitigate adverse effects from the use and development of mineral resources.</p> <p><b>3.6.3</b> To avoid, remedy or mitigate mining’s adverse effects on natural environments, landscapes and waterways.</p>
<b>Policies</b>	<p><b>4.5.5.1.</b> The adverse effects of activities related to the utilisation of mineral resources shall be avoided, remedied or mitigated.</p> <p><b>4.5.5.2.</b> The rehabilitation of mining sites shall be required where practicable.</p> <p><b>4.5.5.3.</b> Co-ordination and liaison with the West Coast Regional Council shall be maintained on matters relating to mining activities where water resources and soil conservation are affected.</p> <p><b>4.5.5.4.</b> To enable the investigation of the District’s known mineral potential and the utilisation of mineral resources of regional significance while safeguarding the life supporting capacity of air, water, soil and ecosystems and ensuring the adverse effects of activities related to the investigation and utilisation of mineral resources are avoided, remedied or mitigated.</p>	<p><b>4.13 A</b> The establishment of mineral related activities should incorporate, as an integral component, measures to protect water quality and ecosystems, and appropriate rehabilitation of disturbed areas.</p> <p><b>4.13 B</b> To require active rehabilitation of areas disturbed by mining activity to generally their original condition or another suitable condition as approved by the Council.</p> <p><b>4.13 C</b> Ensure that the life supporting capacity of ecosystems is safeguarded and adverse effects of mineral related activities and associated earthworks on natural features and landscapes, indigenous vegetation and habitat, the natural character of the coast, waterways and their margins, historic and cultural sites, public access and amenity values are avoided, remedied or mitigated.</p>

	<p><b>4.5.5.5.</b> To require mineral resource related activities to incorporate measures to protect water quality and ecosystems, and provide for the rehabilitation of disturbed areas to generally their original condition or another suitable condition as approved by Council.</p> <p><b>4.5.5.6.</b> When rehabilitation plantings are carried out pursuant to a resource consent, preference should be given to the use of indigenous species where appropriate, with a further preference for local genetic stock where indigenous species are to be used.</p> <p><b>4.5.5.7.</b> To ensure that in locations where there are known mineral resources of regional significance that the presence of minerals is a relevant consideration in decision making by encouraging other land use or subdivision activities which would have the effect of rendering unusable known mineral resources of regional significance and which have the ability to locate elsewhere to do so.</p>	
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### APPENDIX THREE: EXAMPLE OBJECTIVES AND POLICIES FOR MINERAL EXTRACTION AND QUARRY ZONES FROM OTHER PLANS

	Objectives	Policies
<b>Whangarei District -Mineral Extraction Areas</b>	<ol style="list-style-type: none"> <li>1. Whāngārei’s mineral resources are efficiently and effectively managed recognising the social and economic benefits of such resources, while ensuring adverse effects are associated with mineral extraction are avoided, remedied or mitigated.</li> <li>2. Mineral extraction activities are enabled within identified Quarrying Resource Areas.</li> <li>3. Exploration, extraction and processing of minerals avoids, remedies or mitigates any adverse effects on the environment and community.</li> <li>4. Exploration, extraction and processing of minerals avoids, remedies or mitigates any adverse effects on the relationship of tangata whenua with their ancestral lands, sites, water, waahi tapu and other taonga.</li> <li>5. New subdivision, use and development of land does not compromise existing mineral extraction activities (including within QRA), including access to and development of these identified regionally significant mineral resources.</li> <li>6. New subdivision, use and development does not constrain the potential to access and develop identified regionally significant mineral resources.</li> </ol>	<ol style="list-style-type: none"> <li>1. To identify and provide for nationally and regionally significant mineral resources (where extraction rates are known) by mapping Quarrying Resource Areas and applying provisions to facilitate mineral extraction activities.</li> <li>2. To avoid, remedy or mitigate the adverse effects of exploration, extraction and processing of minerals on the ecological, landscape, historic heritage and amenity values of surrounding areas and on the amenity values of existing residential areas by applying Environment and district wide provisions.</li> <li>3. To avoid, remedy or mitigate adverse effects of exploration, extraction and processing of minerals on the relationship of tangata whenua with their ancestral lands, sites, water, waahi tapu and other taonga by requiring a cultural impact assessment for all resource consent applications for mineral extraction.</li> <li>4. To avoid adverse effects on significant areas by avoiding mineral extraction within identified Sites of Significance to Māori.</li> <li>5. To manage conflicts between mineral extraction activities and other land uses by ensuring that activities that are incompatible with the effects of mineral extraction activities are not established close to existing quarry or mining activities.</li> <li>6. To rehabilitate sites used for mineral exploration and extraction to enable the land to be used for other activities.</li> <li>7. To enable rural production activities to utilise aggregate resources by providing for farm quarries where they are limited in scale and operation and are not located within areas with significant or sensitive features, or in Environments intended to accommodate sensitive activities.</li> <li>8. To require proposals for new mineral extraction activities outside of a QRA to provide adequate information on the establishment, operation and rehabilitation of the mineral extraction activity.</li> </ol>
<b>Waitaki District – Mining Zone</b>	Extractive industries are given the ability to access minerals but in a way that avoids, remedies or mitigates adverse effects on the environment.	<ol style="list-style-type: none"> <li>1. To acknowledge the importance of known mineral deposits in the District by, where appropriately, discouraging the establishment of future activities or developments that are likely to compromise access to these mineral deposits.</li> <li>2. To recognise the potential adverse effects of extractive operations, including mineral exploration, on the rural environment, and to control such operations in order that an assessment may be made as to the sensitivity of an existing area and the degree to which an operation will avoid, remedy or mitigate any adverse effects on the amenity and environment of the rural area.</li> </ol>

		<ol style="list-style-type: none"> <li>3. To provide for a mining zone at Macraes Flat in recognition of the scale and intensity of the mining operation while ensuring the adverse effects of mining operation are avoided, remedied or mitigated.</li> <li>4. To ensure that after mining, sites are rehabilitated sufficiently to enable the establishment of activities appropriate to the area.</li> <li>5. To avoid, remedy or mitigate adverse effects on the rural amenity and environment by, where appropriate, encouraging extractive industries to continue in existing locations.</li> </ol>
<b>Waikato District – Coal Mine Areas, Aggregate Extraction Areas and Aggregate Resource Areas</b>	Mineral resource use provides economic, social and environmental benefits to the district.	<ol style="list-style-type: none"> <li>1. Enable extractive industries provided that adverse effects are avoided, remedied or mitigated.</li> <li>2. Protect access to, and extraction of, mineral resources by: (i) Identifying lawfully established extractive industries in Aggregate Extraction Areas and Coal Mining Areas on planning maps; (ii) Identifying the site of a potential extractive industry within an Aggregate Resource Area on planning maps;</li> <li>3. Ensure that lawfully established extractive industries are not compromised by new subdivision, use or development;</li> <li>4. Avoid the location of any sensitive land use within specified buffer areas which otherwise risks the effective operation of a lawfully established extractive industry.</li> </ol>
<b>Waipa District – Significant Mineral Extraction Zone</b>	To enable regionally significant mineral extraction activities subject to the management of the adverse effects associated with these activities.	<ol style="list-style-type: none"> <li>1. To provide for the current authorised mineral extraction activities at Taotaoroa and Whitehall Quarries and the opportunities for reasonable growth and expansion to meet future demands, whilst managing the adverse effects on the environment.</li> <li>2. Enable regionally significant mineral extraction activities, and associated concrete batching, paving/asphalt/bitumen manufacturing as appropriate, provided that the adverse effects of the activities are avoided, remedied or mitigated as far as practicable through methods such as management, mitigation and rehabilitation plans that address matters such as: (a) Managing dust, noise, vibration, access, illumination and driver behaviour to maintain amenity values, particularly during the night time; and (b) Ensuring buildings and structures are appropriately located in relation to boundaries, and of an appropriate scale; and (c) Undertaking remedial measures during extraction operations; and (d) Requiring sites to be rehabilitated and ensuring appropriate materials are used for this purpose.</li> <li>3. To maintain the safe and efficient functioning of adjoining roads, the activities shall: (a) Avoid, remedy or mitigate the adverse effects of traffic generation, load type and vehicle characteristics on the operation and maintenance of the transport network; and (b) Provide well located, appropriately formed vehicle entrances, parking, loading and manoeuvring areas to sufficiently accommodate the requirements of the activity.</li> <li>4. Where the removal of a significant natural area in whole or part is necessary to provide for mineral extraction activities, adverse effects should be remedied, mitigated or offset to achieve no net loss in biodiversity values.</li> </ol>
<b>Christchurch City – Rural Quarry Zone</b>	No specific objective	<p><i>17.2.2.12 Policy - Location and management of quarrying activity and aggregates-processing activity</i></p> <p>Enable access to, and processing of, locally sourced aggregate resources to provide for the recovery, development, ongoing maintenance and growth needs of the district by:</p>

		<ol style="list-style-type: none"> <li>1. providing for the continuation of quarrying activity in the Rural Quarry Zone; and</li> <li>2. providing for new quarrying activity in rural zones other than the Rural Quarry Zone only where the activity:       <ol style="list-style-type: none"> <li>a. avoids areas of outstanding or significant landscape, ecological, cultural or historic heritage value;</li> <li>b. avoids or mitigates effects on activities sensitive to quarrying activities, including residential activities and education activities;</li> <li>c. internalises adverse environmental effects as far as practicable using industry best practice and management plans, including monitoring and self-reporting;</li> <li>d. manages noise, vibration, access and lighting to maintain local rural amenity values;</li> <li>e. avoids or mitigates any effects on surface water bodies and their margins; and</li> <li>f. ensures the siting and scale of buildings and visual screening maintains local rural amenity values and character.</li> </ol> </li> <li>3. providing for new quarrying activity in the Rural Quarry Templeton Zone only if all of the following are satisfied prior to 31 December 2021:       <ol style="list-style-type: none"> <li>a. the recreation reserve status applying to the zone is uplifted and placed upon the land within the Open Space Community Parks Zone (Templeton); and</li> <li>b. any resource consent(s) to clear or fell indigenous vegetation, as required to undertake the quarrying activity within the zone, is/are granted; and</li> <li>c. the quarrying activity occurs in conjunction with development of an international standard golf course in the Open Space Community Parks Zone (Templeton).</li> </ol> </li> <li>4. providing for aggregates-processing activity in the Rural Quarry Zone where the activity:       <ol style="list-style-type: none"> <li>a. makes efficient use of established, large-scale processing infrastructure and facilities; and</li> <li>b. does not result in additional or more intensive adverse effects (beyond those associated with quarrying activity) for residents in adjoining zones, including from lighting, noise and traffic generation.</li> </ol> </li> </ol> <p><i>17.2.2.13 Policy - Quarry site rehabilitation</i></p> <ol style="list-style-type: none"> <li>1. Ensure sites of quarrying activities, and sites of aggregates-processing activities, are rehabilitated to enable subsequent use of the land for another permitted or consented activity; and</li> <li>2. Require proposals for new quarrying activities, aggregates-processing activities and changes of use on existing quarry sites to demonstrate through a quarry site rehabilitation plan the objectives, methodology and timescales for achieving site rehabilitation and appropriate end use; and</li> <li>3. Ensure the final rehabilitated landform is appropriate having particular regard to:       <ol style="list-style-type: none"> <li>a. the intended end use;</li> <li>b. the location, gradient and depth of excavation;</li> <li>c. the availability of clean fill material, including top soil, and consequent timeframes for rehabilitation;</li> <li>d. the surrounding landform and drainage pattern;</li> <li>e. the ability to establish complete vegetation cover;</li> </ol> </li> </ol>
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		<p>f. the outcomes of any consultation undertaken with mana whenua; and</p> <p>g. any adverse effects associated with rehabilitation.</p>
<b>Auckland – Special Purpose Quarry Zone</b>	Mineral extraction from the land and its delivery is efficient and meets Auckland’s needs while significant adverse effects are avoided, remedied or mitigated.	<ol style="list-style-type: none"> <li>1. Avoid where practicable undertaking new mineral extraction activities in areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal, historic heritage and special character.</li> <li>2. Where it is not practicable to locate mineral extraction activities outside the areas identified in Policy E28.3(1), consideration will be given to all of the following: (a) the benefits likely to be derived from the mineral extraction activities; (b) any reduced transport effects from having a mineral extraction site closer to the area of demand; (c) the extent to which significant adverse effects can be avoided; and (d) the extent to which adverse effects can be remedied, mitigated or, where not mitigated, can be offset.</li> <li>3. Provide for existing and new mineral extraction activities of a significant size and scale by their inclusion in and management by a Special Purpose – Quarry Zone</li> <li>4. Avoid, remedy or mitigate as far as practicable significant adverse effects associated with mineral extraction activities.</li> <li>5. Require a quarry management plan for mineral extraction activities to be prepared to address operational matters associated with mineral extraction, including management of adverse effects and actions to avoid, remedy, mitigate or offset these effects.</li> <li>6. Ensure buildings and structures are of an appropriate size and scale and located appropriately in relation to site boundaries.</li> <li>7. Enable the use of the mineral extraction site for activities compatible with mineral extraction activities and provide for a range of appropriate activities within or adjoining the mineral extraction sites where these rely on minerals as a raw material.</li> <li>8. Require quarry operators to internalise the adverse effects associated with new mineral extraction activities as far as practicable while recognising the need to allow for the efficient ongoing extraction of mineral resources</li> </ol>

Prepared for: Te Tai o Poutini Plan Committee  
Prepared by: Lois Easton, Principal Planner  
Date: January 2021  
Subject: **Technical Update Special Purpose Zones - Airport Zone: Draft Objectives and Policies**

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### **SUMMARY**

This report gives an update on the technical work being undertaken on draft Objectives and Policies for the Airport Special Purpose Zone in Te Tai o Poutini Plan.

This Special Purpose Zone is provided for within the National Planning Standards with the following definition:

*Areas used predominantly for the operation and development of airports and other aerodromes as well as operational areas and facilities, administrative, commercial and industrial activities associated with airports and other aerodromes.*

When the approach to Special Zones was discussed by the Committee in August 2020, it was identified that an Airport Special Zone would be desirable and that this should cover a range of Airports and Heliports across the West Coast. A scope of which Airports and Heliports are proposed to be included in the Zone is outlined in the report.

Proposed draft Objectives and Policies are provided for these zones.

### **RECOMMENDATIONS**

1. That the Committee receive the report.
2. That the Committee provide feedback on the wording of the draft Objectives and Policies for the Airport Special Purpose Zone.

Lois Easton  
**Principal Planner**

## INTRODUCTION

1. At the August meeting of the Committee the approach to Special Purpose Zones was discussed. Special Purpose Zones provided for in the National Planning Standards which we propose to include in Te Tai o Poutini Plan are:
  - a. Port Zone
  - b. Māori Purpose Zone
  - c. Future Urban Zone
  - d. Hospital Zone
  - e. Stadium Zone
  - f. Airport Zone
2. In terms of how the Special Purpose Zones are included in the Plan, they will be in their own chapter with Objectives, Policies and Rules for each Special Zone. They also will need to consider any relevant Strategic Objectives and Policies.
3. When the approach to Special Zones was discussed by the Committee in August 2020, it was identified that an Airport Special Zone would be desirable and that this covers a range of Airports and Heliports across the West Coast.
4. Accordingly, this paper brings draft Objectives and Policies for an Airport Zone and identifies the potential Airports and Heliports to which the Zone would apply.

## AIRPORT ZONE

5. This is defined as: *Areas used predominantly for the operation and development of airports and other aerodromes as well as operational areas and facilities, administrative, commercial and industrial activities associated with airports and other aerodromes.*
6. An assessment of the airports on the West Coast has been undertaken below and this identifies which of these are proposed to be included within the Airport Zone. Because of the large number of heliports and airstrips found on the West Coast, which are able to function effectively within a Rural Zone, a general principle used for identification for facilities for inclusion in the Airport Zone is that the facilities should be publicly owned and accessible network infrastructure. This is consistent with the approach taken in the West Coast Regional Policy Statement in terms of the definition of network infrastructure.

Airport	Comment	Proposed Zone
Hokitika Airport	Regional airport. Daily connection to Christchurch. Helicopters also. Night flights able to be accommodated. Are associated industrial and commercial areas. Proposed future expansion of runway. Currently Rural Zone + Industrial Zone. Designation in Place for Airport Purposes Owned by Westland DC.	Airport Zone.
Westport Airport	Major West Coast airport. Daily connection to Wellington. Night flights able to be accommodated Associated commercial activities. Long term will need relocation to out of hazard area. Currently Rural Airport Zone. Owned by Buller DC.	Airport Zone
Franz Josef Glacier Country Heliport	Major West Coast heliport. Prior to Covid the busiest in the country. Location on the edge of Franz Josef town centre makes for reverse sensitivity effects. Currently zone Waiho Flood Hazard Zone. Long term will need relocation to out of hazard area. Designation in Place for Heliport.	Airport Zone (with hazard overlay)



	Owned by Westland DC.	
Greymouth Aerodrome	<p>Secondary West Coast airport.          Scenic and charter flights from Air West Coast to Christchurch.          Night flights able to be accommodated.          Currently Rural Zone.          Designation in place for Aerodrome          AgFest held here and event support structure developed          Greymouth Aero Club base, CGH Aviation, AirRescue Trust, Civil Defence use          Owned by Grey DC.</p>	Airport Zone
Karamea Aerodrome	<p>Secondary West Coast airport          Golden Bay Air flies to and from Nelson, Motueka, Takaka and Wellington – services Heaphy Track tourism.          Use for air training.          Owned by Buller DC.</p>	Airport Zone

7. A range of other aerodromes and heliports were looked at as part of the assessments e.g. Haast Aerodrome, Franz Josef Aerodrome, Okarito Airstrip and several heliports at Fox Glacier.
8. There were no other sites where publicly owned network infrastructure was identified, although there are a range of commercial operations running from these various facilities. These are mainly used for fertiliser spreading, scenic flights, glacier tours, sky diving, hunting and recreational access. It is considered that a Rural Zone is generally appropriate for these activities.

#### KEY MATTERS FOR CONSIDERATION

9. The main airports of Hokitika, Westport and Greymouth are significant transport features on the West Coast. Alongside this the Franz Josef (Glacier Country) Heliport and the Karamea Aerodrome are significant tourist infrastructure. The main airports play key roles beyond tourism, and this should be recognised in the policy framework.
10. In the case of Hokitika Airport, there is significant land available, and airport development plans include:
  - a. Potential runway extensions
  - b. Potential light industrial activities
  - c. Potential commercial activities.
11. Hokitika Airport may therefore warrant the inclusion of a Precinct for the development area.
12. Noise contours are not currently available for Hokitika Airport, however with the proposal to rezone the Seaview land for development, this could become a significant issue. It would be preferable to identify noise contours, so that additional noise attenuation requirements can be included with any rezoning and development.
13. Franz Josef heliport is located very close to the Franz Josef town centre. As the busiest, there are existing issues with its impact on amenity values – principally from noise but also from odour with aviation gas fumes.
14. Franz Josef heliport is also subject to existing flood hazards and is at increased threat from aggradation of the Waiho River Bed. It is also near to the Alpine Fault. Relocation may be required in the medium – long term. It may be prudent to identify and zone a potential relocation site in TTPP.
15. Westport Airport is subject to existing coastal hazards and is at increased threat from climate change. Relocation will be required in the medium – long term. It may be prudent to identify and zone a potential relocation site in TTPP.
16. Karamea Aerodrome does not currently have any height controls, but have indicated that this is an issue – particularly with vegetation extending into the flight path.

17. Reverse sensitivity for noise is a major issue for all airports and any new zoning needs to consider this.

### **Potential Draft Objectives**

18. Based on the matters outlined in the section above, I propose the following draft Objectives.

**Objective 1:** To support the continued operation, maintenance and upgrading of the Hokitika, Greymouth and Westport Airports as regionally significant infrastructure and recognizing the contribution they make to the economic and social wellbeing of the West Coast.

**Objective 2:** To ensure that Franz Josef (Glacier Country) Heliport and Karamea Airport continue to operate as significant tourism infrastructure.

19. These two objectives reflect the key role that the airports and heliports play on the West Coast and that the intention is to support that function into the future.

**Objective 3:** To manage the potential reverse sensitivity effects on the airports and helipads in the Airport Zone by providing noise contours and requirements for mitigation of these during subdivision and development.

20. This objective provides for noise contours – though the extent to which they will be included in the Plan at this time depends largely on the airport operators.

**Objective 4:** To ensure that the airport and related activities within the Airport Zone maintain an acceptable level of noise amenity that recognizes the inherent airport/heliport function, and high levels of general amenity, for those using the airports/helipads and living adjacent to them.

21. This objective reflects that their adverse effects from the airports and heliports, of which noise is a principal effect, and that while it is harder to manage, there is a base requirement of noise amenity needed, as well as high standards for other amenity aspects.

### **Potential Draft Policies**

#### *Safe and Efficient Operations*

**Policy 1.** Enable the efficient operation, use and development of the West Coast public airports and helipads by providing for aviation activities necessary for them to operate in a safe and efficient manner.

**Policy 2.** Ensure that aircraft takeoff and landing, and safe airport and heliport function is not affected by the intrusion of vegetation and structures into flight paths within the Airport Flightpath Overlay.

#### *Affects on Amenity Values and Noise*

**Policy 3:** Manage adverse effects on amenity values arising from the on-going development, use and maintenance of the airports and helipads in the Airport Zone.

**Policy 4:** Ensure that the noise associated with the operation of the airports and helipads within the Airport Zone does not exceed nationally accepted standards, and that any new noise sensitive activities provide adequate acoustic management.

**Policy 5:** Avoid the location of noise sensitive activities close to the airports and helipads in the Airport Zone that have the potential to result in reverse sensitivity effects.

### *Airport Future Development*

**Policy 6:** To provide for development on airport land adjacent to Hokitika Airport within a Airport Development Precinct that allows for a range of business activity, where such activities would not:

- a. Constrain airport/aviation operations;
- b. result in significant adverse effects on urban form, including on the role, function, viability and amenity of the Hokitika Town Centre;
- c. lead to significant adverse effects on transportation networks; or
- d. adversely affect the visual amenity of the residential and rural areas adjacent to the airport.

**Policy 7:** To allow for the future expansion of the Hokitika Airport aviation activities including a lengthened runway, aircraft hangers and expanded terminal whilst:

- a. minimising effects on amenity values;
- b. ensuring noise and light emissions remain at an acceptable level, particularly in relation to sensitive activities
- c. recognising natural features and landforms, waterbodies, coastal environment, indigenous vegetation, historic heritage, sites of significance to Poutini Ngāi Tahu, archaeological sites or scheduled features, including by using best practice industry requirements and technology to ensure efficient use of land and to reduce effects

**Policy 8:** To provide for future additions of airports and heliports to the Airport Zone where these are significant public infrastructure operated by a network operator.

### *Poutini Ngāi Tahu Values*

**Policy 9:** To encourage the incorporation of Poutini Ngāi Tahu mātauranga principles into the design of buildings in the Airport Zone and opportunities for Poutini Ngāi Tahu to exercise their customary responsibilities as mana whenua and kaitiaki in respect of activities and/or development at the airports and helipads that may affect cultural, spiritual and/or heritage values of importance to Poutini Ngāi Tahu.

### *Hazards*

**Policy 10:** To manage the risks of natural hazards to the airports and helipads within the Airport Zone including:

- Providing for maintenance and development activities that increase West Coast public airports and heliports resilience to natural hazards during and after natural hazard events; and
- Planning for managed retreat from existing hazards at Westport Airport and Franz Josef (Glacier Country) Heliport.

**Policy 11:** To minimise the development or location of large areas of open water, or other land disturbance which could act as a significant bird attractant near to the airports and helipads in the Airport Zone.

### **NEXT STEPS**

1. This paper outlines the draft objectives and policies for the Airport Special Purpose Zone.
2. The next step is to develop the draft Rules for the Zone.
3. Consultation with key stakeholders is then proposed in 2021 to gain their feedback on the draft provisions.

## **APPENDIX ONE: STRATEGIC CONTEXT**

### ***Regional Direction***

#### **West Coast Regional Policy Statement (Operative 24 July 2020)**

1. The West Coast Regional Policy Statement (WCRPS) considers that the airports of Westport, Greymouth and Hokitika as regionally significant infrastructure.
2. Significant tourism infrastructure is defined in the WCRPS as: *the major tracks, roads and facilities managed by the Department of Conservation and other public or community infrastructure providers which are regionally and nationally important in terms of their contribution to the regional economy such as the Glacier Roads, Heaphy Track, Punakaiki, the West Coast Wilderness Trail, and other visitor information and visitor access facilities.*
3. While not specifically identified in the WCRPS, the Franz/Glacier Country and Fox Heliports and the Karamea Airport could arguably be considered significant tourism infrastructure as a "visitor access facility" provided by "other public or community infrastructure providers" within the WCRPS.
4. The following provisions around Regionally Significant Infrastructure and Significant Tourism Infrastructure can be found in the WCRPS:

#### ***Chapter 5: Use and Development of Resources***

***Policy 5.2*** *To recognise that natural and physical resources important for the West Coast's economy need to be protected from significant negative impacts of new subdivision, use and development by:*

*a) Avoiding, remedying or mitigating reverse sensitivity effects arising from new activities located near existing:*

.....

*iv) Significant tourism infrastructure;*

*v) Regionally significant infrastructure; and*

*b) Managing new activities to retain the potential future use of:*

.....

*ii) Land which is likely to be needed for regionally significant infrastructure.*

#### ***Chapter 6: Regionally Significant Infrastructure***

***Objective 6.1:*** *Enable the safe, efficient and integrated development, operation, maintenance, and upgrading of regionally and nationally significant infrastructure.*

***Policy 6.2*** *Provide for the development, operation, maintenance and upgrading of new and existing regionally significant infrastructure including renewable electricity generation activities and National Grid infrastructure*

***Policy 6.4.*** *Recognise that regionally significant infrastructure important to the West Coast's wellbeing needs to be protected from the reverse sensitivity effects arising from of incompatible new subdivision, use and development, and the adverse effects of other activities, which would compromise the effective operation, maintenance, upgrading, or development of the infrastructure.*

***Policy 6.5*** *When considering any adverse environmental effects of RSI that cannot be avoided, remedied or mitigated, other than effects on indigenous biological diversity, decision-makers must have regard to any offsets and compensation proposed which benefit the natural environment or the community affected.*

***Policy 6.8*** *Land use and infrastructure should be integrated to avoid as much as practicably possible:*

*a) Constraints through the lack of supporting infrastructure;*

*b) Unsustainable demands being placed on infrastructure to meet new growth;*

*c) Significant adverse effects on existing land uses.*

#### ***Existing Plan Provisions***

5. The three current district plans take different approaches to airports.

##### **Westland**

6. The Westland Plan identifies that Hokitika Airport, the Franz Josef Glacier/Waiiau aerodrome, Waiho Flat Road airstrip, Mount Cook airstrip at Fox, as well as several Helicopter pads are important elements of the districts transport infrastructure which supports the tourist sector.

7. The Hokitika Airport is zoned Rural Zone – but there is also a Designation for Airport Purposes over the Airport. In addition, an Airport Protection Zone is included in the Plan with height and land use controls which intend to prohibit, or restrict the introduction of new uses or structures which could limit the safe and efficient operation of Hokitika Airport, or restrict its future development.
8. Franz Josef Aerodrome is also zoned Rural Zone but subject to a Designation for Airport Purposes.
9. There are no specific Objectives or Policies that apply to the airports, however Appendix One lists the Objectives and Policies for Infrastructure which are relevant.

Grey

10. The Grey Plan identifies the Greymouth Aerodrome as important transport infrastructure. The potential impact of land uses such as tall buildings on the operational requirements of the aerodrome are identified. An Aerodrome Flight Path Protection Area is included as an Overlay within the Plan. The Airport itself is zoned Rural Environment and a Designation for Aerodrome Purposes is over the site. Relevant Objectives and Policies are included in Appendix One.

Buller

11. The Buller Plan identifies the Westport Airport as important infrastructure. It also focuses on impacts of buildings and structures on the flight path of the airport. The Airport and surrounding area is zoned Rural Airport Zone. Because of the location of the airport, this zoning includes the surface of the Buller River. There is no Designation in place for Westport Airport.
12. There are no specific provisions in place for Karamea Airport which is zoned Rural Zone.
13. Relevant Objectives and Policies are included in Appendix Two.

***Approach of Other Councils***

14. A review of other Council's approaches to Airports within their District Plans has been undertaken. Inclusion of Airports within a Special Zone is common, for example, Napier, Auckland, New Plymouth, Palmerston North, Whangarei, Kapiti Coast, Christchurch and Queenstown Lakes. In these districts only the public airports are subject to an Airport Zone, with private airfields generally considered within their Rural Zones.
15. Examples of Objectives and Policies from these areas are attached at Appendix Three. Key matters to note are:
  - a. A focus on enabling the aviation function, safety and efficiency of operations
  - b. Specific recognition of noise and other affects that can generate problems of reverse sensitivity
  - c. Some Councils split out the aviation focussed component of the airport land from where development is proposed and have a separate development area precinct. This may be particularly relevant for Hokitika Airport.
  - d. Some Councils have specific noise contours and manage activities within these

## **APPENDIX TWO RELEVANT OBJECTIVES AND POLICIES FOR AIRPORTS FROM EXISTING WEST COAST PLANS**

### **Westland District Plan**

#### **Objectives**

**3.4.1** To ensure that all servicing activities are carried out in a manner, and in locations, which avoid, remedy or mitigate adverse environmental effects.

**3.4.2** To ensure that activities located adjacent to infrastructure resources do not adversely affect the safe and efficient use of those resources.

#### **Policies**

**A.** The efficient provision and development of all future services and infrastructure within the District shall be encouraged.

**C.** The formation, construction and maintenance of any transport, communications or other service facilities should be carried out in a manner which maintains environmental quality.

**D.** Requirements for infrastructure and services will be on a user pays basis, where such users can be identified.

### **Grey District Plan**

#### **Objectives**

**12.3.1** The operation of transport infrastructure in a manner that avoids, remedies or mitigates adverse effects.

**12.3.2.** The safe and efficient use of the District's transport infrastructure.

#### **Policies**

**12.4.3.** Transport infrastructure should be located and designed in a manner that avoids, remedies or mitigates adverse effects on neighbouring activities as far as practically possible having regard to the sensitivity of those activities.

**12.4.5** Development in the vicinity of the Greymouth aerodrome should not compromise flight paths and take steps to mitigate the adverse effects of aircraft noise.

### **Buller District Plan**

#### **Objectives**

4.2.5.1. To provide for the efficient development, operation and maintenance of infrastructure throughout the District, while avoiding, remedying or mitigating adverse effects.

4.2.5.2. To protect infrastructure resources from the adverse effects of activities located adjacent to, or in association with, the facility.

#### **Policies**

4.2.6.4. The importance of Westport Airport, the Port of Westport and the railway network as communications links shall be recognised by ensuring the safe and efficient operation of these resources is not jeopardised by the effects of surrounding land use activities.

### APPENDIX THREE: OBJECTIVES AND POLICIES FOR AIRPORT ZONES FROM OTHER DISTRICT PLANS

District	Objectives	Policies
<b>Queenstown Lakes</b>	<p>Objective – Queenstown Airport is maintained as nationally significant infrastructure and a generator of nationally and regionally significant economic, social and cultural benefits.</p> <p>Objective – Wanaka Airport remains a key strategic infrastructural asset supporting the well-being of the District.</p> <p>Objective – Airport Activities and Airport Related Activities are provided for at Queenstown and Wanaka Airports while maintaining an acceptable level of noise amenity, and high levels of general amenity for those using the airports and for those residing on neighbouring land.</p>	<p>17.2.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.</p> <p>17.2.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.</p> <p>17.2.2.1 Enable airport activities at Wanaka Airport which can operate in a safe and efficient manner.</p> <p>17.2.2.2 Ensure land uses including Airport Related Activities have a legitimate relationship with Airport Activities and are only allowed where they are of a size (either individually or cumulatively) that:</p> <ol style="list-style-type: none"> <li>1. is ancillary to and support part of the operation of an Airport Activity; and</li> <li>2. do not adversely affect the key local service and employment function of Wanaka Town Centre or other commercially zoned areas within the District.</li> </ol> <p>17.2.2.3 Only allow retail and food and beverage facilities which are designed and operated and of a nature, scale and intensity to service visitors, passengers or workers engaged in or associated with Airport Activities or Airport Related Activities within the Wanaka Airport zone, and are unlikely to attract significant patronage outside of this purpose.</p> <p>17.2.2.4 Ensure buildings and activities are adequately serviced with a water supply for fire-fighting purposes as well as provision of potable water, sewage treatment and disposal.</p> <p>17.2.3.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.</p> <p>17.2.3.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.</p> <p>17.2.3.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.</p>
<b>Napier City</b>	<p>Objective 51.2 To enable the ongoing operation, maintenance and development of the Hawke's Bay Airport, while avoiding, remedying or mitigating any adverse effects on the environment</p>	<p>51.2.1 Recognise the importance of the Hawke's Bay Airport for the social, economic and cultural wellbeing of the region.</p> <p>51.2.2 Recognise and provide for the operation, maintenance and development of the Hawke's Bay Airport as a regional physical resource.</p> <p>51.2.3 Ensure that any adverse effects of airport-related activities are avoided, remedied or mitigated.</p> <p>51.2.4 Identify an Airport Zone and control land uses within these areas to ensure any adverse effects on public safety and aircraft flight paths are avoided, remedied or mitigated.</p> <p>51.2.5 Ensure that noise associated with the operation of the Hawke's Bay Airport does not exceed nationally accepted standards and that any new noise sensitive activities provide adequate acoustic insulation.</p> <p>51.2.6 Avoid the location of noise sensitive activities close to the Airport which have the potential to result in reverse sensitivity effects</p>
<b>Whangarei District</b>	<p>1. Recognise and provide for the operational area of Whangārei Airport as regionally significant infrastructure and the contribution it makes to the economic and social wellbeing of the District and Region.</p>	<ol style="list-style-type: none"> <li>1. To recognise the regional significance of the Airport by enabling a wide range of existing and future airport operations and activities.</li> <li>2. To enable the continued operation of Whangārei Airport and ancillary activities with provision for controlled growth in aircraft movements.</li> <li>3. To manage and minimise adverse effects to surrounding residential areas' amenity and character by ensuring that all new activities and buildings in the Airport Zone are: <ol style="list-style-type: none"> <li>a. Of a scale and character that is compatible with Residential Zones.</li> </ol> </li> </ol>

	<p>2. Provide for the efficient and effective ongoing operation, maintenance, upgrade and development of Whangārei Airport.</p> <p>3. Manage the adverse effects (including reverse sensitivity effects) associated with Whangārei Airport which could compromise the amenity, health, safety and well-being of the surrounding community.</p> <p>4. Avoid fragmentation of the Airport Zone and potential reverse sensitivity effects associated with subdivision.</p>	<p>b. Sited in a location sufficiently setback from site boundaries to enable privacy, the retention of open space and access to sunlight in Residential Zones.</p> <p>4. To retain the airport land holding by avoiding fragmentation of airport land through inappropriate subdivision.</p>
<b>Christchurch</b>	<p>13.3.2.1 The efficient use and development of the land, infrastructure and operational facilities at the Christchurch International Airport, where such use and development:</p> <ol style="list-style-type: none"> <li>i. provides for economic and social benefits to the region;</li> <li>ii. supports the effective integration of Airport development and strategic transport networks;</li> <li>iii. supports the needs of travellers, workers within the zone, and visitors to services within the zone;</li> <li>iv. avoids significant adverse distributional effects on the Central City, Key activity centres, and neighbourhood centres;</li> <li>v. is compatible with the overall urban form of the City;</li> <li>vi. achieves a standard of amenity reflective of the role and functions of the Airport, and a high level of safety in this area.</li> </ol>	<p><b>13.3.2.1.1 Policy: Specific Purpose (Airport) Zone</b></p> <p>a. To promote the ongoing sustainable development and operation of the Christchurch International Airport and facilitate a planned approach to its future development, in a manner that:</p> <ol style="list-style-type: none"> <li>1. identifies precinct areas within the Airport with distinct character and uses including: <ol style="list-style-type: none"> <li>i. An Aviation Precinct which provides for aviation operations and expansion, and</li> <li>ii. A Development Precinct which supports a mix of business activity including freight services, retail, and tourist and visitor/workforce support activities.</li> </ol> </li> <li>3. provides for a range of business activity, where such activities would not: <ol style="list-style-type: none"> <li>i. constrain airport/aviation operations; or</li> <li>ii. result in significant adverse effects on urban form, including on the role, function, viability and amenity of the Central City, Key activity centres and neighbourhood centres; or</li> <li>iii. lead to significant adverse effects on transportation networks including the state highway; or</li> <li>iv. be incompatible with the character and standards of amenity of Christchurch International Airport; or</li> <li>v. adversely affect the visual amenity of the rural area surrounding the airport.</li> </ol> </li> <li>4. limits the nature and extent of retail and office activities, to those which provide for the reasonably foreseeable needs of travellers, workers within the zone, and visitors to services within the zone.;</li> <li>5. accommodates future development of the Airport, whilst: <ol style="list-style-type: none"> <li>i. having regard to effects on amenity values, including the relationship between buildings, roads, car parks, signage and landscaping, and the functions and character of the Christchurch International Airport;</li> <li>ii. ensuring the visual importance of the frontages of Memorial Avenue, Johns Road, McLeans Island Road, Jessons Road and Russley Road are safeguarded through specific consideration of building setbacks and landscaping;</li> <li>iii. ensuring noise sensitive activities within the airport area do not restrict effective and efficient Airport operation and development;</li> </ol> </li> <li>6. avoids the establishment of noxious industry.</li> </ol>
<b>Palmerston North</b>	<p>1. To promote and enable the continued operation, maintenance and upgrading of the Palmerston North Airport and provide for</p>	<p>1.1 To provide a zone to encompass the Palmerston North Airport's activities and other activities which are compatible with the airport's operations.</p>



	<p>its future development as an important infrastructure asset for Palmerston North City and the wider Manawatu-Wanganui Region.</p> <p>2. To enable a range of activities in the Airport Zone that efficiently and effectively use the physical resources of the Airport Zone, and that derive a functional or operational benefit from being close to the Airport, while addressing adverse effects on the amenity values of the adjoining Rural, Residential and Recreation Zones and commercial distribution effects on the established Business Zones.</p> <p>3. To enhance and protect the amenity of the Airport Zone as an important gateway to the City</p> <p>4. To reduce the risk to people and property from aircraft undershooting or overshooting the runway at the Palmerston North Airport.</p>	<p>1.2 To enable the operation, maintenance and upgrade of the Palmerston North Airport to meet future freight, passenger and other commercial needs of Palmerston North City and the Manawatu-Wanganui Region.</p> <p>1.3 To manage the emission of noise from the operation of the Airport to avoid or mitigate significant adverse environmental effects on existing residential activities within existing residential zones but which are outside of the Airnoise Contour.</p> <p>1.4 To discourage the establishment or intensification of activities sensitive to airport-related noise within the Airport Zone.</p> <p>1.5 To avoid or mitigate the potential adverse effects of reverse sensitivity to the Palmerston North Airport resulting from the establishment or intensification of noise-sensitive land use and developments within the Airnoise Inner and Outer Control Contours where noise generated from the use of the airport is potentially significant by:</p> <ul style="list-style-type: none"> <li>• Avoiding the establishment of new noise sensitive activities within the Airnoise Contour.</li> <li>• Avoiding rezoning of land in a way that enables an increase in the scale or intensity of noise- sensitive activities (such as residential activities) within the Inner and Outer Control Contours; and</li> <li>• Controlling development and intensification of noise sensitive activities within the Inner and Outer Control Contours to ensure that measures to avoid or mitigate airport noise are in place.</li> </ul> <p>1.6 To avoid, remedy or mitigate adverse effects on the safe operation of aircraft using the Airport by:</p> <ul style="list-style-type: none"> <li>• Defining airport protection surfaces and not allowing buildings, structures, trees or other objects to encroach into those surfaces.</li> <li>• Controlling the development and management of artificial water bodies, stormwater attenuation facilities, food sources, and other activities that attract birds such that birds may fly across the airport or aircraft flight paths.</li> <li>• Controlling activities within the runway approaches that could adversely affect the electronic or visual navigation of aircraft, or otherwise interfere with the operation of aircraft.</li> </ul> <p>2.1 To identify precincts within the Airport Zone which recognise the Palmerston North Airport and land on the northern side of Airport Drive (Core Airport Precinct) and land on the southern side of Airport Drive (Airport Environs Precinct) (see Map 13.1).</p> <p>2.2 To enable, through permitted activity rules and resource consents, a range of activities in the Core Airport Precinct, which have a functional, operational or commercial connection with the Airport.</p> <p>2.3 To discourage the development of activities in the Core Airport Precinct that do not require airport access.</p> <p>2.4 To enable, through permitted activity rules and resource consents, a range of activities in the Airport Environs Precinct that have a relationship with or are compatible with the activities and operation of the Airport and which do not adversely affect the amenity of the adjoining Residential Zone and the Mahanga Kakariki Reserve.</p> <p>2.5 To discourage the development of retail activities and non-ancillary office activities, which are readily provided for in the City's established Business Zones.</p> <p>3.1 To ensure that amenity standards on Airport Drive, McGregor Street (south of Airport Drive) and Railway Road are commensurate with their gateway function.</p> <p>3.2 To require high quality frontage landscaping that contributes to the amenity and streetscape on sites fronting Airport Drive, McGregor Street (south of Airport Drive) and Railway Road.</p> <p>3.3 To avoid blank building facades, solid fences and location of service areas at the street edge, except where this is necessary to provide for the security needs of Palmerston North Airport and associated activities.</p> <p>3.4 To require a coordinated streetscape along the length of Airport Drive and the Airport Zone interface along McGregor Street (south of Airport Drive) and Railway Road.</p> <p>3.5 To protect the amenity of the Mahanga Kakariki Reserve from the potential adverse effects of development on adjoining sites in the Airport Zone.</p>
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<p><b>New Plymouth</b></p>	<ol style="list-style-type: none"> <li>1. New Plymouth Airport is regionally and nationally important infrastructure and the contribution it makes to the economic and social well-being of the district, region and nation is recognised.</li> <li>2. New Plymouth Airport's special operational and functional needs are provided for, while ensuring the adverse effects of airport activities on the environment are avoided, remedied or mitigated.</li> <li>3. The safe and efficient operation, maintenance and repair or upgrading of New Plymouth Airport is not constrained or compromised by other activities.</li> </ol>	<p>4.1 To avoid any buildings or activities in the Runway End Protection Area which result in the mass assembly of people.</p> <p><b>AIRPZ-P1</b> Identify the New Plymouth District Airport and apply the Special Purpose - Airport Zone (Airport Zone) to:</p> <ol style="list-style-type: none"> <li>4. recognise and provide for the airport's efficient and effective operation and development; and</li> <li>5. ensure the airport is not constrained or compromised by reverse sensitivity effects and/or conflict between incompatible activities.</li> </ol> <p><b>AIRPZ-P2</b> Identify appropriate areas within the Airport Zone for different activities to establish and operate and apply an airport specific precinct which provides for and manages activities within those areas, including:</p> <ol style="list-style-type: none"> <li>1. an airside facilities and operations area – where essential airport infrastructure is located and airport activities associated with the day to day operation of the airport are enabled;</li> <li>2. a landside facilities and operations area – where airport areas that are open to the public are located, including passenger terminals and facilities, roading, access and car parking areas;</li> <li>3. a general aviation area - where a range of other operational areas and facilities associated with the airport are located and general aviation activities are enabled, including aircraft hangars and other aviation service providers; and</li> <li>4. an indicative airport future development area - which applies to land that will potentially be developed in the future for reasonably foreseeable airport activities and facilities, general aviation activities and/or complementary commercial activities.</li> </ol> <p><b>AIRPZ-P3</b> Allow activities in appropriate areas within the Airport Zone that are compatible with the role, function and character of the New Plymouth Airport and sub-precinct areas identified in <a href="#">PREC1 - New Plymouth Airport Precinct Map</a>. Compatible activities include:</p> <ol style="list-style-type: none"> <li>1. airport activities in all sub-precinct areas;</li> <li>2. general aviation activities in all sub-precinct areas;</li> <li>3. customary activities in all sub-precinct areas;</li> <li>4. agricultural, pastoral and horticultural activities in all sub-precinct areas, except the landside facilities and operations area;</li> <li>5. aviation centre and museum; in the landside facilities and operations areas and airport future development area and</li> <li>6. airport retail and commercial activities in the landside facilities and operations area.</li> </ol> <p><b>AIRPZ-P4</b> Manage activities that are potentially compatible with the role, function and predominant character of the New Plymouth Airport and sub-precinct areas identified in <a href="#">PREC1 - New Plymouth Airport Precinct Map</a> and ensure activities are located appropriately having regard to whether:</p> <ol style="list-style-type: none"> <li>1. the purpose of the activity is related to the operation and development of the Airport and/or the needs of passengers, visitors, airport employees or commercial activities operating at the Airport, including transportation;</li> <li>2. the scale, design and layout of the activity is compatible with the character and amenity of the Airport and relevant sub-precinct area,</li> <li>3. the activity will result in adverse effects that cannot be avoided, or where avoidance is not practicable, appropriately remedied or mitigated, including: <ol style="list-style-type: none"> <li>a. on identified features or the coastal environment;</li> <li>b. on cultural, spiritual and/or heritage historic values and interests or associations of importance to Puketapu as mana whenua and kaitiaki of the area, and/or on the ability to protect, maintain or enhance sites and areas of significance to Puketapu; and</li> </ol> </li> </ol>
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		<p>c. within adjacent zones and/or potential conflicts between incompatible activities at zone interfaces;</p> <ol style="list-style-type: none"> <li>4. there is sufficient existing and/or planned infrastructure to service the activity, including the effective management of stormwater and wastewater; and</li> <li>5. the activity has the potential to undermine the viability of the city centre, or a town or local centre.</li> </ol> <p>Potentially compatible activities include:</p> <ol style="list-style-type: none"> <li>1. retail activities (excluding supermarkets, large format retail activities and integrated retail activities) in the landside facilities and operations areas and airport future development area;</li> <li>2. visitor accommodation in the landside facilities and operations areas and airport future development area;</li> <li>3. entertainment and hospitality activities in the landside facilities and operations areas and airport future development area;</li> <li>4. aviation centre and museum in the airside facilities and operations areas and general aviation area; and</li> <li>5. airport retail and commercial activities in the airside facilities and operations areas and general aviation area.</li> </ol> <p><b>AIRPZ-P5</b>  Avoid activities which are incompatible with the role, function and predominant character of the Airport Zone and any sub-precincts areas identified on <a href="#">PREC1 - New Plymouth Airport Precinct Map</a>, and/or activities that will:</p> <ol style="list-style-type: none"> <li>1. limit, restrict or constrain the safe and efficient operation of the New Plymouth Airport;</li> <li>2. undermine the role, function and/or viability of the City Centre or a town or local centre and is better located in a centres zone; or</li> <li>3. result in reverse sensitivity effects and/or conflict with airport, general aviation and other permitted activities.</li> </ol> <p>Incompatible activities include:</p> <ol style="list-style-type: none"> <li>1. supermarkets;</li> <li>2. large format retail activities;</li> <li>3. integrated retail activities;</li> <li>4. Māori purpose activities;</li> <li>5. business service activities;</li> <li>6. commercial service activities;</li> <li>7. living activities; and</li> <li>8. community facilities</li> </ol> <p><b>AIRPZ-P6</b>  Ensure that any new sensitive activities seeking to establish adjacent to the Airport Zone are designed and located appropriately to avoid adverse reverse sensitivity effects and/or potential conflict with permitted, consented or lawfully established activities occurring within the Airport Zone, and where avoidance is not possible, that any adverse effects are remedied or mitigated.</p> <p><b>AIRPZ-P7</b>  Maintain the role, function and amenity of the New Plymouth Airport and each sub-precinct area by controlling the effects of:</p> <ol style="list-style-type: none"> <li>1. building/structure bulk, scale and location;</li> <li>2. traffic movement, access, loading and parking;</li> <li>3. infrastructure and stormwater;</li> <li>4. noise and light;</li> <li>5. separation from sensitive activities and features;</li> <li>6. storage and use of hazardous substances;</li> <li>7. earthworks;</li> </ol>
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		<p>8. signage; and</p> <p>9. landscaping and screening of structures, outdoor storage areas and impervious surfaces.</p> <p><b>AIRPZ-P8</b>  Require activities within the Airport Zone to minimise adverse effects on the character and amenity of adjacent areas and at zone interfaces by:</p> <ol style="list-style-type: none"> <li>1. managing the height, bulk and location of buildings to minimise adverse visual amenity effects;</li> <li>2. managing noise and light emissions to an acceptable level, particularly in relation to sensitive activities;</li> <li>3. ensuring the safe and efficient use of the transport network, including through traffic management and travel planning;</li> <li>4. mitigating visual impacts through landscaping, screening and planting of structures, outdoor storage areas and impervious surfaces;</li> <li>5. managing the duration of specific activities and any associated short term effects on surrounding sensitive activities;</li> <li>6. recognising natural features and landforms, waterbodies, coastal environment, indigenous vegetation, historic heritage, sites of significance to tangata whenua, archaeological sites or scheduled features, including by using best practice industry requirements and technology to ensure efficient use of land and to reduce effects; and</li> <li>7. ensuring new development within the zone does not infringe on important viewshafts.</li> </ol> <p><b>AIRPZ-P9</b>  Encourage the incorporation of mātauranga Māori principles into the design, development and/or operation of activities in the Airport Zone and opportunities for Puketapu to exercise their customary responsibilities as mana whenua and kaitiaki in respect of activities and/or development at the New Plymouth Airport that may affect cultural, spiritual and/or heritage values of importance to Puketapu.</p> <p><b>AIRPZ-P10</b>  Encourage public access to the New Plymouth Airport and improved connectivity between Bell Block and Waitara through the extension of the coastal walkway, including any necessary recreational infrastructure.</p>
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# Te Tai o Poutini PLAN

*A combined district plan for the West Coast*

Prepared for: Te Tai o Poutini Plan Committee  
Prepared by: Edith Bretherton, Senior Planner  
Date: January 2021  
Subject: Technical Update: **Notable Tree rules and schedule**

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## **SUMMARY**

This report gives an update on the technical work being undertaken on Notable Tree overlay rules and schedule in Te Tai o Poutini Plan (TTPP).

The Objectives and Policies for Notable Trees were developed as a draft at the November 2020 Te Tai o Poutini Plan Committee (TTPPC) meeting. These set the framework for the rules which apply to notable trees identified within the draft schedule.

This report outlines draft permitted activity performance standards and rules for the Notable Tree overlay and shares the draft Notable Tree schedule.

Feedback from the Committee on these draft proposals is sought.

## **RECOMMENDATIONS**

1. That the Committee receive the report
2. That the Committee provide feedback on the draft Permitted Activity performance standards and Rules for the Notable Tree overlay.

Edith Bretherton

**Senior Planner**

## **INTRODUCTION**

1. This report gives an update on the technical work being undertaken on Notable Tree overlay permitted activity performance standards and rules within TTPP.
2. At the November 2020 TTPPC meeting issues, objectives and policies were discussed and considered. See Appendix A for updated provisions incorporating that feedback.
3. This paper brings the draft rules and draft schedule for the Notable Tree overlay to the Committee. Permitted activity standards and rules only apply to tree/s identified in the schedule.

## **CONSTRUCTION OF DRAFT RULES**

4. In terms of constructing the rules, I have reviewed the three district plan rule sets. A summary of the current approaches follows. See Appendix B for full provisions.
  - Buller District Council has a simple two-tier approach. No modification or destruction of any notable tree is permitted. All modifications are discretionary, with no destruction of any notable tree unless the work is clearly required for safety reasons.
  - Grey District Council has a permitted activity rule for works that do not affect the root system or involve removing or felling. Trimming is allowed within limits and for electricity lines. Outside of this, all modification is discretionary.
  - Westland District Council does not have rules for notable trees.
5. I have also reviewed other districts' plans to get a broad understanding of approaches across New Zealand. A summary of approaches is contained in Appendix C.
6. There are no contentious considerations or issues to be highlighted in relation to the notable tree overlay

## NOTABLE TREE OVERLAY DRAFT RULES

7. The proposed draft standards are outlined in the table below with a comparison with the provisions in the current three district plans.

### Permitted Activities

Activity	Proposed TTPP Permitted Activity Performance Standard	Differences from current plans <i>Note. Westland has no notable tree rules</i>
<p>Gardening or mowing within the root protection area of a notable tree identified in Schedule X is permitted where performance standards a-b are met.</p> <p>Where performance standard a or b is not met restricted discretionary consent is required.</p>	<p>a). The ground level is not altered b). The protected root zone is not damaged</p>	<p>GDC – permitted activity for works not affecting root system BDC – no permitted activity</p>
<p>Trimming and maintenance of a notable tree identified in Schedule X is permitted where performance standards a-d are met.</p> <p>Where performance standard a, b, c or d is not met restricted discretionary consent is required.</p>	<p>a). The trimming and/or maintenance is necessary to improve, maintain or monitor tree health; or b). To enable the ongoing provision of existing infrastructure; or for compliance with relevant electricity hazard regulations; or c). To prevent a serious threat to people or property. d). A council approved arboricultural contractor has certified that the work will be in accordance with a-c.</p>	<p>GDC – PA for some trimming works, and for electricity hazard compliance BDC – no permitted activity</p>
<p>Root pruning within the root protection area of a notable tree identified in Schedule X is permitted where performance standards a-c are met.</p> <p>Where performance standard a, b or c is not met restricted discretionary consent is required.</p>	<p>a) The root pruning will not compromise the integrity, ongoing viability and values of the tree; and b) Any machinery associated with undertaking the root pruning is only operated on top of paved surfaces and/or ground protection measures; and c). A council approved arboricultural contractor has certified that the work will be in accordance with a and b.</p>	<p>GDC – PA for works not affecting root system BDC – no permitted activity</p>

8. Alongside the Permitted Activity Standards, there are proposed Rules where resource consent would be required for an activity to occur. These are in the table below:

### Activities Requiring Resource Consent

Activity	Draft TTPP Rule	Differences from current plans
<p>Building activities within the root protection area of a notable tree identified in Schedule X require restricted discretionary consent.</p> <p>New underground network utilities and infrastructure within the root protection area of a notable tree identified in Schedule X require restricted discretionary consent.</p>	<p>Restricted Discretionary Activity: matters of discretion</p> <ul style="list-style-type: none"> <li>• The potential impact of the activity on the integrity, ongoing viability, and values of the scheduled notable tree.</li> <li>• Effects on amenity values of public places.</li> <li>• Effects on identified values of the tree/s.</li> <li>• Whether there is an operational or functional need for the activity to be located within the root protection area and/or whether any alternatives are available to avoid the activity occurring in the root protection area.</li> </ul>	<p>No specific provision in plans</p>
<p>Where a permitted activity performance standard/s cannot be complied with, require restricted discretionary consent.</p>	<p>Restricted Discretionary Activity: matters of discretion</p> <ul style="list-style-type: none"> <li>• The potential impact of the activity on the integrity, ongoing viability, and values of the scheduled notable tree.</li> <li>• Effects on amenity values of public places.</li> <li>• Effects on identified values of the tree/s.</li> <li>• The extent to which the activity is temporary or of a period of time that avoids long-term harm or damage to the tree.</li> <li>• The level of non-compliance with permitted activity performance standard/s</li> </ul>	<p>GDC – Discretionary BDC - Discretionary</p>
<p>Removal, partial removal or destruction of a notable tree identified in Schedule X not otherwise provided for as a permitted or</p>	<p>Discretionary consent required</p>	<p>GDC – Discretionary BDC - Discretionary</p>



<p>restricted discretionary activity requires a discretionary resource consent.</p> <p>Any activities within the root protection area of a notable tree identified in Schedule X not otherwise provided for as a permitted or restricted discretionary activity requires a discretionary resource consent.</p>		
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## **EXISTING SCHEDULE STOCKTAKE UNDERTAKEN**

21. A review of the existing district council schedules was undertaken. GDC files containing detail of the original scheduling process were reviewed. BDC no longer have their files, however Hamish McBeth, former BDC councillor, shared his experience of the scheduling process. WDC also no longer have their files.
22. Site investigation was undertaken to try and locate the scheduled items. The results of this investigation can be separated into three outcomes; "no longer evident", "evident", and "inconclusive".
23. No longer evident, and evident are self-explanatory. Where results were inconclusive it was generally due to one of the following factors: trees are on private property and unable to be viewed from the roadside, several trees in the vicinity fit the description, whether it is one or all of the trees at the location, and lack of detail in the schedule to be certain of the exact location of the tree/s. Trees where the evidence is "inconclusive" as to whether the item still exists have been included in the draft schedule as a precautionary approach.
24. There is a significant gap in the trees of value to mana whenua. Kaiwhakahare Madgwick has identified two groups of trees for inclusion. He also nominated a tree for historic reasons in Hokitika. No trees of value to Ngati Waewae have been identified, however, there is opportunity for any identified to be included in the draft plan.
25. The New Zealand Notable Tree register has been consulted. This has been used to augment the information currently available about some scheduled trees. Using the register as a proxy is not recommended as registering trees does not require independent assessment or consultation with the owner of the property where the tree is located.
26. Nominations for notable trees to be included in the draft schedule are open. Any nominated trees would be assessed under the STEM methodology.
27. The full draft schedule is found in Appendix D. GDC schedule trees have letters under "reason for protection", they represent: A = aesthetic, S = scientific, H = historic, L = landscape and C = cultural. It is unclear what N and I represent.

## **NEXT STEPS**

28. Feedback from the Committee is sought in relation to the wording of the draft Rules.
29. This will then be included with draft provisions for the next round of consultation.

## **Appendix A: Draft Notable Tree Issues, Objectives and Policies**

### **Draft Notable Tree Issue 1:**

Notable trees can be of botanical, aesthetic, cultural or historic value. However, if these values are not understood notable trees may be destroyed and trees worthy of note may not receive the protection they require.

### **Draft Notable Tree Issue 2:**

Accurate, consistent information and assessment detail, using regionally consistent criteria is required for scheduled notable trees to be afforded appropriate protection.

### **Draft Notable Tree Objective 1:**

To recognise the botanical, aesthetic, cultural or historic value of notable trees.

### **Draft Notable Tree Objective 2:**

To provide for tino rangatiratanga in relation to management of notable trees of value to Maori.

### **Draft Notable Tree Objective 3:**

To provide for the protection of notable trees while recognising instances where trimming, pruning is required and may improve the health of the tree, or removal is unavoidable.

### **Draft Notable Tree Policy 1**

Identify, assess using the Standard Elevation Tree Method (STEM) and map notable trees, through consultation with local iwi, community and key stakeholders.

### **Draft Notable Trees Policy 2**

Trees with notable botanical, aesthetic, cultural or historic value are recognised and protected.

### **Draft Notable Trees Policy 3**

Support opportunities for iwi to exercise their customary responsibilities as mana whenua and kaitiaki in protecting and enhancing notable trees of value to mana whenua.

### **Draft Notable Trees Policy 4**

Allow the trimming and pruning of notable trees and activities in the root protection area where the works:

1. retain or improve the health of the tree;
2. are necessary to prevent a serious threat to property and people; or
3. are for maintaining network utility operations compliance with relevant safety standards.

### **Draft Notable Trees Policy 5**

Ensure that any activity within the root protection area of a scheduled notable tree is appropriate having regard to:

1. the particular values of the tree and its setting;
2. if the tree is identified for cultural values, the outcomes of any consultation with and/or assessment undertaken by iwi;
3. whether the activity will compromise the tree's health or result in a reduction or loss of its values;
4. the impact of the activity on the stature, form or shape, health and vigour, structural integrity and life expectancy of the tree;
5. whether the tree renders a site incapable of reasonable use.

### **Draft Notable Trees Policy 6**

Allow the removal, partial removal or destruction of an unsafe or unsound scheduled notable tree where it has been certified by that the tree is unsafe or unsound.

## Appendix B: Existing District Plan Provisions

	Buller District Council	Grey District Council	Westland District Council
Permitted	No modification or destruction of any notable tree listed in Part 15 is permitted.	(i) The alteration to a listed heritage item or item in a historic area listed in Schedule 1 and shown on the planning maps is permitted if: (a) the work is for the purpose of maintenance, repair or restoration and the types of materials are the same or similar as that originally used and the works retain the original design. (b) the work is internal that does not result in changes to the exterior design or form of the building, or (ii) The erection, alteration or removal of accessory buildings where the works do not effect any part of a structure listed as requiring protection in the schedule.	No rules
Discretionary	No destruction of any notable tree listed in Part 15, unless the work is clearly required to prevent obvious and imminent danger to the public	(a) Whether the applicant has the ability to undertake a permitted activity without removal or any major trimming of the tree. (b) The condition of the tree including any hazard potential. (c) The effect of any trimming or disturbance of the root system, of the tree on the appearance and/ or health of the tree. (d) The effect of any building on the visibility of the tree from a road or public place. (e) Whether the tree or trees are currently causing, or are likely to cause, significant damage to buildings, services or property, whether public or privately owned. (f) Any substitute or compensating tree planting or landscaping proposed. (g) Whether the tree or trees are currently causing, or are likely to cause, obstruction to road visibility or constitute a road safety hazard.	No rules

## Appendix C: Summary of Other District Council Plan Provisions

- *Porirua District Plan* permits mowing and gardening around trees, works around the root with strict standards, trimming and removal of the tree if certified as an immediate threat to human life by an arborist. If the permitted standards are not met restricted discretionary consent is required, except for removal, which requires a full discretionary consent.
- *New Plymouth District Plan* has a suite of rules for notable trees. Gardening, mowing, "soft landscaping" and permitted. There are also permitted activities for trimming and maintenance for utilities, where there is serious threat to life, earthworks within root zone, and removal of an unsafe tree, all of which have stringent standards. These all become restricted discretionary if they don't meet the standards. There are also restricted discretionary activities for buildings, and storage within the root area, and underground utilities, and subdivision. Everything not provided for or covered is non-complying.
- *Auckland Unitary Plan* permits biosecurity tree works, dead wood removal, emergency works, trimming and alteration and works within the root zone, if undertaken by an arborist, and subject to standards. Dead wood removal by someone other than an arborist is a controlled activity. Activities not meeting permitted activity standards become restricted discretionary, except for tree removal which is full discretionary. There are also specific provisions, housed within the infrastructure chapter for trees within roads, and for electricity network generation and operation activities. These allow for specific activities, like trimming for Electricity Hazards from Trees Regulation 2003.
- *Kapiti District Plan* permits trimming in restricted circumstances; electricity hazard from trees, safety and only by an arborist, and always within best industry practice guidelines. Controlled activities exist for modification of dead wood, with the same standards as the permitted activities. Also, for reducing risk to network utilities. Subdivision of a site with a notable tree is restricted discretionary, as is trimming that does not meet the PA or controlled activity standards.
- *Central Otago District Plan* has no permitted activity rules for notable trees. Removal of a tree, except where it has died of natural causes is discretionary. All other activities are restricted discretionary.
- *Whakatane District Plan* permits trimming or removal when complying with Electricity (Hazards from Trees) Regulation 2003. There is also a permitted activity rule allow trimming and root works for utilities, or for health and safety. Removal of dead trees, or dead wood is also permitted. Partial or complete removal is a restricted discretionary activity.
- *Invercargill District* has no rules for notable trees. It has also not identified any notable trees.
- *Queenstown Lakes District* has a two-tiered approach and protects trees and hedgerows. Minor trimming, removal of deadwood, removal of tree imminently threatening life, and mowing are permitted. Except mowing, all permitted activities require arborist oversight. All other activities are discretionary, including all works in the protected root zone.
- *Far North District* permits trimming of deadwood, and removal of limbs where there is an immediate threat to safety, or for maintaining utilities subject to arborist oversight. Gardening is also permitted. All other activities, including removal and any works within the dripline are discretionary.
- *Thames-Coromandel District* has three activities; activities within the vicinity of a significant tree, enhancement or maintenance of a significant tree, and removal or damaging a scheduled tree. All of the activities are permitted, with standards. Failure to meet the standards then cascades through the activities status's to non-complying. While somewhat unusual to permit removal of notable trees, Kauri dieback is an issue in this district, and requires specific consideration.

## Appendix D: Draft Schedule of Notable Trees

### Draft Schedule of Notable Trees

*Note. The Schedule will comply with the planning standards and include, legal description, extent, and values the item has been identified as having. As many of these details are being worked through, they have not been included in this paper. All items will also have a reference, which will be created at time of loading into isovist, and GIS. To avoid confusion these will not be added until time of loading. The schedule is organised north to south.*

DC	Ref	Species	Location	Reasons for protection	Present
Buller	1	Rimu ( <i>Dacrydium cupressium</i> )	Mawheraiti Scenic Reserve Section 23 Block III Mawheraiti Survey District	Recreational and Scientific Value	Inconclusive
Buller	2	Himalayan Cedar ( <i>Cedrus deodara</i> )	15 Anderson Street, Reefton Town of Reefton Section 981, 982 & 983 SO 9594	Scientific, Landmark and Functional Value	No
Buller	3	California Big Tree ( <i>Sequoiaderdron giganteum</i> )	Reefton Hospital Grounds Town of Reefton Local Purpose (Hospital) Reserve Approx. Sections 295 and 296	Landmark and Functional Value	Yes
Buller	4	Cherry Tree ( <i>Prunus spp.</i> )	Blacks Point Recreational Reserve Section 258 SO 12718 Blacks Point	Recreational and Historic Value	Inconclusive
Buller	5	Common Oak ( <i>Quercus robur</i> )	46 Brougham Street, Westport Lot 1 Deposited Plan 343 Town of Westport	Landmark and Functional Value	Yes
Buller	6	Liquidambar ( <i>Liquidambar styrocliflua</i> )	96 Peel Street, Westport Section 566 Town of Westport	Landmark and Functional Value	Inconclusive
Buller	7	Rimu ( <i>Dacrydium cupressium</i> )	Westport Domain Section 1171 Town of Westport	Recreational and Scientific Value	Inconclusive
Buller	8	Kahikatea ( <i>Dacrycarpus dacrydioides</i> )	Westport Domain Section 1171 Town of Westport	Recreational and Scientific Value	Inconclusive
Buller	9	Japanese Cedar ( <i>Cedrus spp</i> )	Westport Domain Section 1171 Town of Westport	Recreational and Scientific Value	Yes

Buller	10	Common Oak ( <i>Quercus robur</i> )	Reedys Road, Westport Lot 1 Deposited Plan 366595	Landmark and Functional Value	Yes
Buller	11	Matai ( <i>Prumnopitys taxifolia</i> )	Bullock Creek, Punakaiki Section 7 Block X Brighton Survey District	Recreational and Scientific Value	Inconclusive
Buller	12	Northern Rata ( <i>Metrosideros robusta</i> )	Oparara Loop Road, Karamea Section 25 Block IX Oparara Survey District	Landmark Value	Inconclusive
Buller	13	Northern Rata ( <i>Metrosideros robusta</i> )	Umere Road, Karamea Lot 2 Deposited Plan 18463	Landmark Value	Yes
Buller	14	Kahikatea ( <i>Dacrycarpus dacrydioides</i> )	Arapito Road, Karamea Part Section 14 Block XIV Oparara Survey District	Landmark	Inconclusive
Buller	15	Nikau Palms ( <i>Rhopalostylis sapida</i> )	North Beach, Karamea, Section 3, Block I Oparara Survey District	Landmark	Yes
Buller	16	Cabbage Trees (3) ( <i>Cordyline australis</i> )	Corner Mill and North Beach Roads, Karamea Part Section 14 Block V Oparara Survey District	Landmark	Yes
Buller	17	Rimu ( <i>Dacrydium cupressium</i> )	Umere Road, Karamea Part Section 79, Block XV Oparara Survey District	Recreational and Scientific	Inconclusive
Buller	18	Northern Rata ( <i>Metrosideros robusta</i> )	Market Cross Cemetary, Karamea Lot 2 Deposited Plan 14302	Landmark	Yes
Buller	19	Matai ( <i>Prumnopitys taxifolia</i> )	Karamea Bluff, Section 11, Block XII, Mokihinui Survey District	Recreational and Scientific	Yes
Buller	20	Macrocarpa ( <i>Cupressus macrocarpa</i> )	Little Wanganui River Mouth Part Section 2, Block III, Kongahu Survey District	Landmark	No
Buller	21	Matai ( <i>Prumnopitys taxifolia</i> )	Ohikaiti River Bridge, Buller Gorge	Landmark	Yes
Buller	22	Common Oak ( <i>Quercus robur</i> ) x 4	The Strand, Reefton Part Section 1338, Town of Reefton	Landmark and Function Valuye	Yes
Buller	23	Rimu ( <i>Dacrydium cupressium</i> )	Truman Track, Punakaiki Section 22, Block IV, Brighton Survey District	Recreational and Scientific	Yes

Buller	24	Pinua radiata (3)	Windy Point, Buller Gorge, Road Reserve Approx.	Historic and Landmark	Yes
Grey	4	Agathis Australia	Coronation Park	A S H	Yes
Grey	9	Araucaria heterophylla Norfolk Island Pine	Dixon Park	A L	Yes
Grey	10	Cedrus deodara Himalyan Cedar	Dixon Park	A S L H	Yes
Grey	12	Corynocarpus laevigatus Karaka	Greymouth Westport Coast Road at Karoroa (12 Mile)	A H C S	Inconclusive
Grey	18	Corynocarpus laevigatus Karaka Trees	Coronation Park	significance to iwi	Inconclusive
Grey	16	Fraxinus excelsior 'Pendula' Weeping Ash	Dixon Park	A S	Yes
Grey	15	Juglans regia persian / English walnut South Bank Slatey Creek, Leaf Property, Rotomanu	South Bank Slatey Creek, Leaf Property Rotomanu	A S H L I N	Inconclusive
Grey	18	Knightia excelsa Rewarewa	Coronation Park	S H A	Yes
Grey	20	Magnolia X soulangeana	John Paul Grounds	H C A S	Yes
Grey	23	Metasequoia glyptostroboides Dawn Redwood	19 Taylorville Road, McGeady Farm, Coal Creek	S A H	No
Grey	26	Metrosideros excelsa Pohutakawa	Coast Health Care Grounds, Grey Base Hospital	H L A	Yes
Grey	27	Metrosideros excelsa Pohutakawa	High Street Road, Reserve	L H A	Yes
Grey	28	Metrosideros excelsa Pohutakawa	Corner SH7 and Smith Street / Mawhera Quay	L H A	Inconclusive
Grey	31	Metrosideros excelsa Pohutakawa	Tai Poutini Polytechnic	L H A S	Yes
Grey	17	Metrosideros umbellata	Northern Corner Main Coastal Highway and Beach Road, Barrytown	L A S	Inconclusive
Grey	34	Northfagus menziesii Silver Beech	South Bank Sawyers Creek / High Street	L H A S	Yes
Grey	33	Nothofagus menziesii Silver Beech	Coronation Park	L H A S	Inconclusive



Grey	37	Phoenix canariensis Canary Island Date Palm	Tainui Street Median Strip	L A	Yes
Grey	41	Phoenix canariensis Canary Island Date Palm	Tai Poutini Polytechnic	L A H S	Yes
Grey	43	Phoenix canariensis Canary Island Date Palm	Corner Main South Road and Nelson Street	L A H	Yes
Grey	42	Phoenix canariensis Canary Island Date Palm / Quercus robu Oak	Cenotaph, Tainui Street between Frederick and Ngarimu St	C H L A	Yes
Grey	48	Prunus serrulata Kanzan / Mokusai	Road / Rail Reserve SH7 Dobson	A H	No
Grey	50	Quercus robu and Betula pendula Oak and Silver Birch	Former Aratika School Site, Moana Road	H A S	No
Grey	49	Quercus robur English Oak	Greymouth Croquet Club	C H A A	Yes
Grey	11	Sophora microphylla South Island Kowhai	37 Alexander Street	A S H L	No
Grey	60	Tilia x europaea European Lime	Pitman Farm, Rotomanu	A S H L	Inconclusive
Grey	16	Tilia x europaea European Lime	Clifton Road, Ahaura	L A S H	Yes
Grey	63	Ulmus glabra Horizontalis horizontal elm	Dixon Park	A H L	Yes
Westland	A	Rhododendron	104 Brittan St, Hokitika		Yes
Westland	B	Copse of Kahikatea	Cnr Bonar Drive and Tudor St, Hokitika		No
Westland	C	Rhododendron	23 Stafford St, Hokitika		Yes
Westland	D	Copse of trees	Waitaha Valley (25791 2500A) Lot 1 DP 3644 Bld XVI Totara SD		Inconclusive
Westland	New	Kowhai (copse of 30-40)	Old pa site, Jacobs River	PNT	Paul M
Westland	New	Kahikatea	Jacobs River bank	PNT	Paul M
Westland	New	Manuka	Behind museum, part of old police camp	Historic	Paul M



# Te Tai o Poutini PLAN

*A combined district plan for the West Coast*

Prepared for: Te Tai o Poutini Plan Committee

Prepared by: Lois Easton, Principal Planner

Date: January 2021

Subject: **Te Tai o Poutini Plan 2021 Work Programme – Overview for the Committee and Introduction to Overlays**

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## **SUMMARY**

This report gives an update on the Committee work programme for Te Tai o Poutini Plan (TTPP) during 2021.

It also includes some further information about Overlay provisions and how these interact with the zone mechanisms in TTPP.

## **RECOMMENDATIONS**

1. That the Committee receive the report.

Lois Easton

**Principal Planner**

## INTRODUCTION

1. This paper outlines the work programme for the 2021 calendar year, and also provides more information on Overlay Provisions and how they will be used in Te Tai o Poutini Plan (TTPP)
2. To date the Committee has mainly focussed mainly on the Strategic Provisions – which set the overall framework for TTPP, District Wide provisions for infrastructure, energy and transport, and the draft Zone provisions.

## WORK PROGRAMME 2021

3. The table below outlines the key provisions and when they are likely to come before the Committee.

January – March	<p><b>Approach</b></p> <ul style="list-style-type: none"> <li>-Landscape/Natural Character and Natural Features</li> </ul> <p><b>Objectives and Policies:</b></p> <ul style="list-style-type: none"> <li>-Māori Purpose Zone</li> <li>-Sites of Significance to Māori</li> </ul> <p><b>Rules</b></p> <ul style="list-style-type: none"> <li>-Airport Zone</li> <li>-Port Zone</li> <li>-Minerals Precinct</li> <li>-General Rural Zone minerals extraction</li> </ul> <p>Notable Trees</p> <p><b>Schedule</b></p> <p>Notable Trees</p>
April – June	<p><b>Approach</b></p> <ul style="list-style-type: none"> <li>-Natural Hazards</li> <li>-Ecosystems and Indigenous Biodiversity</li> </ul> <p><b>Objectives and Policies</b></p> <ul style="list-style-type: none"> <li>-Buller Coalfield Zone</li> <li>-Earthworks</li> <li>-High visitor use Zone</li> </ul> <p><b>Rules</b></p> <ul style="list-style-type: none"> <li>-Historic Heritage</li> <li>-Infrastructure</li> <li>- Energy</li> <li>-Transport</li> <li>-Sites of Significance to Māori</li> <li>-Māori Purpose Zone</li> </ul> <p><b>Schedule</b></p> <p>Historic Heritage</p>
July – September	<p><b>Objectives and Policies</b></p> <ul style="list-style-type: none"> <li>- Landscape/Natural Character and Natural Features</li> <li>-Activities on the Surface of Waterbodies</li> <li>-Natural Hazards</li> <li>-Ecosystems and Indigenous Biodiversity</li> <li>-Subdivision</li> <li>-Financial Contributions</li> </ul> <p><b>Rules</b></p> <ul style="list-style-type: none"> <li>-Hospital Zone</li> <li>-Noise, Light and Glare</li> <li>-Signs</li> <li>-Temporary Activities</li> <li>-Financial Contributions</li> <li>-Airport Zone</li> </ul>
October – December	<p><b>Objectives and Policies</b></p> <ul style="list-style-type: none"> <li>-Public Access</li> </ul>

	<p>- Rural zone precinct – Communal living policies</p> <p><b>Rules</b></p> <p>-Earthworks</p> <p>-Rural Zone – Communal Living Precinct</p> <p>-Activities on the Surface of Water</p> <p><b>Overlays and Schedules</b></p> <p>-Archaeological Sites</p> <p>- Natural Hazards</p> <p>- Airport flight paths</p> <p>- Pounamu and Aotea stone management areas</p> <p>-Landscape/Natural Character and Natural Features</p> <p>-Poutini Ngāi Tahu Sites and Areas</p>
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## ZONES

4. A Zone will apply to every parcel of land throughout the three districts – including roads, and also to waterbodies such as rivers and lakes. Roads and waterbodies will generally take the zone of the adjacent land.
5. Zones end at Mean High Water Springs (high tide mark) which is the extent of the jurisdiction of the Plan.
6. The Committee has now considered draft Objectives and Policies for all Zones, and has started working through the Rules.
7. Zones can generally be described as addressing the built environment – the rules within zones generally manage the impacts of activities on a parcel of land, neighbours, the wider community and values such as amenity and rural character.

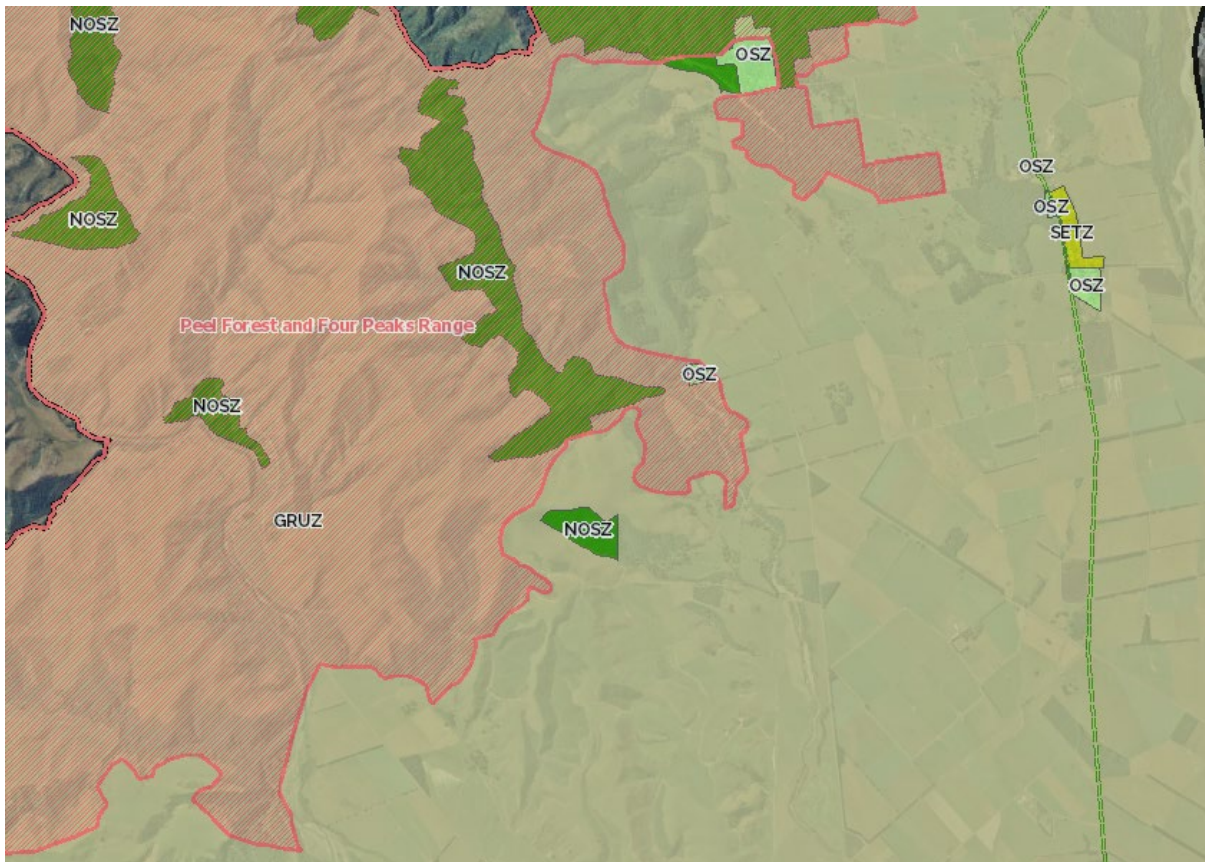
## OVERLAY PROVISIONS

8. Overlays are the main way that many matters the Resource Management Act (RMA) considers to be of National Importance are addressed, for example, historic heritage, outstanding natural landscapes, natural hazards, public access and significant indigenous vegetation.
9. The 2021 work programme will continue with the draft Zone provisions, but increasingly the focus will move to the natural and cultural heritage environment with what are known as Overlay provisions.
10. Overlays are something that sit over the zones – are mapped, and cover matters that do not follow zone boundaries. The presence of an overlay over a property might modify what rules can apply to the property – specifically in relation to matters that might affect the values of the overlay.
11. In the current District Plans, these matters are dealt with in the zone provisions (e.g. the Paparoa Character Area Zone which addresses landscape and natural character) but the National Planning Standards provides for the overlay matters to be addressed in separate chapters from zone provisions.
12. Staff are very aware that we will need to carefully cross reference and link the Overlay and Zone rules in particular, so that Plan Users are aware of the implications for them.
13. An example of how an Overlay provision might work is as follows:
  - In the General Rural Zone, it is proposed that a building have a Permitted Activity Height of 10m (3 stories).
  - In the Outstanding Natural Landscape Overlay (which sits over part of the General Rural Zone) the maximum Permitted Activity Height of a building could be reduced to 7m, to address landscape concerns.

The effect is similar to that used in the Paparoa Character Area Zone, but the mechanism is different.

- Because the Outstanding Natural Landscape Overlay will follow natural landscape boundaries, some properties currently zoned Paparoa Character Area Zone, may not fall completely in the overlay.
- With the Height Rule example, there could be part of their property, outside of the Overlay, where they could build to 10m as a Permitted Activity, and the part of the property in the Overlay, to 7m.

14. The Map Below shows an example of an Outstanding Natural Landscape from the Selwyn District Plan. In this example the Peel Forest and Four Peaks Range Outstanding Natural Landscape Overlay covers a range of properties zoned General Rural and Natural Open Space Zone. The Outstanding Natural Landscape boundary (the red hashed area) follows the geographic feature, while the zones (the greens, dark and light yellows) follow parcel boundaries.



#### **NEXT STEPS**

15. This paper outlines the draft Committee work programme for 2021. It is intended that by the end of the year, the Committee will have had the opportunity to discuss the majority of draft provisions for Te Tai o Poutini Plan.
16. Staff are currently working on the basis of completing the draft Plan for a pre-notification consultation process in April 2022.



# Te Tai o Poutini PLAN

*A combined district plan for the West Coast*

Prepared for: Te Tai o Poutini Plan Committee  
Prepared by: Lois Easton, Principal Planner  
Date: January 2021  
Subject: **Te Tai o Poutini Plan: Options for Hydro Development**

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## **SUMMARY**

This report outlines the issues around potential hydro development on the West Coast and what approach could be used to support hydro development in Te Tai o Poutini Plan.

Because hydro development is largely subject to regional and national regulation, Te Tai o Poutini Plan has a limited effect on enabling or otherwise development.

The main mechanism suggested to identify sites where hydro development is supported is an Overlay. The information needed to support an Overlay is discussed in the paper.

## **RECOMMENDATIONS**

1. That the Committee receive the report.
2. That the Committee advise whether it wishes to progress to develop a Hydro Development Overlay in Te Tai o Poutini Plan.

Lois Easton

**Principal Planner**

## **INTRODUCTION**

1. This report outlines the issues around potential hydro development on the West Coast and what approach could be used to support hydro development in Te Tai o Poutini Plan (TTPP).
2. Currently there are only xxxx hydro developments on the West Coast, and the West Coast is not self sufficient – or very resilient, in relation to the supply of electricity.

## **TE TAI O POUTINI PLAN STRATEGIC CONTEXT**

3. The draft Connections and Resilience Objective for TTPP is “*To support the development of greater infrastructure self-sufficiency and backup of critical infrastructure on the West Coast.*” Electricity generation infrastructure is considered critical infrastructure in this context.
4. Likewise the draft Energy Objectives and Policies support the development of new electricity generation infrastructure, including hydro development.

## **HOW HYDRO DEVELOPMENT IS REGULATED**

5. A key consideration for the Committee in looking at how to support hydro development on the West Coast, is considering what role district plans have in it’s regulation.
6. Because the headwaters – and often mid reaches, of river systems on the West Coast generally fall within Public Conservation Land, the Department of Conservation is a substantive regulatory authority through the issuing of concessions.
7. Alongside this, the major resource consents required for any hydro development will fall within the jurisdiction of the West Coast Regional Council, as hydro development will generally require a resource consent for water abstraction, river diversion, work in a waterbody, bulk earthworks and discharges.
8. The role of the district councils – and TTPP in regulating hydro development is relatively minor as it primarily regulates the ancillary activities– this would include access to the site and infrastructure, vegetation clearance, transmission infrastructure, buildings and structures.

## **IDENTIFYING POTENTIAL HYDRO SITES IN TE TAI O POUTINI PLAN**

9. Although the role of TTPP in regulating hydro development is relatively minor, some wider strategic weight would eventuate by identifying sites for hydro development in the plan. This may provide assistance to hydro developers in their wider regulatory process. In terms of TTPP matters the provisions could be specifically enabling of hydro development activity.
10. In looking at the potential mechanisms, staff suggest an Overlay would be the most appropriate approach. This could be similar to the proposed Pounamu Management Area Overlay in that the main regulation of the activity is undertaken by other planning instruments.
11. In terms of requirements for identifying an Overlay area, and any specific TTPP provisions for this, some technical justification, and cost benefit analysis would need to be undertaken. Ideally a reference document is required. This would be a report which analyses the various options and specifically identifies why an area is appropriate for hydro development.
12. Because the development of hydro power on the West Coast has proved to be a contentious issue in the past, the Committee could expect significant public scrutiny around the identification of a hydro sites overlay and would need to be prepared with robust justification.
13. There is currently no budget allocated in the TTPP work programme to undertake such analysis, however if there is work already done by others such as Development West Coast, then this may be sufficient to support the identification of specific areas for an Overlay.

## **NEXT STEPS**

14. Direction from the Committee is sought about whether it wishes to progress looking at a hydro development overlay in TTPP.



**Te Tai o Poutini**

**PLAN**

*A combined district plan for the West Coast*

# Project Manager Update

**1 December 2020 – 31 December 2020**

Prepared By: **Jo Armstrong**  
Date Prepared: **24 December 2020**

## Accomplishments this Period

- The planning team continue to work on the following topics:
  - Rural zones
  - infrastructure,
  - historic heritage,
  - transport,
  - designations,
  - mineral extraction,
  - natural heritage,
  - natural hazards
  - notable trees
- All papers are discussed with, and modified by, the Technical Advisory Team before coming to the Committee. We encourage you all to engage with the TAT to discuss the planning aspirations for your district and region.
- The planning team is working on streamlining Committee papers for the January meeting. This is to reduce the reading requirements for Committee members and to help expedite monthly meetings.
- Meeting dates and times for 2021 have been checked by council staff, and Committee members will have received invitations during December. Please note that meeting times differ according to the agenda and whether meetings are preceded by a workshop.
- The staff workshop with GNS on 15 December was very well attended by senior GNS science and planning staff. Tools for forecasting landslides and sedimentation were presented on, and there was a lot of discussion about how GNS science research could help inform TTPP policy and rules. We will continue to work with GNS staff during Plan development.
- Emergency Services have shown an interest in discussing provisions that will affect them in TTPP. We will be meeting with them in February to advance this conversation.
- Budget –The Committee Chair and I met with Chief Executives in December to update the first draft of the 10 year budget being developed to help inform the Regional Council's LTP process. The level of WCRC overheads is still under discussion, and some decisions have been made about how much WCRC staff input we can expect on large work streams such as GIS mapping. It was decided that since costs for hearings, mediation and Environment Court are difficult to determine this far out, we should include best case costs, noting this assumption and



the possibility of additional costs arising for these processes. The CEs then took the opportunity to consider the possible funding options for TTPP.

### Plans for Next Period

- Policy work on topics mentioned above will continue
- Stakeholder engagement – Natural hazards, biodiversity and landscapes will be major topics for engagement in 2021. We are also writing new information sheets and questionnaires to reflect policy already developed, and inform other topics of work underway.
- TAT meeting at West Coast Regional Council on 25 January
- TTPPC meeting at West Coast Regional Council and via Zoom.

### Key Issues, Risks & Concerns

- Not receiving sufficient GIS and Natural Hazard Analyst support to complete the draft plan to schedule. This may mean additional funding is required and/or reverting to the original draft plan completion date of 30 September 2022, or may extend the project out further.

Item	Action/Resolution	Responsible	Completion Date
Not getting key stakeholder buy-in	Contact and meet with them individually. Plan a stakeholder workshop and on-going engagement process	Project Manager	28 February 2020
Not producing a notified plan in a timely manner	Set achievable milestones and monitor/report progress. Identify additional expertise/capacity	Project Manager Planning Team	30 June 2024
Decision makers can't agree	Get agreement on pieces of work prior to plan completion	Chairman	Ongoing
Budget insufficient for timely plan delivery	Work with TTPPC to recommend budget, and with WCRC to raise rate to achieve deliverables	Project Manager TTPP Committee CE WCRC	Annually Jan/Feb
Project extended due to reduced 2020/21 budget	Ensure 2021/22 research budget is sufficient to complete all remaining research required for robust Plan	Project Manager TTPP Committee CE WCRC	Annually Jan/Feb
Changes to national legislation	Planning team keep selves, Committee and Community updated on changes to legislation and the implications for TTPP	Project Manager Planning Team	Ongoing
Staff safety at public consultation	Committee members to proactively address & redirect aggressive behavior towards staff	TTPP Committee	Ongoing
National emergencies such as Covid-19 lock down	Staff and Committee ensure personal safety and continue to work remotely as able	Project Manager TTPP Committee	Ongoing
Committee delay or reduce scope of required research	Committee ensure timely research is enabled	TTPP Committee	Ongoing
Time and Cost of Appeals Process	Realistic budget set for best case costs. Awareness that contentious issues such as SNAs, Natural hazards and landscape provisions could see an extended appeals process, increasing costs to reach operative plan status	TTPP Committee TTPP Steering Group Project Manager	Ongoing

### Status

<b>Overall</b>	Project timing affected by delay in beginning SNA research. Budget for 2020/21 accepted. Research budget over 3 years reduced and this may delay Plan completion. Planning team making good progress with TAT and TTPPC input.
<b>Schedule</b>	Work programme set and achieving on schedule. We are catching up on stakeholder engagement postponed due to lockdown, but have lost time on the SNA research.
<b>Resources</b>	We are receiving good input from the TAT. Loss of some 2019/20 research funding makes seeking external party co-funding a priority.
<b>Scope</b>	Deliver efficient, effective and consistent Te Tai o Poutini Plan

**Please note that the schedule and scope have been downgraded from green to orange. This is in response to the reduction in budget for 2020/21 and postponement of the SNA research. The delay in receiving permission to commence SNA desktop identification means we are unable to begin field assessments over the 2020/21 summer months. The project may get back on schedule if funding applications are successful, or additional research funding is allocated in future budgets.**

## Schedule

Stage	Target Completion	Revised Completion	Comments
Complete project initiation documentation	30-Apr-19	19-July-2019	TTPPC approved
Identify and contact key stakeholders	03-May-19	Ongoing	Connection made with all key stakeholders and started a second round of contact with other interested parties
Contract senior planning consultant	01-Aug-19	29-July-2019	Contract in place 29/7/19 -30/6/20
Recruit permanent senior planner	30-Sep-19	7-Sep-2019	Started at WCRC on 14 October 2019
Set up Te Tai o Poutini Plan website and communications package	30-Sep-19	30 Nov- 2019	Development complete. Available at <a href="http://www.ttpc.westcoast.govt.nz">www.ttpc.westcoast.govt.nz</a>
Set planning milestones	31-Oct-19	30 Aug-2019	Presented at August TTPPC meeting
Hold key stakeholder workshop for Settlements section	28-Feb-20	23 Oct and 21 Nov 2019	Greymouth and Hokitika, then Westport
Hold Community information meetings	31-Mar-20	16-27 Mar 20 and 24-22 Sep 2020	Roadshow in March 2020 and opportunities to coincide with council-community meetings and local events Outcome of Roadshow to be presented to May TTPPC meeting
Hold key stakeholder workshops for Infrastructure section	30-Apr-20	31-Jul-20	Greymouth and Hokitika, then Westport. Delayed due to Covid-19 Lockdown
Draft Provisions (Issues, Objectives, Policy and Rules) for Urban Areas developed	31-May-20	31-May-20	For presentation to May TTPPC meeting
Workshop discussion with environmental interests re biodiversity provisions	30-Jul-20	31-Aug-20	Delayed due to Covid-19 Lockdown
Draft Provisions (Issues, Objectives, Policy and Rules) for Rural Zones and Settlement Zones developed	31 – Aug-20	31-Aug-20	For presentation to August TTPPC meeting
Hold key stakeholder workshops for mining and extractive industries	31-Aug-20	31-Jul-20	Due to work programme changes during Covid-19 lockdown
Historic Heritage Workshops	31-Aug-20	31-Aug-20	
Conclude TTPC Roadshow	30 –Sep-20	30-Sep-20	Postponed due to COVID-19
Potential Committee Field Trip	30 –Sep-20	2021	To look at specific matters to help with decisions - COVID-19 dependent
Workshop with agricultural interests re biodiversity provisions	30-Oct-20	28 Oct 20	
Contact with landowners re SNA assessment, landowner meetings	30-Oct-20	30-Jun-21	This will be to seek permission to do field assessments. It is dependent on undertaking the desk top assessment first.
Commence field work for	30- Nov-20	30 Nov 2021	It is anticipated that field work will be

Stage	Target Completion	Revised Completion	Comments
SNA assessments			undertaken over summer 20-21, summer 21-22 and summer 22-23. This will be delayed until desktop study is completed
Zoning changes proposed	31-Dec-21		Specific zone change proposals will come to the Committee through 2021
Targeted stakeholder consultation on draft provisions of Te Tai o Poutini Plan	30-May-22	28 Feb 2022	Targeted consultation with stakeholders on draft provisions from mid 2021-mid 2022 with the aim of addressing concerns at this more informal stage
Iwi review of draft Te Tai o Poutini Plan	30-July-22	31 March 2022	This is in addition to hui and consultation throughout the development process and is a mandatory step
Full "draft" Te Tai o Poutini Plan to Committee	30-Sep-22	30 April 2022	Full draft (so that this term of the Committee has overseen the drafting of the whole plan). A draft Plan will not have legal status, but will show all the cumulative decisions of the Committee
Community Consultation on "Draft" Te Tai o Poutini Plan	Oct-22	31 May 2022	Roadshow with a "draft" Plan to discuss with community
Amendment of "Draft" Plan to "Proposed Plan" provisions	31-Nov-22	30 Sep 2022	Feedback to Committee on results of consultation, any legal opinions on contentious provisions and decisions on final provisions
Local Body Elections	30-May-22	October 2022	
New Committee Familiarise with Proposed Plan	30-Jun-23	Nov 2022 – May 2023	Introduce and explain all sections of the proposed plan before the new Committee notify it
Notify Te Tai o Poutini Plan	30-Aug-23	30 June 2023	Indicative time only – this will be the "Proposed" Plan
Submissions Te Tai o Poutini Plan	30-Oct-23	30 August 2023	40 working days for submissions is the legal requirement
Further Submissions	30-Feb-24	30 October 2023	Submissions must be summarised and published and then there is a 20 working day period for further submissions
Hearings Te Tai o Poutini Plan	31-August-24	28 February 2024	Indicative time only
Decisions Te Tai o Poutini Plan	30-Sep-24	31 August 2024	Indicative time only
Appeal Period	30-June-25	30 September 2024	Indicative time only
Appeals and Mediation Te Tai o Poutini Plan	Oct-25	30 June 2025	Indicative time only. However the aim would be to complete the entire "Proposed – submissions-hearings –appeals-mediation-consent orders to Operative Plan" process within 1 term of the Committee
Local Body Elections	October 2025		
New Committee familiarised with operative plan	Nov/Dec 2025		
Ongoing Decision Making for TTPP	Oct 2025 onward		TTPPC is a permanent Committee. Once they have adopted the Plan their ongoing role includes monitoring implementation and the need for any amendments; and undertaking amendments and reviews, or ensuring these are undertaken, as required.
Environment Court	2026		

## Actions required



# **Te Tai o Poutini** PLAN

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