



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, Buller District Council
Palmerston St, Westport
5 May 2021
AGENDA**

9.00	Welcome and Apologies	Chair
	Confirm previous minutes	Chair
	Matters arising from previous meeting	Chair
9.05	Topics for Committee members to declare an interest in. Under discussion today: Infrastructure, Energy and Transport Buller Coalfield Hospital and Airport Development - Subdivision and Earthworks Historic Heritage – sites and buildings	Chair
9.10	Financial Report	Project Manager
9.15	Technical Report – Infrastructure, Energy and Transport Rules	Senior Planner
10.10	Technical Report – Airport Zone Rules	Principal Planner
10.30	Break	
10.45	Technical Report – Historic Heritage Draft Rules and Performance Standards	Senior Planner
11.05	Technical Report – Subdivision Objectives and Policy	Principal Planner
11.25	Technical Report – Earthworks Objectives and Policy	Principal Planner
11.45	Technical Report – Buller Coalfield Zone Objectives and Policies Hospital Special Zone Rules	Principal Planner
12.05	Technical Report - Hospital Special Zone Rules	Principal Planner
12.20	Project Manager's Report	Project Manager
12.25	General Business	Chair
12.30	Meeting Ends	

Meeting Dates for 2021

May	Tuesday 25, 9.30-2.30	Arahura Marae
June	Tuesday 29, 9.00-2.30	West Coast Regional Council
July	Monday 26, 9.00-2.30	Grey District Council
August	Tuesday 31, 9.00-2.30	Westland District Council
September	Tuesday 28, 10.00-2.30	Te Tauraka Waka a Maui Marae
October	Friday 29, 10.00-2.30	Buller District Council
November	Tuesday 30, 9.00-2.30	West Coast Regional Council
December	Thursday 16, 9.00-2.30	Grey District Council

THE WEST COAST REGIONAL COUNCIL

MINUTES OF MEETING OF TE TAI O POUTINI PLAN COMMITTEE HELD ON 230 MARCH 2021, AT THE OFFICES OF GREY DISTRICT COUNCIL & VIA ZOOM, COMMENCING AT 09.00 A.M.

PRESENT:

R. Williams (Chairman), A. Birchfield, J. Cleine, T. Gibson, B. Smith, L. Coll McLaughlin, A. Becker, P. Madgwick, S. Roche, L. Martin, F. Tumahai via Zoom

IN ATTENDANCE:

J. Armstrong (Project Manager) via Zoom, L. Easton via Zoom, E. Bretherton (WCRC), V. Smith (WCRC), P. Morris (GDC), S. Bastion, S. Mason via Zoom, T. Ramage (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: There were no apologies.

Moved (Becker / Smith)

Carried

CONFIRMATION OF MINUTES

Moved (Gibson / Cleine) *That the minutes of the meeting dated 23 February 2021, be confirmed as correct. Minor typo in Declarations of Interest.*

Carried

MATTERS ARISING

There were no matters arising.

Declarations of Interest

The Chairman advised that the routine register of interests from Local Authorities will come through automatically to this committee. The Chairman stated that the Register of Interest routinely comes to this committee.

Topics of interest under discussion were subdivision and development and contaminated land.

Financial Report

J. Armstrong spoke to this report and advised the budget is tracking as normal and provided information for the One District Plan for the previous seven months.

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

Carried

TTPP Legislation Presentation

V. Smith presented on the proposed change to the Resource Management Act

Moved (Gibson / Cleine) *That the Committee receives this presentation.*

Te Tai o Poutini Plan Options Paper – Possible Timelines in Response to Proposed RMA Reforms

J. Armstrong spoke to this report and advised the Ministry for the Environment has confirmed the recommendations in the Randerson Report to reform the RMA have been adopted by government and will be progressed in this term. J. Armstrong advised there is limited information on the new legislation and assumptions have been made by staff to help identify options for TTPP development.

The Chairman asked for clarification on Paragraph 9, provided by L. Easton.

J. Armstrong stated there were two options in moving forward with planning. Status Quo or Fast Track Development. The paper recommended the option for Fast-Track Development.

Discussion on the benefits and limitations of this option, especially with pressure already on the Iwi (Rūnanga) under the previous timeline. Discussion on the updated budget for 2021/2022.

Planning team asked for approval of the budget to enable faster development of the TTPP.

Moved (Cleine / Smith)

- 1. That the Committee approves Option 2 – Fast Track TTPP Development and notify the Proposed Plan prior to the Natural and Built Environments Act enactment.*
- 2. That the Committee approves the updated TTPP 2021/22 budget of \$1,338,833 to enable the faster development of TTPP.*

Carried

Technical Update: Overview of Zones in Te Tai o Poutini Plan

L. Easton spoke to this report and discussion followed on the various zones.

Moved (Roche / Smith) That the Committee receives the report.

Carried

Technical Update – Mixed Use Zone – Rules

L. Easton spoke to this report and advised of the technical work being undertaken on draft provisions for the Mixed-Use Zone working under the National Planning Standards. All land in the summary includes DOC land. Discussion on mining zones, special purpose zones and commercial zoning followed. L. Coll-McLaughlin raised points for feedback.

Moved (Coll- McLaughlin/ Gibson)

- 1. That the Committee receives the report.*
- 2. That the Committee provides feedback on the draft Rules for the Mixed Use Zone.*

Carried

Technical Update: Māori Purpose Zone Draft Rules

L. Easton spoke to this report and advised enabling development including cultural development for Poutini Ngai Tahu. Maori purpose and activities

Iwi Management plans are endorsed by the Ngai Tahu and the Rūnanga that use them. Discussion followed on the decision-making process. The Chair asked for clarification on Appendix 2.

L. Coll-McLaughlin raised whether there should be explicit mention of health clinics in Rule 10, although acknowledged the point does not exclude it and whether Policy 2 should have 'health' included, and if Rule 9 should add 'community and medical' to allow provisions for iwi management for clarity. P. Madgewick spoke of the two Rūnanga together owning Poutini Waiora. Discussion on the future aspirations of the Arahura Pa under Rule 7.

Moved (Martin / Madgwick)

1. *That the Committee receives the report.*
 2. *That the Committee provides feedback on the wording of the draft Rules for Māori, Purpose Zones.*
- Carried*

Technical Update: Hazardous Substances and Contaminated Land Objectives and Policies

L. Easton spoke to this report and gave an update on the technical work being undertaken in draft Objectives and Policies for Hazard Substances and Contaminated Land. Provisions for this draft are part of the National Planning Framework.

Moved (Birchfield / Smith)

1. *That the Committee receives the report.*
 2. *That the Committee provides feedback on the wording of the draft Objectives and Policies for Hazardous Substances and Contaminated Land.*
- Carried*

Technical Update: Draft Financial Contributions Objectives and Policies

L. Easton spoke to this report. Discussion followed on the provisions for financial contribution and L. Easton emphasized that the monies collected must be collected and used for the purposes they are intended. P. Morris shared information that the government is looking at one consistent plan across the councils. Looking forward to the Three Waters review and if that will play out in the way that it is looking it will be with possible new entities delivering water for NZ, so there is a need to develop a plan that is consistent. Feedback provided to modify the wording.

Moved (Birchfield / McLaughlin)

1. *That the Committee receives the report.*
 2. *That the Committee provides feedback on the wording of the draft Objectives and Policies for Financial Contributions.*
- Carried*

Technical Update: Activities on the Surface of Water

L. Easton spoke to this report and outlined the zone provisions under section 31 (1) e of the RMA. Mechanisms are in place to manage speed and water safety using by-laws. The RMA does not allow for zoning of water, only land. Brief discussion on Proposed Approach 10 and other waterbodies under Iwi Management and the use of DOC by-laws. Discussion on the draft policy and objectives. Brief discussion on the absence of a Navigational Safety by-law and the 5-knot speed limit. B. Smith shared views about commercial boat use on Lake Mahinapua. It was brought up that Lake Kaniere speed boating event not is addressed in Draft Policy 2.

Moved (Roche / Gibson)

1. *That the Committee receives the report.*
 2. *That the Committee provides feedback on the wording of the draft Objectives and Policies for Activities on the Surface of Water.*
- Carried*

Project Manager's Report

J. Armstrong spoke to her report and took it as read.

Moved (Gibson / Birchfield) *That the report is received.*

GENERAL BUSINESS

There was no general business.

Media release

The meeting closed at 12.22 p.m

The Chairman thanked everyone for their attendance.

NEXT MEETING

The next meeting will be held at Buller District Council Chambers on Wednesday, 5 May, commencing at 10.00 a.m.

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Chairman

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Date

Action Points**Meeting Dates for 2021**

	Type of meeting	Day, Date and Time	Venue
May	In Person	Wednesday, 5 May, 9.00-1.00pm	Buller
May	In Person	Tuesday 25, 9.30-2.30	Arahura Marae
June	In Person	Tuesday 29, 9.00-2.30	WCRC
July	In Person	Monday 26, 10.30-3.30	Grey
August	In Person	Tuesday 31, 9.00 -2.30	Westland
September	In Person	Tuesday 28, 10.00-2.30	Te Tauraka waka a Maui Marae
October	In Person	Friday 29, 9.00 -2.30	Buller
November	In Person	Tuesday 30, 9.00 -2.30	WCRC
December	In Person	TBA	Grey



Te Tai o Poutini PLAN

A combined district plan for the West Coast

Prepared for: Te Tai o Poutini Plan Committee

Prepared by: Jo Armstrong

Date: April 2021

Subject: Financial Report

SUMMARY

This report includes the financial statement to 28 February 2021, and a forecast of expected expenditure through to 30 June 2021.

Expenditure is tracking as planned, with no unexpected costs, and the possibility of a small positive balance at the end of the financial year.

RECOMMENDATIONS

1. That the Committee receive the report
2. That the Committee approve reallocation of any unspent budget in the 2020/21 financial year to Research to enable fast tracking the GIS component of Plan development.

Jo Armstrong

Project Manager

Discussion

1. The financial statement below shows that revenue and expenditure are tracking well for this time of year.

	February 2021 Report			
	ACTUAL	BUDGET	YEAR TO	BUDGET
	Year to Date	Year to Date	DATE	Full Year
			Variance	
INCOME				
Carry forward Credit Balance 19/20	46,042	50,000		100,000
Targeted Rate	170,202	166,667		250,000
General Rate Contribution - WCRC	100,000	100,000		150,000
	\$ 282,468	283,333	-	500,000
EXPENDITURE				
Employee costs	142,295	165,333		248,000
Consultant Planner	62,500	66,667		100,000
Governance	37,675	43,333		65,000
Research	82,082	66,667		100,000
Stakeholder Engagement	10,342	11,333		17,000
Communications Platforms	260	6,667		10,000
Legal Advice	99	1,333		2,000
Share of WRC Overhead	100,000	100,000		150,000
	\$ 435,253	403,667	-	692,000
Net Surplus / (Deficit)	(116,936)	(120,333)		(192,000)
Borrowing requirement	\$ 116,936	\$ 120,333		192,000

2. The variation in some of the expenditure items is explained below.
3. Consultant Planner – charges are by the hour which vary each month, and will be fully utilised by 30 June 2021.
4. Governance – The Chair took a reduction in stipend in response to the Covid-19 pandemic. This payment has been returned to the full amount recently, but there will be a small underspend in Governance costs.
5. Research – Invoices for research undertaken come in unevenly throughout the year. We have received two invoices not yet paid including \$4950.00 for a Landscape Assessment Methodology and \$6,982.51 on the current contract with Wildland Consultants. The Department of Conservation will be paying the final portion of this contract, and an invoice has been sent to them. TTTTPP may need to temporarily cover additional payments to Wildlands if receipt of the DOC funding is delayed.

Research Budget	100,000
Paid to 28 February 2021	82,082
Balance	17,918
Invoices received awaiting payment	11,932.51
Balance to 30 June 2021	5,985.49

We would like to use the remaining research balance to contract some GIS work in June 2021.

6. Stakeholder Engagement – Due to the RMA reforms and subsequent decision to accelerate TTPP development, we are not running some planned workshops, but producing on-line questionnaires instead. There will be some accommodation and catering costs before 30 June, but we will not need the entire amount budgeted.
7. Communications Platforms – TTPP pays one third of the cost for the Isovist e-planning platform (\$7,500). We are awaiting this invoice for the 2020/21 financial year. Some small adjustments to the TTPP website are also underway.
8. Legal advice - we are planning to seek legal opinions on a number of issues before 30 June 2021.
9. It would greatly aid fast track Plan development to reallocate any unspent budget to Research, to begin the GIS component of the Plan which includes:
 - o A set of GIS Maps which incorporates all the new Zones, Overlays, Schedules and other mapped features, and uploading these to the Isovist platform.



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: April 2021
Subject: Technical Update: **Infrastructure, Energy and Transport Rules**

SUMMARY

This report gives an update on the technical work being undertaken on Infrastructure, Energy and Transport rules and permitted activity standards in Te Tai o Poutini Plan.

Infrastructure provisions have been drafted for the three waters networks, landfills, gas pipelines, hazard protection structures, telecommunications and radiocommunications networks, weather monitoring stations, lighthouses, beacons, navigational aids and meteorological stations.

Provisions for energy include electricity generation, transmission and distribution, including setbacks, and renewable energy generation.

Transport provisions relate to land transport as well as parking, access and manoeuvring, shared pathways, and electric vehicle charging provisions. Airports and Ports have their own provisions within zone chapters.

This report outlines draft permitted activity performance standards and rules for Infrastructure, Energy and Transport, and relevant definitions. The provisions form 'district wide' overlays.

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 district wide Infrastructure, Energy and Transport provisions.

Edith Bretherton
Senior Planner

INTRODUCTION

1. This report gives an update on the technical work being undertaken on Infrastructure, Energy and Transport permitted activity performance standards, rules and definitions within Te Tai o Poutini Plan (TTPP).
2. At the May and September 2020 TTPP Committee (the Committee) meetings Infrastructure and Energy Objectives and Policies were discussed and considered. At the June 2020 Committee meeting Transport provisions were discussed and considered. See Appendix Two for updated provisions incorporating that feedback.
3. This paper brings the draft rules, performance standards and definitions for infrastructure, energy and transport which apply across the region for consideration and feedback.

CONSTRUCTION AND CONSULTATION OF PROVISIONS

4. A comprehensive review of the existing district plans, Buller District Plan Change 145, and Grey District Plan Change 9 has been undertaken.
5. The National Policy Statement for Electricity Transmission (NPS ET), National Policy Statement for Renewable Energy Generation (NPS REG), and National Policy Statement for Urban Development (NPS UD), West Coast Regional Policy Statement (WC RPS), National Environmental Standard for Electricity Transmission Activity (NES ETA), National Environmental Standard for Telecommunications Facilities (NES TF), Utilities Access Act and New Zealand Code of Electrical Safe Distances have been analysed. A technical report containing this analysis is contained in Appendix Three.
6. A thorough review of other Councils approaches to Infrastructure, Energy and Transport provisions has been completed and accompanied the paper to the Technical Advisory Team.
7. Three workshops were held on Infrastructure, Energy and Transport objectives and policies with stakeholders in July 2020, this included District Council asset teams, and external utility providers.
8. Ongoing consultation has been undertaken to ensure workability of rules and standards with District Asset Teams, District Planners, Westpower, Trustpower, Transpower and Waka Kotahi NZTA.
9. Staff provided input to the draft Regional Land Transport Strategy 2021 - 2031, and through reviewing the document were able to ensure that the draft TTPP provisions align.
10. A transport workshop was held in January 2021 with the district council transport teams, and planners, Kiwirail and Waka Kotahi NZTA to provide technical input on standards and rules. Further feedback has been received. Walking Access New Zealand has also provided feedback.
11. See Appendix Three for detailed analysis on rule development.

POINTS OF INTEREST / SUBSTANTIAL CHANGE FROM CURRENT PROVISIONS

12. A more nuanced approach to infrastructure provisions has been drafted. Currently the district plans have mainly permitted activity or discretionary activities. The draft provisions have permitted, restricted discretionary, discretionary and non-complying activities to reflect scale off effects.
13. Renewable energy generation is enabled at a domestic, community and large scale. The existing plans do not specifically provide for renewable energy generation.
14. Electricity distribution corridors and subdivision corridors are a key matter in Grey District Council Plan (Plan Change 9). These restrict activities under the lines, and require offsets depending on the voltage of the lines. Often these only apply to national grid infrastructure.
15. However, the safety considerations of not having people under lines, and the reverse sensitivity issues of ensuring that electricity lines can safely operate are not restricted to the national grid. For example, Westpower assets are leased to Transpower, but do not have the same protections in place. Looking to our neighbouring territory of Selwyn District Council, they have treated all lines in the same way and used an electricity distribution corridor. This approach has been replicated.

16. The energy rules are largely consistent with Buller Plan Change 145. As some of overlays which had not been identified when the plan change made operative. These overlays will be identified through this plan process which will allow rules to be more focussed.
17. As per the "Technical Report – NPS Urban Development – Implications for Greymouth" presented at the February 2020 TTPPC meeting minimum parking numbers cannot be set in urban environments. Further analysis has revealed this extends to all tier 3 local authorities. Therefore, minimum rates cannot be set across the Grey District. The draft Rules extend this approach across the three Districts, instead using a high trip generating activity concept used by other Councils to ensure effects are managed.

DEFINITIONS

18. There are several definitions which are key to understanding the rules for these chapters.
19. The linear nature and critical role in our national economy of connectivity is recognised in three types of infrastructure defined as nationally significant:

Nationally Significant Infrastructure

The National Grid (as defined by the Electricity Industry Act 2010);
 The State Highway network;
 The rail networks.

20. All other types are defined as infrastructure.

Infrastructure means

- a) Nationally significant infrastructure;
- a) Public or community sewerage treatment plants and associated reticulation and disposal systems;
- b) Public water supply intakes, treatment plants and distribution systems;
- c) Public or community drainage systems, including stormwater systems;
- d) Public or community solid waste storage and disposal facilities
- e) The ports of Westport, Greymouth and Jacksons Bay
- f) Facilities for the generation of electricity and its supporting infrastructure where the electricity generated is supplied to the electricity distribution and transmission networks;
- g) is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section.
- h) Pipelines and gas facilities used for the transmission and distribution of natural and manufactured gas, petroleum, biofuel, or geothermal energy;
- i) The local roading network;
- j) The Westport, Greymouth and Hokitika airports;
- k) Any local or centrally funded and maintained seawalls, stopbanks and erosion protection works;
- l) Telecommunication as defined in section 5 of the Telecommunications Act 2001; or
- m) Radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989.

21. Other relevant definitions for Infrastructure are:

Maintenance as it applies to infrastructure means any work or activity necessary to continue the operation and / or functioning of existing infrastructure. It does not include upgrading.

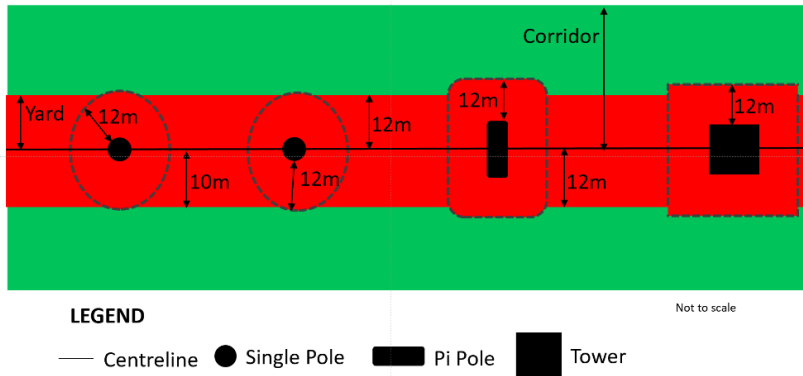
Upgrading as it applies to infrastructure, means the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure, but excludes maintenance and repair

22. The definitions for electricity transmission and distribution yards are taken from Grey District Council (GDC) Plan Change 9. The GDC definition is restricted to the National

Grid. The definition has been amended as the risks to human health and property are not restricted by ownership. Likewise, the reverse sensitivity needs are not restricted to the National Grid.

Electricity Transmission and Distribution yard means as illustrated in red below the area located 10 metres either side of the centreline of an overhead 66kv or 110kv line on single poles;

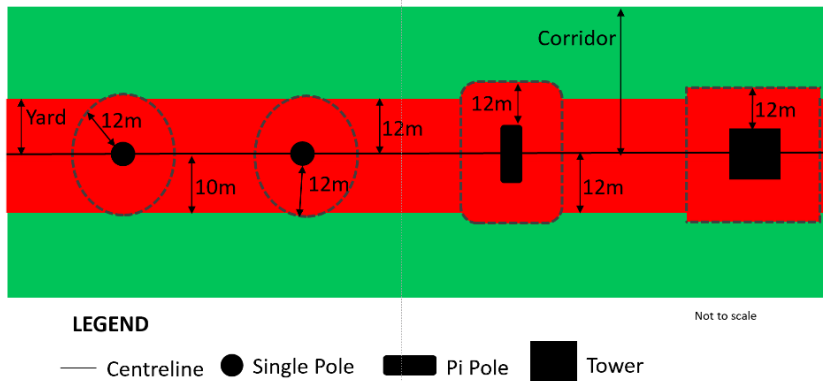
- the area located 12 metres in any direction from the outer edge of a support structure;
- the area located 12 metres either side of the centreline of any overhead transmission line on pi poles or towers (including tubular steel towers where these replace steel lattice towers).



Electricity Transmission and Distribution subdivision corridor means

the area measured either side of the centreline of above ground transmission lines as follows (and illustrated in green below):

- 14 metres for 66kv or 110kv transmission lines on single poles;
- 16m for 110kv transmission lines on pi poles;
- 32 metres for 110kv transmission lines on towers (including tubular steel towers where these replace steel lattice towers);



23. Restricting activities under transmission and distribution lines is necessary as a "flash-over", or a line dropping is highly likely to result in death. Therefore, activities where humans could be present are defined as sensitive activities. The existing GDC definition has been used as a base.

Sensitive activity means any:

- residential activity
- visitor accommodation
- community facility
- educational facility
- uninhabited agricultural or horticultural activity including packing sheds, milking sheds, intensive agricultural activities, herd homes.

24. Other Energy relevant definitions are

Small scale means renewable electricity generation at a capacity of no greater than 20 kW for the purpose of using or generating electricity on a particular site.

Community scale renewable electricity generation at a capacity of no greater than 20 kW for the purpose of using or generating electricity to supply an immediate community, or connecting into the distribution network.

Large scale means electricity generation activities utilising renewable energy sources with a capacity of 20kW or greater for the purpose of exporting electricity directly into the distribution network or National Grid. It includes all ancillary components and activities such as substations, climate/environmental monitoring equipment, earthworks, roading, maintenance buildings, temporary concrete batching plants, internal transmission and fibre networks, vegetation clearance, and site rehabilitation works.

Energy activity means renewable energy devices and renewable energy generation investigation activity, electricity transmission and distribution, and associated buildings and structures.

25. Transport also has some specific definitions

Vehicle crossing means the vehicle access between a road carriageway and a site boundary.

Accessway means the area of land that provides access between any boundary and the net area of the site or sites it serves. Accessway includes any rights of way, access lot, access leg or private road.

26. The draft Infrastructure, Energy and Transport provisions are contained within Appendix 1.

NEXT STEPS

1. The draft Permitted Activity performance standards and Rules for the districts wide Infrastructure, Energy and Transport provisions will be updated based on the feedback provided by the committee.
2. The draft Permitted Activity performance standards and Rules will form part of the consultation on the draft Plan.

27. Draft Infrastructure Rules

Advice Note:

The installation and operation of telecommunications facilities (such as cabinets, antennas, poles, small cell-units and telecommunications lines) undertaken by a facility operator are controlled by the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016, separate to this District Plan. The District Plan applies where these telecommunications facilities are located within the following overlays:

- Outstanding Natural Landscapes
- Outstanding Natural Features
- Outstanding and High Natural Character
- Sites of Significance to Maori
- Historic Heritage
- Notable Trees
- Significant Natural Areas

Advice Note:

Infrastructure includes the Ports and Airports, the specific rules for these utilities are contained within the zone provisions.

Permitted Activities

Rule Reference – INF – R1	Rule Name: Infrastructure Permitted Activity Performance Standards	
<p>Activity Status Permitted</p> <p>Where performance standards a – e are met.</p> <ul style="list-style-type: none"> a) These are outside of the Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; b) Light and Noise Permitted Activity standards for the relevant zone are met; c) Vegetation Clearance and Earthworks Permitted Activity standards for the relevant zone are met; d) Electric and Magnetic fields - An activity generating electric or magnetic fields, does not exceed the maximum exposure level listed in the International Commission on Non-ionizing Radiation Protection Guidelines for limiting exposure to time-varying electric and magnetic fields (1Hz - 100 kHz) (Health Physics 99(6):818-836; 2010, and the recommendations from the World Health Organisation's monograph Environmental Health Criteria 238, June 2007; and 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary where performance standards a - c are not met,</p> <p>Non Complying where performance standard d or e is not met.</p>

e) Radio Frequency Fields – An activity generating radio frequency field does not result in radio frequency field levels that exceed the maximum exposure level of the general public in New Zealand Standard NZS 2772.1:1999 Radiofrequency fields - Maximum exposure levels - 3kHz to 300 GHz.		
Rule Reference – INF R2	Rule Name: Connections to wastewater, stormwater and reticulated systems	
Activity Status Permitted Where performance standards a – b are met. a) Compliance with Rule INF R1 ; and b) The where the building is serviced by, and capacity exists within the reticulated water supply, reticulated wastewater and stormwater management networks.		Activity status where compliance not achieved Restricted Discretionary
Rule Reference – INF R3	Rule Name: Maintenance and operation of existing gas pipeline under 2,000 kilopascals	
Activity Status Permitted Where compliant with R1.		Activity status where compliance not achieved Restricted Discretionary
Rule Reference – INF R4	Rule Name: Temporary Network Utilities	
Activity Status Permitted Where: a. This is for up to 24 months following a regional state of emergency declaration; or b. This is for up to 12 months following a local state of emergency declaration; and c. All works meet the requirements of Rule INF R1; and d. The utility must be removed from the site when operation ceases.		Activity status where compliance not achieved Discretionary
Rule Reference – INF R5	Rule Name: Environmental monitoring and extreme weather event monitoring facility	
Activity Status Permitted Where performance standards a – b are met. a) Compliance with Rules INF R1 and ENG R1 ;		Activity status where compliance not achieved Restricted Discretionary

b) Monitoring equipment is not more than 2.5m height above ground level and 25m ² in area.		
Rule Reference – INF R6	Rule Name: Meteorological facilities in rural and industrial zones	
Activity Status Permitted Where performance standards a is met. a) Compliance with Rule ENG R1		Activity status where compliance not achieved Restricted Discretionary
Rule Reference – INF R7	Rule Name: Installation, maintenance, minor upgrade and repair of above ground lines erected by a Network Utility Operator.	
Activity Status Permitted Where performance standards a - i are met. a) Compliance with Rule INF R1 ; b) Where any realignment, relocation or replacement of a network utility pole, pipe, tower, structure, building, or minor utility structure is within 5m of the alignment or location of the original existing pole, tower, structure, building, or minor utility structure; c) A replacement pole, tower, or structure does not exceed the height of the original pole, tower, or structure by more than 30 percent, measured from the top of the foundation; d) The diameter or width of the replacement pole does not exceed twice that of the replaced pole at its widest point, and; where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed three times that of the replaced pole at its widest point; e) Additional conductors or lines do not increase the number of conductors or lines by more than 100 percent; f) The footprint of the structure or building does not increase by more than 30 percent of the existing building or structure, excluding any pole or pi pole structure provided for in d. above; g) The face area of a replacement panel antenna or the diameter of a replacement dish antenna does not increase by more than 20 percent; h) There are no additional towers; and i) A pole is not replaced with a tower.		Activity status where compliance not achieved Restricted Discretionary

Rule Reference – INF R8	Rule Name: Installation, maintenance, minor upgrade and repair of below ground lines by a Network Utility Operator
<p>Activity Status Permitted</p> <p>Where performance standard a. is met.</p> <p>a) Compliance with Rule INF R1</p>	<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p>

Restricted Discretionary Activity

Rule Reference – INF R9	Rule Name: Connections to wastewater, stormwater and reticulated systems where compliance with INF R2 is not achieved
<p>Activity Status Restricted Discretionary</p> <p>Where compliance with Rule INF R2 is not achieved</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Level of flood hazard mitigation through stormwater control; b. Provision of drinking water to appropriate standards – [cross reference to subdivision]; and c. Provision of wastewater treatment to appropriate standards – [cross reference to subdivision Effects on visual amenity, outstanding natural landscapes and natural character; d. Effects on outstanding natural features e. Effects on sites of significance to Maori; f. Effects on historic heritage areas and sites; g. Effects on significant natural areas; h. Effects on notable trees <p><i>Advice Note. A Regional discharge consent may also be required.</i></p>	<p>Activity status where compliance not achieved</p> <p>Non complying</p>
Rule Reference – INF R10	Rule Name: New underground gas pipeline up to 2,000 kilopascals and ancillary above ground stations and equipment
<p>Activity Status Restricted Discretionary</p> <p>Where compliant with performance standards a – c</p> <p>a. Compliance with Rule INF R1;</p>	<p>Activity status where compliance not achieved</p> <p>Discretionary</p>

<ul style="list-style-type: none"> b. The gas pipeline will be underground; and c. Is not located within a Natural Hazard overlay, a Site or Area of Significance to Māori or within an Outstanding Natural Feature identified in schedule 6. <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Landscape measures; b. Effects on visual amenity, outstanding natural landscapes and natural character; c. Effects on outstanding natural features d. Effects on sites of significance to Maori; e. Effects on historic heritage areas and sites; f. Effects on significant natural areas; g. Effects on notable trees h. Locational, technical and operational constraints; and i. Benefits to the community 		
Rule Reference INF R11	Rule Name: Lighthouses, navigational aids and beacons.	
<p><i>Activity status Restricted Discretionary</i></p> <p>Where compliant with Rule INF R1</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Landscape measures; b. Effects on visual amenity, outstanding natural landscapes and natural character; c. Effects on outstanding natural features d. Effects on sites of significance to Maori; e. Effects on historic heritage areas and sites; f. Effects on significant natural areas; g. Effects on notable trees h. Locational, technical and operational constraints; and i. Benefits to the community 		<p><i>Activity status where compliance not achieved</i></p> <p>Non complying</p>

Rule Reference INF R12	Rule Name: Environmental monitoring and extreme weather event monitoring facility where compliance with Rule INF R5 is not achieved.	
<p>Activity status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Impact on resilience of the community to natural hazards and climate change; b. Benefits to the community; c. Locational, technical and operational constraints; d. Landscape measures; e. Effects on visual amenity, outstanding natural landscapes and natural character; f. Effects on outstanding natural features; g. Effects on sites of significance to Maori; h. Effects on notable trees; i. Effects on historic heritage areas and sites; and j. Effects on significant natural areas 		<p>Activity status where compliance not achieved</p> <p>Discretionary</p>
Rule Reference INF R13	Rule Name: Meteorological facilities in rural and industrial zones where compliance with Rule INF R6 is not achieved	
<p>Activity status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Locational, technical and operational constraints; b. Landscape measures; c. Effects on visual amenity, outstanding natural landscapes and natural character; d. Effects on outstanding natural features; e. Effects on sites of significance to Maori; f. Effects on notable trees; g. Effects on historic heritage area and sites; and h. Effects on significant natural areas 		

Discretionary Activity

Rule Reference INF R14	Rule Name: New Community Wastewater treatment facility or New Community Reticulated Water Treatment Plan
<i>Activity Status Discretionary</i>	
<i>Activity status where compliance not achieved</i> NA	
Rule Reference INF R15	Rule Name: Maintenance and operation of existing gas pipeline or new pipelines and ancillary facilities up to 2,000 kilopascals not meeting Rule INF R3 or Rule INF – R10 is not achieved.
<i>Activity Status Discretionary</i>	
<i>Activity status where compliance not achieved</i> NA	
Rule Reference INF R16	Rule Name. Installation, maintenance, upgrade, repair or new above or below ground lines erected by a Network Utility Operator not meeting Permitted Activity Rules.
<i>Activity Status Discretionary</i>	
<i>Activity status where compliance not achieved</i> NA	

Non Complying Activity

Rule Reference INF R17	Rule Name: Any infrastructure activity which is not a permitted, controlled, restricted discretionary or discretionary activity
<i>Activity Status Non Complying</i>	
Rule Reference Infra R18	Rule Name: Any infrastructure activity which does not comply with Rule INF-R1 in relation to Electric, Magnetic or Radio Frequency Fields.
<i>Activity Status Non Complying</i>	

28. Draft Energy Rules

Advice Note:

For any activity that relates to the operation, maintenance and upgrading of existing National Grid transmission line, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 apply.

Permitted Activities

Rule Reference – ENG – R1	Rule Name: Energy Permitted Activity Performance Standards	
<p>Activity Status Permitted</p> <p>Where performance standards a – d are met.</p> <ul style="list-style-type: none"> a) These are outside of the Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; b) Light and Noise Permitted Activity standards for the relevant zone are met; c) Vegetation Clearance and Earthworks Permitted Activity standards for the relevant zone are met; and d) Electric and Magnetic fields - An activity generating electric or magnetic fields, does not exceed the maximum exposure level listed in the International Commission on Non-ionizing Radiation Protection Guidelines for limiting exposure to time-varying electric and magnetic fields (1Hz - 100 kHz) (Health Physics 99(6):818-836; 2010, and the recommendations from the World Health Organisation's monograph Environmental Health Criteria 238, June 2007. 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary where performance standards a – c are not met, Non Complying where performance standard d is not met.</p>
Rule Reference – ENG -R2	Rule Name: Installation of new substation	
<p>Activity Status Permitted</p> <p>Permitted where performance standards a – c are met.</p> <ul style="list-style-type: none"> a) Compliance with ENG R1; b) The site is located in an industrial zone; c) The substation will be visually screened by fencing and / or landscaping. 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p>
Rule Reference – ENG – R3	Rule Name: Operating existing transmission and distribution lines, new distribution lines, maintaining and minor upgrading, strengthening, upgrading and replacing support structures and foundations not managed by NES-ETA.	

<p>Activity Status Permitted</p> <p>Where performance standards a – i are met.</p> <ul style="list-style-type: none"> a) Compliance with Rule ENG R1; b) Any realignment, relocation or replacement of a network utility pole, pipe, tower, structure, building, or minor utility structure is within 5m of the alignment or location of the original existing pole, tower, structure, building, or minor utility structure; c) A replacement pole, tower, or structure does not exceed the height of the original pole, tower, or structure by more than 30 percent, measured from the top of the foundation; d) The diameter or width of the replacement pole does not exceed twice that of the replaced pole at its widest point, and; where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed three times that of the replaced pole at its widest point; e) Additional conductors or lines do not increase the number of conductors or lines by more than 100 percent; f) The footprint of the structure or building does not increase by more than 30 percent of the existing building or structure, excluding any pole or pi pole structure provided above; g) The face area of a replacement panel antenna or the diameter of a replacement dish antenna does not increase by more than 20 percent; h) there are no additional towers; and i) a pole is not replaced with a tower. 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p>
<p>Rule Reference – ENG – 4</p>	<p>Rule Name: The construction, operation, maintenance and upgrade of renewable energy devices for domestic use</p>	
<p>Activity Status Permitted</p> <p>Where performance standards a – f are met.</p> <ul style="list-style-type: none"> a) Compliance with Rule ENG R1; b) Solar panels do not exceed the height in relation to boundary plane for the zone in which it is located by more than 0.25m vertically; c) Domestic scale wind turbine must not be located within a cultural landscape identified in identified in schedule X or a historic heritage area identified in schedule X, and do not exceed 7m in height; d) Domestic scale wind turbines must comply with NZS6808:2010 Acoustics – Wind Farm Noise; 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p> <p>Non Complying where not compliant with performance standard d</p>

<ul style="list-style-type: none"> e) Land based structure, building or impermeable surface for hydroelectricity generation must not exceed a footprint of 25m² and a total of 50m² on any one site; and f) Any building or structure must not be located within an existing esplanade reserve or strip. 		
Rule Reference – ENG - 5	Rule Name: Activities in and around the Electricity Transmission and Distribution yard	
<p>Activity Status Permitted</p> <p>Permitted where performance standards a – d are met.</p> <ul style="list-style-type: none"> c) Compliance with Rule ENG R1; d) Under the conductors; fences less than 2.5m high; alterations and additions to existing buildings used for sensitive activities that do not involve an increase in the building envelope; Network Utilities within a transport corridor or any part of electricity infrastructure; uninhabitable farm/horticultural buildings and structures used for agricultural and horticultural activities excluding buildings for sensitive activities; e) No buildings or structures shall be erected within 12m of any support structure. Exemptions: Network Utilities within a transport corridor or any part of electricity infrastructure, fences less than 2.5m in height and more than 5m from support structure; and f) Structures and activities located near transmission lines must comply with the safe distance requirements in the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001). 		<p>Activity status where compliance not achieved</p> <p>Non Complying</p>
Rule Reference – ENG - 6	Rule Name: Installation of electricity cabinets	
<p>Permitted where performance standards a and b are met.</p> <ul style="list-style-type: none"> a) Compliance with Rule ENG R1; and b) A maximum height of 2m. 		<p>Activity status where compliance not achieved</p> <p>Controlled</p>

Restricted Discretionary Activity

Rule Reference – ENG R7	Rule Name: Installation of new substation where compliance with Rule ENG R2 not achieved.
<p>Activity Status Restricted Discretionary</p> <p>Where compliance with Rule ENG R1 is achieved, but Rule ENG R2 is not</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Landscape measures b. Effects on visual amenity, outstanding natural landscapes and natural character c. Effects on outstanding natural features d. Effects on sites and areas of significance to Māori e. Effects on historic heritage f. Effects on notable trees g. Effects on significant natural areas h. Impact of contamination from substation on any overlays i. Benefits to the community from the substation 	<p>Activity status where compliance not achieved</p> <p>Discretionary</p>
Rule Reference - ENG R8	Rule Name: Operating existing transmission and distribution lines, new distribution lines, maintaining and minor upgrading, strengthening, upgrading and replacing support structures and foundations where compliance with ENG R3 is not achieved.
<p>Activity Status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Degree of non-compliance with Rule ENG R3; b. Landscape measures; c. Effects on visual amenity, outstanding natural landscapes and natural character; d. Effects on outstanding natural features; e. Effects on sites and areas of significance to Māori; f. Effects on historic heritage; g. Effects on notable trees; h. Effects on significant natural areas; i. Locational, technical and operational constraints; and 	<p>Activity status where compliance not achieved</p> <p>Non complying</p>

j. Benefits to the community		
Rule Reference - ENG R9	Rule Name: Installation of electricity cabinets where compliance with ENG R1 is not achieved.	
Activity status Restricted Discretionary Discretion is restricted to: <ul style="list-style-type: none"> a. Landscape measures; b. Effects on visual amenity, outstanding natural landscapes and natural character; c. Effects on outstanding natural features; d. Effects on sites and areas of significance to Māori; e. Effects on historic heritage; Effects on notable trees; f. Effects on significant natural areas; g. Locational, technical and operational constraints; and h. Benefits to the community 		Activity status where compliance not achieved Non complying
Rule Reference - ENG 10	Rule Name: The construction, operation, maintenance and upgrade of community scale and domestic renewable energy devices and renewable energy generation investigation activity not meeting Permitted Activity requirements	
Activity status Restricted Discretionary Discretion is restricted to: <ul style="list-style-type: none"> a. Impact on resilience of the community to natural hazards and climate change; b. The benefits of the proposal to New Zealand meeting its Greenhouse Gas targets; c. Benefits to the community; d. Locational, technical and operational constraints; and e. Effects on visual amenity, outstanding natural landscapes and natural character; f. Effects on outstanding natural features; g. Effects on sites and areas of significance to Māori; h. Effects on historic heritage; i. Effects on notable trees; j. Effects on significant natural areas; k. Impacts on and effects from Natural Hazards l. Effects on the Coastal Environment. 		Activity status where compliance not achieved Discretionary

Discretionary Activity

Rule Reference ENG 11	Rule Name: Installation of a substation not compliant with Rule ENG R7	
<i>Activity Status Discretionary</i>		<i>Activity status where compliance not achieved</i> NA
Rule Reference ENG 12	Rule Name: Large scale renewable energy generation activity excluding wind farms, or community / domestic renewable energy generation not compliant with ENG R11	
<i>Activity Status Discretionary</i>		<i>Activity status where compliance not achieved</i> NA
Rule Reference ENG E13	Rule Name. Wind farm construction and operation	
<i>Activity Status Discretionary</i> Where this meets NZS6808:2010 Acoustics – Wind Farm Noise		<i>Activity status where compliance not achieved</i> Non complying

Non Complying Activity

Rule Reference ENG E14	Rule Name: Any energy activity which is not a permitted, controlled, restricted discretionary or discretionary activity	
<i>Activity Status Non Complying</i>		
Rule Reference ENG E15	Rule Name: Any energy activity which does not comply with NZS6808:2010 Acoustics – Wind Farm Noise	
<i>Activity Status Non Complying</i>		
Rule Reference ENG E16	Rule Name: Any energy activity generating electric or magnetic fields, that does not meet the standards in Rule ENG – R1.	
<i>Activity Status Non Complying</i>		
Rule Reference ENG E18	Rule Name: Activities in and around the National Grid yard where Rule ENG R5 cannot be complied with.	
<i>Activity Status Non Complying</i>		

29. Draft Transport Rules

Advice Notes:

1. Works undertaken in a road reserve / transport corridor or an area subject to a transport designation, that are undertaken by a utility provider who is not the roading authority are permitted where these are compliant with the Utilities Access Act 2010 and Code of Practice.
2. Works undertaken in a road reserve/transport corridor or areas subject to a District Council designation also required road opening approval from the relevant District Council infrastructure team. Approval must be gained from the relevant District Council through the Corridor Access Request system.
3. Minimum vehicle parking spaces, except for accessibility parking and bicycle parking, are not set. A minimum number of vehicle parking spaces do not have to be provided, however, if vehicle parking is provided it must comply with the vehicle parking standards.
4. Any the vehicle crossing intersects with the State Highway that written approval is required from Waka Kotahi New Zealand Transport Agency, and where the vehicle crossing or accesssway intersects the Rail Corridor, written approval is required from Kiwirail

Permitted Activities

Rule Reference – TRN – R1	Rule Name: Establishment of accessways, vehicle crossings, parking spaces, loading spaces, queuing and standing spaces	
Activity Status Permitted Permitted where performance standards a - f are met.		Activity status where compliance not achieved Restricted Discretionary
<ul style="list-style-type: none"> a) Vehicle crossings and accessway standards - TRN Tables 1 - 3, Standards TRN S1 - S3, and TRN Figure 1; b) Parking, loading, queuing and standing standards – TRN Tables 4 - 5, Standards TRN S4 - S6 and Figures TRN Figure 2 - 3; c) Manoeuvring standards – TRN S7- S11, TRN Figures 10 – 11; d) Formation – TRN S12 and TRN S13; e) Signage – Permitted Activity Performance standards for the relevant zone are met; f) Lighting – Permitted Activity Performance standards for the relevant zone are met; and 		
Rule Reference – TRN -R2	Rule Name: Land transport operation, removal, repairs and maintenance within a road reserve / transport corridor or an area subject to a designation.	

Activity Status Permitted Permitted where performance standards a and b are met.		Activity status where compliance not achieved Restricted Discretionary
<ul style="list-style-type: none"> a. Compliance with Rule TRN R1; and b. The works are undertaken by, or on behalf of, a road controlling authority; or they are being undertaken in accordance with a subdivision consent; or are subject to a designation listed in this District Plan. 		
Rule Reference – TRN - R3	Rule Name: Formation of unformed legal road	
Activity Status Permitted Where performance standards a -d are met.		Activity status where compliance not achieved Restricted Discretionary
<ul style="list-style-type: none"> a. Compliance with Rule TRN R1 b. These are outside of the Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; c. Vegetation Clearance and Earthworks Permitted Activity standards for the relevant zone are met; and d. The works are undertaken by, or on behalf of, a road controlling authority; or they are being undertaken in accordance with an approved subdivision consent; or are subject to a designation listed in this District Plan. 		
Rule Reference – TRN - R4	Rule Name: Creation and formation of a new transport corridor	
Activity Status Permitted Where subject to a designation listed in this District Plan.		Activity status where compliance not achieved Discretionary
Rule Reference – TRN - R5	Rule Name: Establishing shared paths including cycleways and bridleways on public land	

<p>Activity Status Permitted</p> <p>Where performance standards a - c are met</p> <ul style="list-style-type: none"> a. These are outside of the Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; b. The activity is not in the Coastal Environment; and c. The activity is below 1000m above sea level. 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p>
<p>Rule Reference – TRN - R6</p>	<p>Rule Name: Establishing e-bike and e-vehicle charging stations in the transport corridor.</p>	
<p>Activity Status Permitted</p> <p>Where performance standards a and b are met</p> <ul style="list-style-type: none"> a. These are not more than 2m in height, and 10m² in area, and b. Written approval has been gained by the relevant transport authority. 		<p>Activity status where compliance not achieved</p> <p>Restricted Discretionary</p>

Restricted Discretionary Activity

<p>Rule Reference – TRN – R7</p>	<p>Rule Name: Establishment of accessways, vehicle crossings, parking spaces, loading spaces, queuing and standing spaces where compliance with Rule TRN R1 is not achieved.</p>	
<p>Activity Status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The impact on other road users including pedestrians; b. Effects on the safety and efficiency of the road transport system; c. The ability to safely and effectively park, load, queue; 		<p>Activity status where compliance not achieved</p> <p>Non complying</p>

<p>d. Level of flood hazard mitigation through stormwater control; and</p> <p>e. Level of non-compliance with rule TRN R1</p>		
Rule Reference TRN – R8	Rule Name: Land transport operation, removal, repairs and maintenance within a road reserve / transport corridor or an area subject to a designation where compliance with Rule TRN R2 not achieved.	
<p>Activity Status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Impacts during construction; b. Impacts on items identified in Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays and the coastal environment; c. Level of flood hazard mitigation through stormwater control; and d. Level of non-compliance with rule TRN R2. 		<p>Activity status where compliance not achieved</p> <p>Non complying</p>
Rule Reference TRN – R9	Rule Name: Formation of unformed legal road where compliance with TRN R3 is not achieved.	
<p>Activity status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on Historic Heritage, Notable Tree, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; b. Effects on the safety and efficiency on the road transport system; c. The ability for people with disabilities to safely and effectively park, enter and exit a vehicle safely; d. The distance of accessibility parking spaces from the building entrance; e. The impact on other road users including pedestrians; f. Level of flood hazard mitigation through stormwater control; and 		<p>Activity status where compliance not achieved</p> <p>Non complying</p>

g. Level of non-compliance with rule TRN R3		
Rule Reference TRN – R10	Rule Name: Establishing shared paths including cycleways and bridleways on public land where compliance with Rule TRN R5 is not achieved.	
<p>Activity status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on Historic Heritage, Notable Trees, Sites and Areas of Significance to Māori, Significant Natural Area, Outstanding Natural Landscape and Outstanding Natural Feature Overlays; b. Visual impacts on landscapes above 1000m above sea level; c. Effects on the coastal environment; d. Improvement in public access; and e. Effects on transport network 		<p>Activity status where compliance not achieved</p> <p>Non complying</p>
Rule Reference TRN – R11	Rule Name: Establishing e-bike and e-vehicle charging stations in the transport corridor where compliance with Rule TRN R6 is not achieved.	
<p>Activity status Restricted Discretionary</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on transport network; and b. Outcomes of consultation with the relevant transport agency 		<p>Activity status where compliance not achieved</p> <p>Non complying</p>
Rule Reference TRN – R12	Rule Name: High Trip generating transport activities	

<p><i>Activity status Restricted Discretionary</i></p> <p>Where the establishment of a new or expansion of an existing activity listed in TRN Table 6 complies with TRN S14</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the transport network; and b. Effects and recommendations for minimisation from the transport assessment. 	<p><i>Activity status where compliance not achieved</i></p> <p>Discretionary</p>
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Discretionary Activity

Rule Reference TRN – R13	Rule Name: Land transport operation, removal, repairs and maintenance within a road reserve / transport corridor or an area subject to a designation where compliance with Rule TRN R4 is not achieved.	
<p><i>Activity Status Discretionary</i></p> <p>Matters of assessment include</p> <p>Notification – Applications will always be publicly notified.</p>		<p><i>Activity status where compliance not achieved</i></p> <p>NA</p>
Rule Reference TRN – R14	Rule Name: High Trip generating transport activities where compliance with TRN R12 is not achieved.	
<p><i>Activity Status Discretionary</i></p>		<p><i>Activity status where compliance not achieved</i></p> <p>NA</p>

Non Complying Activity

Rule Reference TRN – R15	Rule Name: Any transport activity which is not a permitted, restricted discretionary or discretionary activity	
<p><i>Activity Status Non Complying</i></p>		

Transport Performance Standards – these will be housed in an Appendix within TTPP

TRN Table 1 – Vehicle Access Design Standard – State Highway: Minimum distance of vehicle access point relative to intersections and minimum spacing

Posted Legal speed limit	Minimum sight distance	Minimum distance of vehicle access point relative to intersections	Minimum spacing between vehicle access points on same or opposite frontages
Km/hr	Distance x in meters	Distance y in meters	Distance z in meters
50	115	30	9m for residential, 15m all other
60	140	30	20
70	170	100	40
80	205	100	100
100	280	200	200

TRN Table 2 – Vehicle Access Design Standard for vehicle access onto a local road, arterial or collector road, up to 60 vehicle movements a day: Minimum distance of vehicle access point relative to intersections and minimum spacing

Posted Legal speed limit	Minimum sight distance Local Road	Minimum sight distance Collector Road	Minimum sight distance Arterial Road	Minimum spacing between vehicle access points on same or opposite frontages
Km/hr	Distance x in meters	Distance x in meters	Distance x in meters	Distance z in meters
50 or below	40	90	90	NA
60	55	115	115	NA
70	85	140	140	10
80	105	175	175	10
100	160	250	250	10m
Total maximum combined width of vehicle access points on any site				4m or 50% of the road boundary, whichever is the greatest.

TRN Table 3 – Design standards for minimum distances between any vehicle access point and transport corridor intersection

	Posted speed limit of 60km/hr or less	Posted speed limit of 60km/hr or less	Posted speed limit of 60km/hr or less	Posted speed limit of greater than 60km/hr	Posted speed limit of greater than 60km/hr	Posted speed limit of greater than 60km/hr
	Arterial Road	Collector Road	Local Road	Arterial Road	Collector Road	Local Road
Residential Zones	15m	9m	9m	15m	9m	9m
Maori Purpose, Rural and Future Urban Zones	30m	30m	30m	50m	50m	50m
Open Space and Recreation Zones	50m	30m	30m	50m	30m	9m
Airport and Port Zone	50m	30m	30m	50m	30m	9m
Commercial, Mixed-Use, Hospital and Industrial Zones	50m	30m	30m	50m	30m	9m

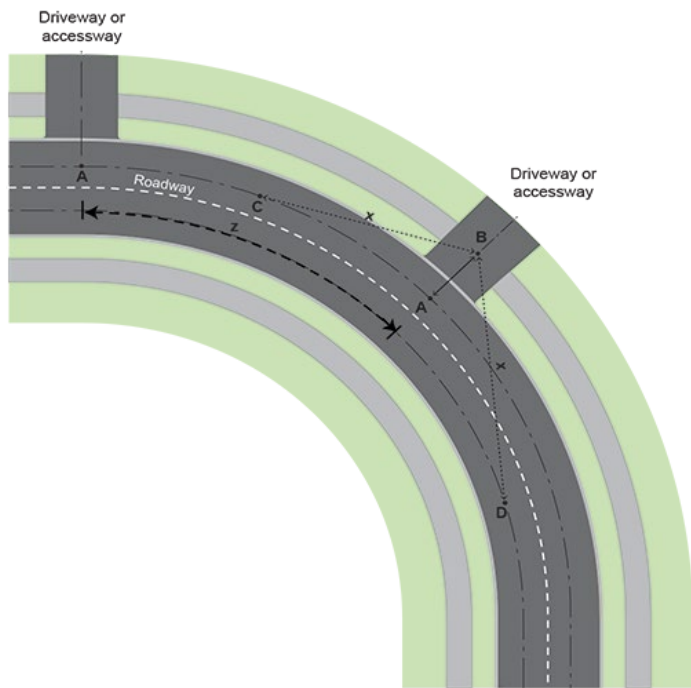
TRN S1 – All new vehicle access points shall be located a minimum of 30m from a railway level crossing. The 30m is measured from the closest rail track to the edge of the seal on the proposed vehicle access point. All new vehicle access points that intersect a railway require the approval of Kiwirail.

TRN S2 Access areas must accommodate the 85th percentile car tracking curves in **TRN** Figure 4. The required driveway must not include any space used for on-site queue, tracking curve, manoeuvring, loading space, standing space, bicycle parking space, or vehicle access point.

TRN S3 – Requirements for driveways:

- For all zones the minimum driveway width is 3m, and maximum gradient is 1:5.
- For all zones, where the driveway is longer than 50m, passing bays must be provided at no more than 50m intervals. Turning areas must be provided when the driveway length is 50m or longer.

TRN Figure 1 – Sight line calculations for **TRN** Table 1 and **TRN** Table 2



Sight lines shall be from driver's eye height to drivers eye height (1.15m) above ground level.

Point A: Intersection of lane centreline and driveway centreline.

Point B: Position of centreline of driveway where sight distance is measured (note - this is measured from the edge lane line and where there is no edge lane line, from the edge of seal).

Point C and D: Position on centreline of lane where sight distance is measured.

TRN S4 – Where accessibility parking spaces are provided they must be located on a level surface; clearly marked, designed and constructed in accordance with NZS 4121: 2001 Design for Access and Mobility – Buildings and Associated Facilities

TRN Table 4 – Minimum number of on-site accessibility parking spaces

Total number of spaces provided	Number of accessibility parking spaces (inclusive of total)
Less than 20	1
Between 21 and 50	2
In excess of 50	2 plus 1 additional accessibility space per 50 vehicle spaces thereafter

TRN S5 – Where bicycle parking spaces are provided the space must enable bicycles to be securely attached to an immovable object and located so as not to impede pedestrian movement.

TRN Table 5 – Minimum number of on-site bicycle parking spaces

Total number of spaces provided	Number of bicycle parking spaces
Less than 10	1
Between 10 and 20	2
In excess of 20	2 plus 1 additional space per 10 vehicle spaces thereafter

TRN S6 – Residential developments in Moana and Iveagh Bay must provide the equivalent of three car-parking spaces on-site for trailer / boat storage.

TRN S7 – Dimensions for on-site vehicle parking spaces including manoeuvring dimensions.

Parking space and area for vehicles must not include any space for on-site queue, tracking curve, manoeuvring, loading space, standing space, bicycle parking space, or vehicle access point.

Must meet the requirements specified for on-site dimensions for car parking areas and circulating routes for vehicles of dimensions less than service vehicles shown in **TRN** Figure 2, and

For vehicles of dimensions equal or greater than a service vehicle.

The two-way aisle width for parallel parking bays must be at least 3m wider than for one-way aisle. The two-way aisle width for parking bays at 90 degrees must be at least 5.5m.

Where a parking space is located at the end of a blind aisle, an additional 1m clearance must be provided.

Where any parking space has a side directly next to a wall, support column or other obstacles, an additional 300mm width must be provided

TRN S8 – Where loading spaces and or standing spaces are provided they must be designed to accommodate a 90th percentile two-axle truck in accordance with **TRN** Figure 3, and where articulated trucks and trailer, or buses are to be used, the loading space(s) must be designed to accommodate these vehicles. Every vehicle space must be of a useable shape and comply with the following dimensions:

Minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall; minimum depth 8m, minimum height of 4.5m above ground / floor level. The loading space must not include any space for on-site queue, tracking curve, manoeuvring, standing space, bicycle parking space, or vehicle access point. The standing space must not include any space for on-site queue, tracking curve, manoeuvring, loading space, bicycle parking space, or vehicle access point.

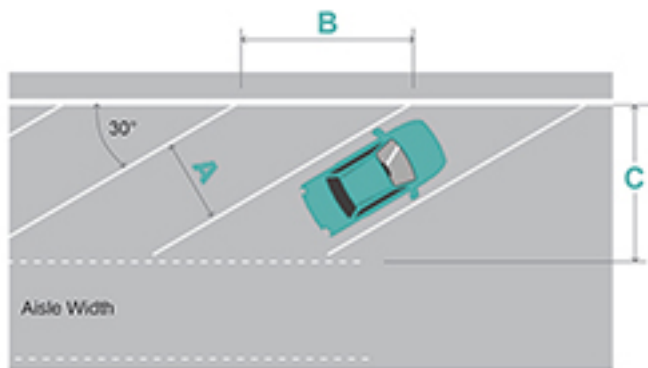
TRN S9 - On-site queuing spaces must be provided when six or more parking, loading, and / or standing spaces combined are provided on-site. On-site queuing lengths, measured from the commencement of the driveway to the site boundary, must comply with the following: 6m into the site if the largest vehicle to visit the site is a car, or 8m into the site if the largest vehicle to visit the site is a service vehicle; or when the largest vehicle to visit the site is greater than a service vehicle, then this vehicle must be able to be accommodated within the site.

TRN S10 – Minimum onsite manoeuvring space provision - On-site manoeuvring space must be provided where a single vehicle access point services four or more parking spaces; or access to a site is obtained from a state highway, arterial road or collector road.

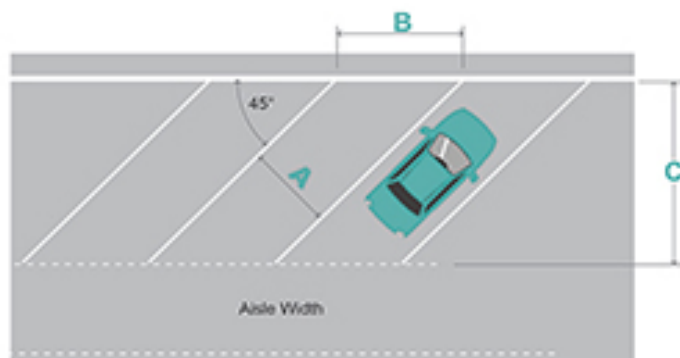
TRN S11 – Minimum onsite manoeuvring space design -The manoeuvring space must not include any space for on-site parking, queuing, loading, or standing space, or vehicle access point and must meet the requirements for the relevant tracking curve in **TRN** Figure 2.

This standard does not apply where the site has direct vehicle access to a service lane, right of way or driveway which be utilised instead of the required manoeuvring space.

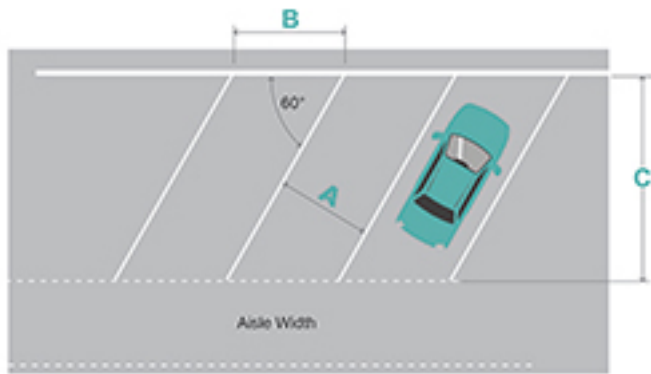
TRN – Figure 2 – On-site car parking space dimensions



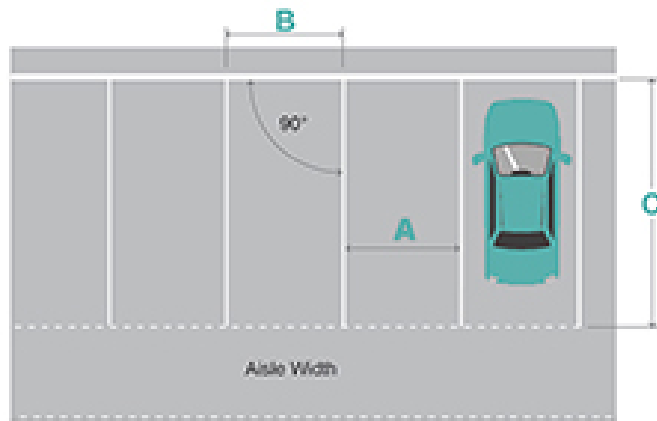
Parking Bays at 30°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
4	3.5	6.4	4.4	4.1	5.5	2.9



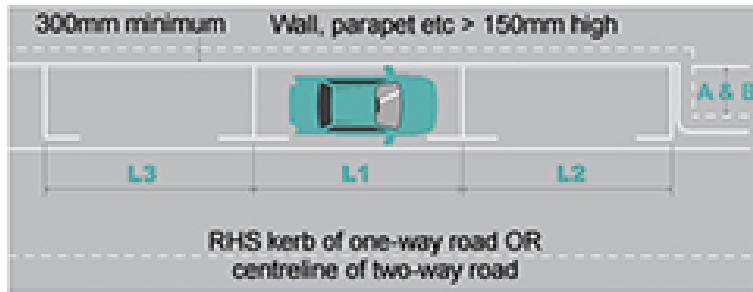
Parking Bays at 45°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
4	3.6	5.1	5.2	4.8	6.1	3.3



Parking Bays at 60°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	2.8	5.7	5.1	5.9	4.9
2	2.5	2.9	5.7	5.1	6.0	4.6
3	2.6	3.0	5.7	5.1	6.0	4.3
4	3.6	4.2	5.7	5.1	6.3	4.0



Parking Bays at 90°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	2.4	5.4	4.8	5.4	6.2
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	5.1	5.4	5.4
4	3.6	3.6	5.4	4.8	5.4	5.0



Parallel Parking Bays						
User Class	A	B	L1	L2	L3	Aisle Width
1, 2, 3	2.1	2.1				
4	3.6	3.6				
All			6.3	6.6	5.4	3.0
All			6.1	6.4	5.4	3.3
All			5.9	6.2	5.4	3.6

Note:

With the exception of 90 degree car parks, aisle width dimensions are for manoeuvring into and out of car parks with one-way aisles.

User Class is identified as:

for all day parking, such as tenant, employee and commuter parking;

for medium-term parking, such as town centre parking, sports and entertainment centres, motels, airport visitors;

for short-term parking, such as short-term town centre parking, shopping parking, hospitals, and the drop-off of children;

accessible parking for people with disabilities.

Dimension C is selected as follows:

C1: where parking is to a wall or high kerb not allowing any overhang;

C2: where parking is to a low kerb which allows 600mm overhang;

C3: where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern.

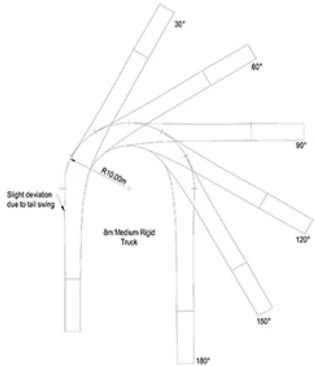
Dimension L is selected as follows:

L1: space length for consecutive parallel parking spaces;

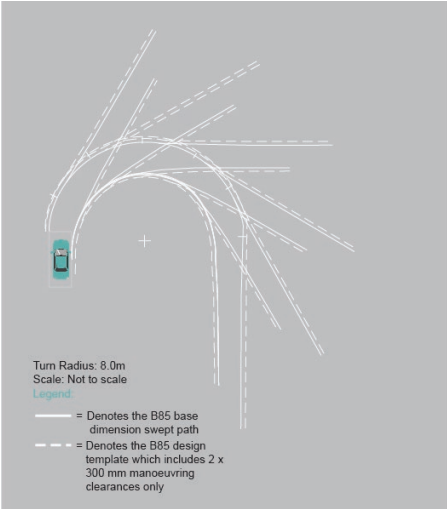
L2: space length for obstructed end spaces;

L3: space length for unobstructed end spaces.

TRN - Figure 3 - Tracking path for a 90th percentile two axle truck



TRN - Figure 4 - Minimum tracking path for the 85th percentile car



TRN S12 – Requirements for on-site vehicle parking, loading and standing spaces – construction and formation

Rural and Future Urban Zones	For sites with four or more vehicle parking / loading / standing spaces, the surface must be formed, sealed, marked and drained to an all-weather standard, with a maximum gradient of 1:20.
Residential Zone and Maori Purpose Zone	For sites with four or more vehicle parking / loading / standing spaces, the surface must be metalled, marked and drained to an all-weather standard, with a maximum gradient of 1:20.
Commercial, Mixed Use, Industrial, Open Space, Recreation, Airport, Hospital and Port Zones	For sites with less than four on-site vehicle parking / loading / standing spaces the surface must be formed, with a maximum gradient of 1:20; and the area over which vehicles obtain access to the parking area is sealed from the vehicle access point to 5m into the site; or if adjacent to a residential zone, the area must be formed, sealed, marked and drained.
All zones	If the spaces are sealed, stormwater from the sealed surface must not be discharged causing erosion to other sites or accesses.

Note. Marking does not require all lines to be shown. However, it should be clear to the user of the parking area where the edge of each space is.

TRN S13 – Requirement for rights of way – construction and formation

Residential Zones, Maori Purpose Zone, Rural Zones and Future Urban Zone	Placeholder – “Minimum road width for right of way as stated...refer back to subdivision code of practice”.
Commercial and Mixed Use Zones	The minimum road width is 3m for 2 allotments, 4.5m for 3 or more allotments.
Industrial, Open Space, Recreation, Hospital, Airport, Major Facility and Port zone	The minimum road width is 7m for 2 allotments, 10m for 3 or more allotments.
All zones	Stormwater from the right of way must not be discharged causing erosion to other sites or accesses. When a right of way services 3 or more allotments, one passing bay for every 50m of length shall be provided. Maximum gradient for right of way 1:5

Table **TRN 6** - High Trip Generating Activities

Activity	Qualifier
Childcare including preschool, kindergarten and play centre	25 children
Education – Schools	30 students
Education – Tertiary	150 FTE students
Industrial	5,000m ² Gross Floor Area
Mining and Quarrying	Check against zone rules
Warehousing and distribution	6,500m ² Gross Floor Area
Healthcare	300m ² Gross Floor Area
Office	2,000m ² Gross Floor Area
Residential	20 residential sites / units
Retail – Shops and supermarkets	250m ² Gross Floor Area
Retail - Large Format and Bulk Goods	500m ² Gross Floor Area
Service Stations	2 filling pumps
Mixed use or other activities not otherwise listed in this Table	60 vehicle movements per day

TRN S14 – High Trip Generating Activities Transport Assessment requirements

1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network.
2. Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.
3. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity.
4. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d.
5. Whether the transport assessment has been prepared by a suitably qualified and experienced transport specialist and has been approved by the relevant District Council.

Appendix for Roading Hierarchy - An appendix detailing the roading hierarchy will be contained within TTPP. This data is still being worked on and hasn't been included in this paper for the sake of brevity

APPENDIX TWO: DRAFT OBJECTIVES AND POLICIES FOR INFRASTRUCTURE, ENERGY AND TRANSPORT

Draft Infrastructure Objective 1:

To provide for the safe, efficient and sustainable development, operation and maintenance and upgrading of utilities and infrastructure, to meet the needs of the West Coast.

Draft Infrastructure Objective 2:

To protect utilities and infrastructure from the adverse effects of incompatible subdivision, land use and development.

Draft Infrastructure Objective 3:

To ensure the efficient provision and use of infrastructure for communities by co-ordinating the provision of utilities with subdivision, use and development of land.

Draft Infrastructure Objective 4:

To consider natural hazard resilience and impacts of climate change in infrastructure design and provision.

Draft Infrastructure Policy 1:

Recognise the social, economic, cultural and environmental benefits from the development, continued operation and upgrading of utilities and infrastructure.

Draft Infrastructure Policy 2:

Manage the design and siting of utilities and infrastructure in a way which considers:

- a) Locational, technical and operational constraints;
- b) Resilience to natural hazards and climate change;
- c) Poutini Ngāi Tahu preference for discharge of wastewater to land;
- d) Benefits of co-location of infrastructure, and
- e) The need to minimise adverse effects on the environment.

Draft Infrastructure Policy 3:

Manage reverse sensitivity effects from subdivision, use and development, on utilities and infrastructure to ensure their safe, secure and efficient operation.

Draft Infrastructure Policy 4:

Minimise the effect of stormwater run-off associated with development activity, including requirements for onsite detention, upgrades to pump networks and roadside drainage networks where necessary, to reduce flooding risk to roads, property and other areas identified as subject to stormwater management controls.

Draft Infrastructure Policy 5:

Manage the impacts and benefits of new community wastewater treatment facility or new community reticulated water treatment by considering the following matters when assessing proposals:

- a. Benefits provided to the community,
- b. Impacts, including visual on items identified in the following overlays:
 - Outstanding Natural Landscape,
 - Outstanding Natural Character,
 - Outstanding Natural Features,
 - Sites of Significance to Maori,
 - Significant Natural Areas,
 - Historic Heritage Areas and Sites,
 - Notable Trees
- c. Impact on community resilience
- d. Resilience of proposed site to natural hazard and climate change
- e. Functional, locational and technical constraints.

Draft Infrastructure Policy 6:

Manage the impacts and benefits of new gas pipelines and ancillary equipment by considering the following matters when assessing proposals:

- a) The benefits of the proposal to New Zealand meeting its Greenhouse Gas targets
- b) Impacts on items identified in the following overlays:
 - Outstanding Natural Character,
 - Outstanding Natural Landscapes,
 - Outstanding Natural Features,
 - Sites of Significance to Maori,
 - Significant Natural Areas,
 - Historic Heritage Areas and Sites,
 - Notable Trees,
 - Natural Hazards; and the Coastal Environment,
- c) Resilience of proposed site to natural hazard and climate change,
- d) Functional, locational and technical constraints.

Draft Infrastructure Policy 7

Manage the impacts and benefits of installation, maintenance, upgrade and repair of lines:

- a) Impact on resilience to natural hazards and climate change
- b) Impacts on items identified in the following overlays:
 - Outstanding Natural Character,
 - Outstanding Natural Landscapes,
 - Outstanding Natural Features,
 - Sites of Significance to Maori,
 - Significant Natural Areas,
 - Historic Heritage Areas and Sites,
 - Notable Trees,
 - Natural Hazards; and the Coastal Environment
- c) Resilience of proposed site to natural hazard and climate change
- d) Functional, locational and technical constraints.

Draft Energy Objective 1:

To recognise the local, regional and national benefits of renewable energy resources, and to provide for the development, operation, maintenance and upgrading of new and existing renewable electricity generation activities of various scales.

Draft Energy Objective 2:

To minimise adverse effects on communities and the environment in renewable electricity generation activities design and location, while recognising their technical, locational and operational constraints.

Draft Energy Objective 3:

To enable the development, efficient operation, maintenance and upgrade of electricity distribution and transmission assets, and to protect them from the adverse effects of incompatible subdivision and development.

Draft Energy Policy 1:

Support the development, operation, maintenance and upgrading of existing and new renewable electricity generation activities, associated infrastructure and electricity distribution and transmission assets while ensuring that environmental effects from such activities are minimised.

Draft Energy Policy 2:

When considering proposals to develop and operate new renewable electricity generation activities, associated infrastructure and energy distribution and transmission assets have regard to the benefits to be obtained from the proposal, including:

- a) maintaining or increasing security of renewable electricity supply by diversifying the type and/or location of electricity generation;

- b) maintaining or increasing renewable electricity generation capacity while avoiding, reducing or displacing greenhouse gas emissions;
- c) economic, social, environmental or cultural wellbeing; and
- d) the contribution the proposal will have towards New Zealand meeting its renewable electricity generation targets and
- e) effective transmission and distribution of electricity supply;
- f) facilitation and use of renewable energy and
- g) security of electricity supply.

Draft Energy Policy 3:

Consider the design and location of activities to avoid reverse sensitivity effects from subdivision and development, on electricity distribution and transmission assets, existing renewable electricity generation activities and associated infrastructure.

Draft Energy Policy 4:

Minimise any actual or potential effects from new renewable electricity generation activities when located within or adjacent to:

- a) Outstanding Natural Features and landscapes;
- b) the coastal environment;
- c) Significant Natural Areas;
- d) areas of high natural character;
- e) sites, cultural landscapes and areas of significance to Poutini Ngāi Tahu;
- f) Historic Heritage items or areas;
- g) important areas of public access;
- h) customary rights areas; and
- i) areas of high natural hazard risk, and

any other adverse effects on the environment.

Draft Energy Policy 5:

Minimise adverse effects on communities and the environment from electricity transmission and distribution by:

- a) minimising impacts on urban amenity, areas of high recreational value, outstanding and high natural character areas, outstanding landscapes and features, Poutini Ngāi Tahu and heritage sites, and significant natural areas;
- b) implementing industry best management practices around electrical safe distances;
- c) maintaining ongoing access to grid elements and structures for maintenance and upgrading works;
- d) avoiding exposure to health and safety risks;
- e) where appropriate, using substantial upgrades of the National Grid as an opportunity to reduce existing adverse effects.

Draft Energy Policy 6

When considering proposals to develop, operate, maintain and upgrade new and existing renewable electricity generation, associated infrastructure and electricity distribution and transmission assets

- a) recognise their technical, locational and operational constraints.
- b) where new transmission infrastructure and major upgrades to transmission infrastructure are proposed have regard to the extent to which any adverse effects have been minimised the route, site and method selection.

Draft Energy Policy 7

Support the development and operation of:

- a) a range of small and community scale renewable electricity generation activities; and
- b) activities that provide for investigation, identification and assessment of potential sites and energy sources for renewable electricity generation.

Draft Energy Policy 8

Manage the impacts and benefits of substation development by considering the following matters when assessing proposals:

- a) Impacts on items identified in the following overlays:
Outstanding Natural Character,
Outstanding Natural Landscapes,
Outstanding Natural Features,
Sites of Significance to Maori,
Significant Natural Areas,
Historic Heritage Areas and Sites,
Notable Trees,
Natural Hazards; and the Coastal Environment
- b) Resilience of proposed site to natural hazard and climate change
- c) Functional, locational and technical constraints and
- d) Benefits provided to the community from the development.

Draft Energy Policy 9

Manage the impacts and benefits of renewable energy development by considering the following matters when assessing proposals:

- a) Impacts on items identified in the following overlays:
Outstanding Natural Character,
Outstanding Natural Landscapes,
Outstanding Natural Features,
Sites of Significance to Maori,
Significant Natural Areas,
Historic Heritage Areas and Sites,
Notable Trees,
Natural Hazards; and the Coastal Environment
- b) Impact on resilience to natural hazards and climate change
- c) The benefits of the proposal to New Zealand meeting its Greenhouse Gas targets
- d) Potential for the development to be connected to the National Grid
- e) Locational, technical and operational constraints

Draft Transport Objective 1:

To recognise and provide for the critical role the transport network and ports have in supporting the West Coast including emergency services, and economic activity on the coast.

Draft Transport Objective 2

To manage the effects of transport networks and ports on the character, landscape and amenity of the towns, settlements and rural areas.

Draft Transport Objective 3:

To enable accessibility, safety, connectivity and amenity of all transport users, including pedestrians and cyclists.

Draft Transport Objective 4:

To encourage resilience within the transport network to natural hazards and climate change reflecting its vital role in community wellbeing and economic activity.

Draft Transport Objective 5:

To ensure the provision of safe and efficient parking, loading and access consistent with the character, scale and intensity of the zone, the roading hierarchy and the activity being undertaken.

Draft Transport Policy 1

The transport networks shall:

- a). Be maintained or enhanced to provide effective, efficient and safe transportation;
- b). Provide for the needs of all transport users and modes of transport and the linkages between them;
- c). Minimise effects on adjoining properties including the impacts of vibration, noise, glare and vehicle emissions.

Draft Transport Policy 2

Allow for the continued safe and efficient operation of airports and heliports including aircraft take-off and landing, associated equipment, maintenance and repair.

Draft Transport Policy 3

Manage reverse sensitivity effects on

- a). Airports and heliports through the identification of noise contours and approach paths
- b). Roading and rail networks through transport corridor for noise and vibration
- c). Ports through zoning

Draft Transport Policy 4

Vehicle crossings and associated access will;

- a). be designed and located to provide for safe, effective and efficient movement to and from sites;
- b). minimise potential conflicts between vehicles, pedestrians and cyclists on the adjacent road network;
- c). minimise vehicle access to and from sites adjacent to intersections, and state highway interchanges.

Draft Transport Policy 5

Ensure the safe location of buildings and other visual obstructions within the sightline areas of roads and rail level crossings to maximise user safety.

Draft Transport Policy 6

Ensure any new road and pedestrian rail level crossings carefully consider the safety of road users, pedestrians, and the effective and efficient operation of the regions rail network.

Draft Transport Policy 7

Control vehicle access to sites adjacent to all road/rail level crossings to improve safety for road users on the approach to level crossings.

Draft Transport Policy 8

Identify and protect rock and gravel sources required for road maintenance and development of natural hazard protection structures for transport networks.

Draft Transport Policy 9

Enable provision of electric vehicle and bicycle charging stations.

Draft Transport Policy 10

Support increased cycling and walking by:

- (a) Requiring larger developments to provide bicycle parking and
- (b) Providing for off-road pedestrian and bicycle facilities to complement facilities located within the road network.

Draft Transport Policy 11

Manage the number, location and type of parking and loading spaces, including bicycle parking and electric car charging spaces to support the following:

- (a) The effective, efficient and safe operation of the transport network;
- (b) The functional and operational requirements of activities;
- (c) The recognition of different activities having different trip characteristics;
- (d) The use of sustainable transport options including cycling and walking;
- (e) Provision of safe access and egress for vehicles, pedestrians and cyclists and
- (f) Avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists
- (g) Provision for flexible approaches to parking, including more efficient use of parking spaces, and reduce incremental and individual parking provision.

Draft Transport Policy 12

Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:

- (a) The safe, effective and efficient operation of roads;
- (b) Pedestrian access and amenity;
- (c) Safe and functional access.

Draft Transport Policy 13

Manage the impacts and benefits of land transport proposals when assessing proposals:

- a) Impacts on items identified in the following overlays:
 - Outstanding Natural Character,
 - Outstanding Natural Landscapes,
 - Outstanding Natural Features,
 - Sites of Significance to Maori,
 - Significant Natural Areas,
 - Historic Heritage Areas and Sites,
 - Notable Trees,
 - Natural Hazards; and the Coastal Environment
- b) The level of flood hazard mitigation through stormwater control

Draft Transport Policy 14

Manage the impacts and benefits of high trip generating development by considering the following matters when assessing proposals:

- a) Provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network.
- b) The design and layout maximising opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.
- c) The level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure
- d) Impacts during construction work associated with the activity.

APPENDIX THREE: BACKGROUND AND STRATEGIC INFORMATION WHICH INFORMS RULE DEVELOPMENT

HIGHER ORDER PROVISIONS AND LEGISLATIVE FRAMEWORK

1. There are higher order documents which the TTPP provisions must give effect to. There are strategic objectives for TTPP which these provisions must align with.

The New Zealand Coastal Policy Statement (NZCPS)

2. The NZCPS has several relevant policies
 - Policy 6 Activities in the coastal environment*
 - a. recognise that the provision of infrastructure, the supply and transport of energy including the generation and transmission of electricity, and the extraction of minerals are activities important to the social, economic and cultural well-being of people and communities;
 - Policy 25 Subdivision, use and development in areas of coastal hazard risk*
 - b. encourages the location of infrastructure away from areas of hazard risk where practicable.
3. There are other sections of the NZCPS relevant to Infrastructure, Energy and Transport provisions, however, as TTPP does not extend below Mean High Water Springs, they are not relevant to this plan development.

National Policy Statement for Electricity Transmission (NPS ET)

4. NPSET is to be given effect to four years after gazettal (2008). Grey District Council undertook Plan Change 9. This was appealed by Transpower as not giving effect to the NPSET, specifically the Objective, and Policies 2, 10 and 11.
5. The energy objectives and policies have been drafted to give effect to the NPSET. While the NPSET is drafted specifically for national grid assets, the provisions have been drafted to ensure that regional and local providers are able to operate within the planning framework and the "National Grid" has not specifically been refer to.

National Policy Statement for Renewable Energy Generation (NPS REG)

6. The NPSREG requires recognition of the national benefits of renewable energy generation (REG), targets and contributions towards New Zealand's REG, practical constraints of linear networks, and management of reverse sensitivity and the enabling of REG possibilities.

National Policy Statement for Urban Development (NPS UD)

7. The NPS UD directs that no parking rules shall apply to "urban environments".
8. Urban environments are defined as any area of land (regardless of size) that is or is intended to be part of a housing and labour market of at least 10,000 people.
9. The water infrastructure for Greymouth has capacity for 14,000 people, therefore, we cannot impose minimum parking requirements. Disability parking and loading spaces must be provided. Also, if parking spaces are provided, they must comply with performance standards for access, formation and manoeuvrability.
10. Further, Policy 11 states that "In relation to car parking: the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks.
11. Therefore, minimum vehicle parking rates have not been set for the Grey District.

West Coast Regional Policy Statement (WC RPS)

12. The WC RPS has become operative during the development of this plan. There are provisions across several chapters which TTPP needs to give effect to. Chapter 6 Regionally Significant Infrastructure, as well as provisions in other chapters.

Other Direction

13. There are three Connections Strategic Objectives in TTPP which need to be considered, and integrated into the Infrastructure, Energy and Transport provisions.

14. The National Environmental Standard for Electricity Transmission Activities (NESETA) and New Zealand Electrical code of practice for electrical safe distances also form part of the legislative framework for electricity transmission and distribution. National Environmental Standard for Telecommunications Facilities 2016 (NESTF) form part of the legislative framework for telecommunication utilities. The Utilities Access Act form part of the legislative framework for transport, provision has been made for this in the draft rules.

CONSTRUCTION OF RULES - INFRASTRUCTURE

Review of existing district plans, and plan changes

15. To construct draft rules, three district plans have been reviewed.
- Buller District Council has a simple two-tier approach. Infrastructure activities, excluding electricity utilities, are a permitted activity, with standards. If standards are not met, a discretionary consent is required.
 - Grey District Council permits utilities activities with performance standards. Failure to meet the standards require a discretionary resource consent. The standards are predominantly height related, and for utilities outside of SNAs and Outstanding Natural Landscapes (ONLs).
 - Westland District Council has permitted activity rules for most utilities' activities, with height standards and performance standards. If activities do not meet the standards, they require discretionary consent.
16. Consultation and refinement of provisions was undertaken as per the "construction and consultation on provisions" part of this paper.

CONSTRUCTION OF RULES - ENERGY

Review of existing district plans, and plan changes

17. To construct draft rules, the three district plans, GDC Plan Change 9, and BDC Plan Change 145 were reviewed.
- BDC has a simple two-tier approach. Infrastructure activities, excluding electricity utilities, has a two-tier structure, a permitted activity, with standards, which if breached requires a discretionary consent.
18. The BDC electricity utilities rules were reviewed through Plan Change 145 and made operative July 2019. The rules do not apply to the National Grid, except as provided for by the NESETA. PC145 introduces a more nuanced approach to electricity rules. The permitted activities have more descriptive permitted activities and introduces a restricted discretionary set of activities. There are discretionary activities for any new lines and associated structures over 110kv and capacity exceeding 100MVA. Also, for any utility building or substation extension not meeting the PA standards. As many of the natural heritage assessments had not been completed at the time of the plan change, providing for their assessment was difficult, this is referred to in the Commissioners Recommendations and Reasons. For example, outstanding landscapes had not been identified so a height restriction is applied to the permitted activity within zones. If this cannot be met, then it is provided for in the assessment of the Restricted Discretionary Activity consents, and for lines above 110kv.
19. GDC permits utilities activities with performance standards. Failure to meet the standards require a discretionary resource consent. The standards are predominantly height related, and for utilities outside of SNAs and Outstanding Natural Landscapes (ONLs).
20. GDC PC9 has a "National Grid Buffer Area" provided for in the zone rules. Buildings must be set back 12m from centre of the transmission line for Pi Poles, and 10m for single poles. Uninhabited buildings are not subject to this rule. Contravention of the permitted activity rule requires a non complying activity resource consent is required.
- Rules relating to the National Grid are also contained within the subdivision chapter. Sites within 14m of National Grid infrastructure are subject to these rules. A minimum lot size of 1ha if required for any allotment containing part of the National Grid Buffer Area. If these matters of control cannot be met, subdivision becomes non complying.

21. WDC has permitted activity rules for most utilities' activities, with height standards, and specific set of performance standards for network utilities. If activities do not meet the standards, they require discretionary consent.
22. Consultation and refinement of provisions was undertaken as per the "construction and consultation on provisions" part of this paper.

Rule themes and activity status - energy

23. Based on the review of district plans, plan changes, NESETA, NESTF and input from consultation rules have been drafted to cover the following activities:
 - Temporary network utilities;
 - Electricity transmission and distribution lines up and over 110kV, including support structures;
 - Substations;
 - Maintenance of lines, support structures, including vegetation trimming, replacement lines, operations, demolition, removal and minor upgrading;
 - Domestic, Community and large-scale renewable energy devices – construction, operation, maintenance and upgrade;
 - In stream hydro, and other energy generation investigation;
 - Upgrading of existing above ground network utilities;
 - Wind farm construction, maintenance, operation and upgrade;
 - Any other renewable electricity generation or renewable energy development and use activity;
 - Electricity cabinets;
 - National grid activities including earthworks;
 - National grid yard.
24. Temporary network utilities are often only permitted for a few months. However, it has been experienced, following the Kaikoura and Christchurch earthquakes that repairs may take significantly longer. This should be recognised within TTPP to support resilience and is supported by TTPP Strategic Objective CR01.
25. The other plans reviewed permit above ground lines, and associated structures, in rural zones, if they are not within an area of outstanding natural character / landscape or feature, within a significant natural area or within a historic heritage area. If they are within these overlays a discretionary resource consent is required. This is consistent with the Buller Plan change for utilities, which currently requires a discretionary consent as the overlays have not been identified. Cultural landscape areas are not specifically identified in other plans, however, from early consultation, it would seem appropriate and desirable to apply the same level of protection as afford other sensitive areas. In urban areas a discretionary consent is required in all other district plans reviewed.
26. Approaches taken to substations vary across Aotearoa from permitted to discretionary activities. Considering the effects of a substation, a permitted activity for stations not in urban areas where safety may be more of concern, seems appropriate. Screening of the substation, and a size restriction to not unreasonably impinge of visual amenity is appropriate. Where this can't be met, and in urban areas a restricted discretionary consent allows a focussed assessment.
27. Maintenance of lines, support structures, including vegetation trimming, replacement lines, operations, demolition, removal and minor upgrading is managed by NESETA. The NESETA only explicitly relates to national grid assets, however, the effects of the activity are the same regardless of the operator, therefore, using consistent standards and rules is reasonable. This approach has been adopted by Selwyn District Council.
28. The construction, operation, maintenance and upgrade of domestic, community and largescale renewable energy devices is linked to CR03. The scale of the activity should be reflected in the activity status, this is applied consistently across Aotearoa.
29. In stream hydro, and other energy generation investigation is generally treated as a restricted discretionary activity. A district plan does not include many facets of hydroelectric, they are regional council matters, and as such, it is only the activities on the body of the water, and on the riverbank that are managed through this plan. A paper on approaches to hydroelectric was presented to TTPP Committee in January 2021.

30. Upgrading of existing above ground network utilities are generally enabled, subject to bulk and location performance standards.
31. Wind farm construction, maintenance, operation and upgrade, as a type of renewable energy generation, are usually restricted discretionary or discretionary, and subject to compliance with NZS 6808:2010 NZ Standard for Acoustic wind farm noise. A restricted discretionary assessment, including cultural landscape effects is appropriate.
32. Any other renewable electricity generation or renewable energy development and use activity. Align with connection objective. Most other district plans cascade the activity status, dependent on the scale of the REG. Small or domestic size devices and structures are generally permitted. Community scale are usually restricted discretionary, with consideration to the positive effects, natural heritage and hazard overlays. Large scale developments are usually discretionary. This approach should be used here. This direction is integrated with CR 03.
33. Electricity cabinets are usually permitted, up to 2m in height. This manages bulk and location.
34. The resilience of infrastructure to natural hazards should form part of the assessment criteria. This is key to the regions ongoing function and is aligned with CR02.

Electricity Transmission and Distribution Yard and Electricity Transmission and Distribution Subdivision Corridor

35. The NPS ET Policy 10 requires the management of reverse sensitivity on ET network and ensuring the ongoing operation, maintenance, upgrade and development is not compromised. Policy 11 directs that local authorities must consult with the operator to identify an appropriate buffer corridor within which sensitivity activities are not expected to occur. The use of national grid yards and national grid subdivision corridors is widely used throughout New Zealand and is currently used in Grey District.
36. GDC PC9 has a "National Grid Buffer Area" provided for in the zone rules. This requires inhabited buildings to be setback from lines. If PA standards are not met a non-complying resource consent is required. Subdivision rules also apply, requiring a minimum lot size of 1ha if required for any allotment containing part of the National Grid Buffer Area. If these matters of control cannot be met, subdivision becomes non-complying.
37. There are three overarching risks associated with high-voltage transmission lines; risk to person and property, risks to the network, and risks to amenity.
38. The main risk from development occurring too close to the transmission network is the creation of electrical hazard, due to either direct contact with lines or electricity arcing to contact structures, leading to injury / death and / or damage to property. Risk of electricity earthing around transmission towers is greater, as electricity can earth via support structures, contact with the lines or via 'flashover', where electricity leaps to a structure such as a building. The risk of loss of life or injury therefore increases where buildings and other development or activities are located close to conductors or towers. An additional risk is from equipment or line components falling while in operation or when work is being undertaken.
39. The risks to the network include; disruption of transmission and security of supply, structural integrity, ability to inspect and maintain lines and support structures, and the ability to undertake upgrades
40. The amenity risks are predominantly of a health and safety nature, and a minimum level of amenity should be retained for those living proximate to lines by not being located directly underneath the lines.
41. The minimum safe distances, set by the New Zealand Electrical code of practice for electrical safe distances (NZECP34:2001) have been set primarily to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The minimum distances are also a guide for the design of electrical works within substations, generating stations or similar areas where electrical equipment and fittings have to be operated and maintained.
42. When considering these reverse sensitivity effects, and risks to human life and property, within the context of the West Coast, operators other than Transpower also need to be provided for. Some national grid assets are provided by Transpower, however, some area

leased from Westpower, as well as Westpower, Buller Electricity and New Zealand Energy having their own lines up to 110kV. These lines provide surety of supply, resilience to communities, as well as presenting health and property risk. The effects are the same, the ownership is different.

43. Analysing how other regions have addressed this issue, Selwyn District Council has included Orion lines, of 33,000volts and above, in a corridor, like National Grid infrastructure. Westpower are supportive of this approach, and it would resolve some of the operational issues faced historically where this has not happened. Selwyn District Council have approached the locally provided distribution and transmission lines in the same manner as the national grid lines. This is explained in the s.32 as recognising that the effects of the lines are the same, and the effects of other activities on the line are also subject to reverse sensitivity. Rules have been drafted which reflect this, the NESETA has been used as the basis for rules. This also ensures consistency and minimises complexity for the plan user.
44. Yard distances are calculated based on NZECP34:2001 for the swing of conductors in normal everyday wind conditions and to well as space to allow the structures to be accessed and provide for maintenance.
45. The subdivision corridor is based on the extent of the swing of conductors in high winds. This restriction on subdivision within corridors prevents the creation of unusable or severely constrained lots, where a building platform cannot be accommodated outside of the national grid yard. The distance a conductor swings in the wind is dependent on the ambient temperature, the power being carried, wind speed, the type and size of conductor, tension of conductor, supporting configuration and length of the span.
46. As such, the corridors width increase for increases for higher voltage lines and towers as the span width generally increases, is greater for tower and combined with a higher voltage makes lines heavier, which results in an increased swing. The widths are based on a 95th percentile span. The setback distances are engineering based, using swing calculations, as well as ensuring operation and maintenance needs. The corridors reflect the minimum areas considered necessary for safety, and for operation and maintenance. The corridors have not been sized for major rebuilds or new lines.
47. The definition of sensitive activities has been considered and is consistent across the district plans reviewed. It is defined as any residential activity, visitor accommodation, community facility or education facility. Structures containing sensitive activities vary from district to distract, but generally restrict any activity where people or animals may live, this is due to the risk from a line dropping, or from lines touching in high wind, arcing and directing a massive electric current to the ground. Selwyn District Council restricts *structures for habitation, produce packing and milking sheds*. The existing GDC definition of sensitive activities are *early childhood centres, schools, residential units, retirement villages, residential care facilities and hospitals*.
48. Suggested setbacks based on these regulations, GDC Plan Change 9, and other district plans.

CONSTRUCTION OF RULES - TRANSPORT

Review of existing district plans

49. To construct draft rules, the three existing district plans have been reviewed.
50. BDC permits maintenance and replacement on existing roads, in the road reserve, including improvement, realignment, works to protect integrity or to prevent further damage from any act of nature. Maintenance for the railway network within the existing railway corridor is also permitted. Response to natural events on public roads, including earthquake, flooding and landslides are also provided for as a permitted activity.
51. BDC has district wide transport rules for access, parking and manoeuvring.
52. GDC transport rules apply where an activity seeks to establish on a site, where there is a change of activity, or where a building is constructed, reconstructed, added to or altered. All permitted activities must comply with parking, loading and access rules. There are also specific provisions for Kaiata Park. Where compliance is not generally in accordance with the outline development plan, a discretionary resource consent is required.
53. GDC rules guide parking, access and manoeuvring requirements.

54. GDC permit the maintenance and reconstruction of existing formed roads, and associated protection works if they are within the legal road reserve, or within 10m of it. Construction of unformed roads is controlled where undertaken by roading authority. Beyond this, restricted discretionary consent is required.
55. WDC permit reconstruction, maintenance and modification to existing roads. WDC also permit construction of roads linked to Concept Plans / Outline Plans, and construction and maintenance of footways and pedestrian access.
56. WDC require Restricted discretionary consent for the formation of roads including state highways, that were gazetted, reserved or unformed at the time of the plan becoming operative. Road formation beyond that is discretionary.
57. WDC also have access, manoeuvring and parking standards which apply at a district level.
58. All districts use the roading hierarchy to link standards to intended use.
59. Following input from the Technical Advisory Team in December 2020, draft rules and standards were workshopped with roading and rail authorities to get further input on standards appropriate for the districts.

Prepared for: Te Tai o Poutini Plan Committee
Prepared by: Lois Easton, Principal Planner
Date: 5 May 2021
Subject: **Technical Update Airport Special Purpose Zone draft Rules**

SUMMARY

This report brings draft Rules for the Airport Special Purpose Zone to the Committee for feedback. It follows on from the discussion of the draft Objectives and Policies for the Zone which were reviewed by the Committee in January 2021.

The Airport Zone 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.*

This zone is intended to apply to the major public airport, aerodrome and heliport facilities on the West Coast.

Proposed draft Rules are provided for the Airport Zone.

RECOMMENDATIONS

1. That the information be received
2. That the Committee provide feedback on the draft Rules for the Airport Zone.

INTRODUCTION

1. This report brings proposed Rules for the Airport Zone to the Committee for feedback.
2. 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

AIRPORT ZONE

3. The Airport Zone 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.*
4. Airports proposed for inclusion in the Zone are:
 - a. Hokitika Airport;
 - b. Westport Airport;
 - c. Greymouth Aerodrome;
 - d. Karamea Aerodrome; and
 - e. Franz Josef Heliport
5. At the January meeting of the Committee the draft Objectives and Policies for the Airport Zone were discussed and feedback provided. Revised draft Objectives and Policies are attached at Appendix One.

DRAFT RULES

6. Key background information used in developing the draft rules is attached at Appendix Two.
7. The draft Rules are contained in Appendix Three.
8. In terms of the base for the rule framework, the airports are a bespoke activity and comparisons with the rule framework in the current Plans and those for other airports nationally have been made in order to develop the rules.
9. As for other Special Purpose Zones, a key element of the rule framework is the Permitted Airport Activities which are defined as follows.

Airport Activities means the use of land and/or buildings where the principal activities relate to the function and operation of the Westport and Hokitika Airports, Greymouth and Karamea Aerodromes and Franz Josef Heliport. These include, but are not limited to:

- *Aircraft operations, including landing, taxiing and take off;*
- *Airport operations, including freight, luggage and passenger facilities;*
- *Airport navigational, control and safety equipment;*
- *Aviation, educational and training and recreational facilities and activities;*
- *Maintenance and servicing of aircraft;*
- *Fuel installations and fuel servicing facilities;*
- *Warehousing and storage;*
- *Catering and preparation of food;*
- *Access roads, car parking, walkways and cycleways;*
- *Emergency services;*
- *Grazing.*

They may include ancillary activities such as the sale of food and beverages which are ancillary to the principal activity.

10. The draft Rules also allowed for commercial and industrial activities at Hokitika, Greymouth and Westport airports.

11. Because Greymouth Aerodrome also acts as an events centre, discussion with Technical Advisory Team has identified that a Precinct mechanism will be used to provide for these non-airport event activities. Additional policy and rules will be drafted to support the uses in the Greymouth Events Area Precinct.
12. Key Permitted Activities and Standards included in the draft Rules are outlined in the table below.

Effect Being Managed	Proposed Airport Zone Permitted Activity Standard
Activities	Airport Activities Grazing, moss collection and beekeeping Emergency Services Activities Network utility and meteorological structures
Height	Specific requirements set for each airport based on the relevant Airport Flight Path Overlay
Setbacks	10m from road boundary, 20m from the State Highway Boundary and 10m from internal boundaries

13. Alongside the Permitted Activity Standards, there are a range of proposed Rules where resource consent would be required for an activity to occur. Key activities are summarised in the table below:

Key Activities Requiring Resource Consent

Effect Being Managed	Summary of draft Airport Zone Rule
Industrial activities or buildings at Hokitika, Westport or Greymouth Airport	Restricted Discretionary Activity provided meets general performance standards, otherwise Discretionary
Commercial activities or buildings at Hokitika, Westport or Greymouth Airport	Restricted Discretionary Activity provided meets general performance standards, otherwise Discretionary
Airport activities not meeting Permitted Activity standards	Restricted Discretionary Activity
Any other activity not provided for in the rules	Non-complying Activity
Buildings, Structures and trees exceeding the heights in the Airport Flight Path Overlay	Prohibited Activity

NEXT STEPS

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

APPENDIX ONE DRAFT OBJECTIVES AND POLICIES FOR THE AIRPORT ZONE

Airport Zone Objectives	
AIRPZ - O1	To support the continued operation, maintenance and upgrading of the Hokitika and Westport Airports and Greymouth Aerodrome as regionally significant infrastructure and recognizing the contribution they make to the economic and social wellbeing and health of communities of the West Coast.
AIRPZ - O2	To ensure that Franz Josef (Glacier Country) Heliport and Karamea Aerodrome continue to operate as significant tourism and industry infrastructure.
AIRPZ - O3	To manage the potential reverse sensitivity effects on the airports and heliports in the Airport Zone by providing noise contours and requirements for mitigation of these during subdivision and development.
AIRPZ - O4	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/heliports and living adjacent to them.
Airport Zone Policies	
AIRPZ - P1	Enable the efficient operation, use and development of the West Coast public airports and heliports by providing for aviation activities necessary for them to operate in a safe and efficient manner.
AIRPZ - P2	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.
AIRPZ - P3	Manage adverse effects on amenity values arising from the on-going development, use and maintenance of the airports and helipads in the Airport Zone.
AIRPZ - P4	Ensure that the noise associated with the operation of the airports and heliports within the Airport Zone does not exceed nationally accepted standards, and that any new noise sensitive activities provide adequate acoustic management.
AIRPZ - P5	Avoid the location of noise sensitive activities close to the airports and heliports in the Airport Zone that have the potential to result in reverse sensitivity effects.
AIRPZ - P6	To provide for development on Airport Zone land that allows for a range of business activity, where such activities would not: <ol style="list-style-type: none"> 1. Constrain airport/aviation operations; 2. result in significant adverse effects on urban form, including on the role, function, viability and amenity of the Town Centres and Settlements; 3. lead to significant adverse effects on transportation networks; or 4. adversely affect the visual amenity of the residential and rural areas adjacent to the air.
AIRPZ - P7	To allow for the future expansion of the Hokitika and Westport Airports aviation activities including a lengthened runway, aircraft hangers and expanded terminal whilst: <ol style="list-style-type: none"> 1. minimising effects on amenity values; 2. ensuring noise and light emissions remain at an acceptable level, particularly in relation to sensitive activities 3. 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
AIRPZ - P8	To provide for future additions of airports and heliports to the Airport Zone where these are significant public infrastructure or public benefit and operated by a network operator.
AIRPZ - P9	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.
AIRPZ - P10	To manage the risks of natural hazards to the airports and helipads within the Airport Zone including: <ul style="list-style-type: none"> • Providing for maintenance and development activities that increase West Coast public airports and heliports resilience to natural hazards; and • Planning for managed retreat from existing hazards at Westport Airport including potential relocation in the future.
AIRPZ - P11	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 heliports in the Airport Zone.

APPENDIX TWO: Key Background Information for Development of Draft Airport Zone Rules

Existing Plan Provisions

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

Westland

2. Both the Hokitika Airport and Franz Josef Heliport are zoned Rural Zone – but there is also a Designation for Airport Purposes over the Airport and Heliport. In addition, a Hokitika 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.

Grey

3. The Grey Plan identifies the Greymouth Aerodrome as Rural Environment and a Designation for Aerodrome Purposes is over the site. There is also a Flight Path Protection Area (overlay) with height and land use controls.

Buller

4. The Buller Plan zones the Westport Airport as 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.
5. There are no specific provisions in place for Karamea Airport which is zoned Rural Zone.

Approach of Other Councils

6. A review of other Council's rules for 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.
7. 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; and
 - e. Some Councils are very restrictive about non-airport activities occurring in the zone, whereas others provide for this but within tightly controlled parameters. These seem to be principally aimed at avoiding the undermining of nearby town centres and with detailed and carefully restricted retail provisions in particular.

Matters to Consider in Developing Rules

8. The Main Airports of Hokitika, Westport and Greymouth are significant transport features on the West Coast. Alongside this the Heliports of Franz Josef (Glacier Country) and Fox Glacier, and the Karamea Airport are significant tourist and business infrastructure. This is their primary function and it is important that any other activity occurring in the zone does not compromise the ability for the airports to meet their purpose.

9. In the case of Hokitika Airport, there is significant land available, and airport development plans which include:
 - a. Potential runway extensions
 - b. Potential light industrial activities
 - c. Potential commercial activities.
10. There is some land also available at Greymouth and Westport Airports that could support future development but the extent and type of development is unclear.
11. Franz Josef heliport is located very close to the Franz Josef town centre. There are existing issues with its impact on amenity values – principally from noise but also from odour with aviation gas fumes.
12. 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. Any further development on the airport land will need to consider natural hazard risk.
13. Franz Josef Heliport is 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. Westland District Council elected member representatives on the Committee advise that managed retreat of the heliport is not being considered however any further development on the heliport land will need to consider natural hazard risk.
14. Karamea Airport does not currently have any height controls, but have indicated that this is an issue – particularly with vegetation extending into the flight path.
15. Reverse sensitivity for noise is a major issue for all airports and any nearby zoning needs to consider this.
16. Noise contours are not currently available for Hokitika Airport, but are planned to be developed and a rule framework which assumes these will be in place is proposed.

APPENDIX THREE: Draft Airport Zone Rules

Permitted Activities		
AIRPZ - R1	Airport Activities	
Activity Status Permitted Where: 1. The maximum gross ground floor area of a single building is 2000m ² ; 2. All buildings and structures shall meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES) 3. Buildings are setback a minimum of 10m from the road boundary, 20m from the State Highway Boundary, and 10m from internal boundaries.		Activity status where compliance not achieved: Restricted Discretionary
AIRPZ - R2	Grazing, moss collection and beekeeping	
Activity Status Permitted Where: 1. No buildings are established and any structures meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES)		Activity status where compliance not achieved: Non-complying
AIRPZ - R3	Emergency Service Activities	
Activity Status Permitted Where: 1. All buildings and structures shall meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES) 2. Buildings are setback a minimum of 10m from the road boundary, 20m from the State Highway Boundary, and 10m from internal boundaries.		Activity status where compliance not achieved: Non Complying
AIRPZ - R4	Network Utility and Meteorological Structures	
Activity Status Permitted Where: 1. All buildings and structures shall meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES).		Activity status where compliance not achieved: Non-complying
AIRPZ - R5	Fences Walls and Retaining Walls	
Activity Status Permitted Where: 1. Fences, walls and retaining walls are a maximum 2m height above ground level; and		Activity status where compliance not achieved: Restricted Discretionary

2. The fence, wall or retaining wall is not used for advertising or any other purpose other than a fence, retaining wall or wall.	
Restricted Discretionary Activities	
AIRPZ - R6	Industrial Activities and Buildings at Hokitika or Westport Airport or Greymouth Aerodrome
Activity Status Restricted Discretionary Where: 1. Performance standards for Rule AIRPZ - R1 are met. Matters of discretion are: <ol style="list-style-type: none"> a. Bulk, design and location of buildings; b. Management of access, traffic and parking; c. Management of odour; d. Landscape measures; e. Any impacts on the amenity or production value of surrounding rural land; f. Effects on visual amenity; g. Any impacts on the amenity of adjacent residential land. 	Activity status where compliance not achieved: Discretionary
AIRPZ - R7	Commercial Activities and Buildings at Hokitika and Westport Airports and Greymouth Aerodrome
Activity Status Restricted Discretionary Where: 1. Performance standards for Rule AIRPZ - R1 are met. Discretion is restricted to: <ol style="list-style-type: none"> a. Bulk, design and location of buildings; b. Management of access, traffic and parking; c. Landscape measures; d. Any impacts on the amenity or production value of surrounding rural land; e. Effects on visual amenity; f. Any impacts on the amenity of adjacent residential land; and g. Any impacts of retail activities on the viability of the Hokitika, Westport or Greymouth town centres; and h. Any impacts on the efficiency or function of the main Airport Activity in the Zone. 	Activity status where compliance not achieved: Discretionary
AIRPZ - R8	Airport Activities and Fences, Walls and Retaining Walls not meeting Rules AIRPZ -R1 or AIRPZ - R5
Activity Status Restricted Discretionary Where:	Activity status where compliance not achieved: Prohibited

<p>1. All buildings and structures meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES)</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Bulk, design and location of buildings; Management of access, traffic and parking; Landscape measures; Any impacts on the amenity or production value of surrounding rural land; Effects on visual amenity; Any impacts on the amenity of adjacent residential land; and Any impacts on the efficiency or function of the main Airport Activity in the Zone. 	
<p>Discretionary Activities</p>	
<p>AIRPZ - R10 Industrial and Commercial Activities and Buildings not meeting Rule AIRPZ - R6 or Rule AIRPZ - R7</p>	
<p>Activity Status Discretionary Where:</p> <ol style="list-style-type: none"> All buildings and structures meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES) 	<p>Activity status where compliance not achieved: Prohibited</p>
<p>AIRPZ - R11 Any Activity not meeting the Permitted, Restricted Discretionary or Discretionary Activity Rules</p>	
<p>Activity Status Non-complying Where:</p> <ol style="list-style-type: none"> All buildings and structures meet the maximum height requirements specified for building activities and trees contained within the relevant Airport Flight Path Overlay (REFER FIGURES) 	<p>Activity status where compliance not achieved: Prohibited</p>
<p>Prohibited Activities</p>	
<p>AIRPZ - R12 Buildings, structures and trees exceeding the heights in the Airport Flight Overlay</p>	
<p>No application for resource consent will be accepted for this activity</p>	



Te Tai o Poutini PLAN

Prepared for: Te Tai o Poutini Plan Committee Meeting

Prepared by: Edith Bretherton, Senior Planner

Date: 5 May 2021

Subject: **Te Tai o Poutini Plan Historic Heritage Technical Update – Draft Rules and Performance Standards**

SUMMARY

This report gives an update on the technical work being undertaken on Historic Heritage in Te Tai o Poutini Plan.

The Issues and proposed approach for the Historic Heritage chapter were shared at the June and October 2020 Committee meetings. Feedback was received on the draft Objectives and Policies, and the provisions were amended in response. At the December 2020 Committee meeting further feedback was received on the draft Objectives and Policies for Historic heritage and direction on rules was given.

RECOMMENDATIONS

1. That the Committee receive the report
2. That the Committee provide feedback on the draft rules for Historic Heritage.

Edith Bretherton

Senior Planner

INTRODUCTION

1. This report gives an update on the technical work being undertaken on the Historic Heritage overlay permitted activity performance standards, rules and definitions within Te Tai o Poutini Plan (TTPP).
2. The Issues and proposed approach for the Historic Heritage chapter were shared at the June and October 2020 Committee meetings. Feedback was received on the draft Objectives and Policies, and the provisions were amended. At the December 2020 Committee meeting direction further feedback was received on the draft Objectives and Policies for Historic heritage and direction on rules was given. See Appendices One and Two for updated provisions incorporating that feedback.
3. This paper brings the draft rules, performance standards and definitions for Historic Heritage which apply to items and area within the Historic Heritage schedule for consideration and feedback.

CONSTRUCTION AND CONSULTATION OF PROVISIONS

4. Consultation was undertaken with historic heritage groups and stakeholders to understand what is working well and what is not.
5. Issues, objectives and policies were drafted, shared and refined with the Technical Advisory Team (TAT). Issues and a proposed approach were shared and feedback sought at the June 2020 TTPP Committee meeting.
6. Historic Heritage workshops were held in Reefton and in Ross in July 2020.
7. Draft Objectives and Policies were tabled and feedback sought at the October 2020 TTPP Committee meeting. Amended provisions and direction on rules were sought at the December 2020 TTPP Committee meeting.
8. Draft rules and the schedule have been shared and input provided by TAT.
9. A workshop was held with Heritage New Zealand Pouhere Toanga (HNZPT) and the Department of Conservation as other regulatory bodies with a jurisdiction.
10. Concurrent with the provisions being developed a stocktake of the existing historic heritage schedule items has been completed. The overwhelming majority of scheduled items are HNZPT list items. HNZPT have been collaborating with staff to ensure the scheduled information meets planning standards. This work is ongoing.
11. Nominations for Historic Heritage items are open. 29 nominations have been received. 5 of these items are already scheduled. An evaluation of these will be undertaken and any items recommended for inclusion in the schedule will be brought back to the Committee.

POINTS OF INTEREST / SUBSTANTIAL CHANGE FROM CURRENT PROVISIONS

12. The Grey District Plan has some provisions for maintenance, the Westland and Buller District Plans do not specify permitted maintenance. Most activities are automatically a discretionary activity.
13. This current planning regime is not supporting the use of historic heritage items, or their maintenance and repair.
14. The draft TTPP provisions enable maintenance and adaptive reuse. A pathway is provided for moving items if requirements are met. Destruction and demolition are restricted, this is necessary to meet our statutory obligations.

DEFINITIONS

Definitions relevant to Historic Heritage have been drafted.

***Relocation** (in relation to historic heritage items) means moving an item to a new area or site.*

***Repositioning** (in relation to historic heritage items) means moving an item within an area or site.*

Next Steps

1. The draft Permitted Activity performance standards and Rules for the Historic Heritage overlay will be updated based on the feedback provided by the committee.
2. The draft Permitted Activity performance standards and Rules will form part of the consultation on the draft Plan.
3. Items nominated for inclusion in the Historic Heritage schedule will be evaluated and, any items recommended for inclusion in the schedule will be brought back to the Committee.

APPENDIX ONE – DRAFT HISTORIC HERITAGE RULES

These provisions apply to scheduled historic heritage items and areas identified on Schedule 1 – Schedule of Historic Heritage

Permitted Activities

Rule Reference – HH R1	Rule Name: Repairs and maintenance	
Activity Status Permitted Where performance standard a is met. a) The repair and maintenance of this Historic Heritage item must not result in any of the following; i. Changes to the extent, floor levels, form, proportion and scale of the item, ii. Changes to the design, texture, or form of the fabric, iii. The use of materials other than those the same as the original, or most significant fabric, or the closest equivalent, iv. The affixing of scaffolding to the building or structure.		Activity status where compliance not achieved Restricted Discretionary
Rule Reference – HH R2	Rule Name: Earthquake strengthening, fire protection and accessibility upgrades	
Activity Status Permitted Where performance standards a – b are met. a) Compliance with Rule HH R1; and b) An assessment from a Heritage Architect must be provided to the relevant district council confirming the works are consistent with the values of the Historic Heritage item.		Activity status where compliance not achieved Restricted Discretionary

Controlled Activities

Rule Reference – HH R3	Rule Name: Relocation or Repositioning of a Historic Heritage item	
Activity Status Controlled		Activity status where compliance not achieved

<p>Where performance standards are met.</p> <ul style="list-style-type: none"> a) Compliance with Rule HH R1 b) Where the item is being relocated or repositioned to its original location, and / or c) The Historic Heritage item is at immediate threat from a Natural Hazard identified in identified in this plan. <p>The matters of control are: The capacity of the item to endure relocation and reposition The capacity of the site or area to accommodate the item The reduction in risk from natural hazards from relocation or repositioning.</p> <p><i>Notification: Proposals to relocate or reposition public monuments will always be notified.</i></p>	<p>Restricted Discretionary</p>
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Restricted Discretionary Activity

<p>Rule Reference – HH R4</p>	<p>Rule Name: Repairs and maintenance, earthquake strengthening, fire protection and accessibility upgrades where Permitted Activity standards are not met, or Additions and Alterations</p>
<p><i>Activity Status Restricted Discretionary</i></p> <p>Where compliance with Rule HH R1 or HH R2 is not achieved, or the activity involves additions and alterations to a Historic Heritage item</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Compatibility of the form, materials and setting of the Historic Heritage item b. Methods to minimise the loss or obstruction of the values which contribute to the item’s Historic Heritage values c. Provisions compatible treatment of the exterior, including the façade, d. The ongoing maintenance and enhancement of the Historic Heritage values of the item, e. The long-term viability, retention or ongoing functional use of the place; and f. Whether the works are in accordance with good practice conservation principles and methods. g. If the Historic Heritage item is located within a Historic Heritage area, that the works do not compromise the ability to interpret the Historic Heritage area, and h. Whether the works complement the form, fabric and setting of the Historic Heritage area which it contributes to. 	<p><i>Activity status where compliance not achieved</i></p> <p>NA</p>

Rule Reference – HH R5	Relocation or Repositioning of a Historic Heritage item where compliance with HH R3 is not achieved	
Activity Status Restricted Discretionary	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Opportunities to enhance the physical condition of the item, and its values, b. Effects on public access to the item c. Measures in place to minimise risk of damage to the item while being relocated or repositioned, d. Whether the new location is as close to the original location as possible, and the new location is aligned with the heritage values of the item <p><i>Notification: Proposals to relocate or reposition public monuments will always be publicly notified.</i></p>	Activity status where compliance not achieved NA
Rule Reference – HH R6	Rule Name New Buildings or Structures within a historic heritage area identified in Schedule 1	
Activity Status Restricted Discretionary	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the area from the scale, location, design including materials, duration and extent of the proposal, the construction methodology and associated site works, b. The effects on the inter-relationship between buildings, structures, and features within that place; c. The purpose and necessity of the works and any alternatives considered d. The provisions of a conservation plan where one has been prepared for the scheduled historic heritage area. 	Activity status where compliance not achieved NA

Discretionary Activity

Rule Reference HH R7	Rule Name: Demolition and Destruction of a Historic Heritage item or area.	
Activity Status Discretionary		Activity status where compliance not achieved

	NA
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Non Complying Activity

Rule Reference HH R8	Rule Name: Any historic heritage activity which is not a permitted, controlled, restricted discretionary or discretionary activity
<i>Activity Status Non Complying</i>	

APPENDIX TWO – UPDATED PROVISIONS OBJECTIVES, POLICIES AND METHOD

Draft Historic Heritage Objective 1:

Recognise the benefits of historic heritage to communities' sense of place, identity, appreciation and understanding of the Regions heritage.

Draft Historic Heritage Objective 2:

Provide for development opportunities sensitive to the identified values of scheduled historic heritage items.

Draft Historic Heritage Objective 3:

Identify historic heritage items at a range of contexts and scales.

Draft Historic Heritage Objective 4:

Recognise, celebrate and enable the historic heritage of the West Coast.

Draft Historic Heritage Policy 1

Enable the use, including adaptive reuse of scheduled historic heritage items, while ensuring that their identified values are preserved.

Draft Historic Heritage Policy 2

When considering proposals for external alteration of scheduled historic heritage items, matters include that:

- a) any external alteration will not significantly detract from its historic heritage value, or*
- b) the alterations are for the primary purpose of improving structural performance, fire safety or physical access.*

Draft Historic Heritage Policy 3

When considering proposals for relocation or repositioning of identified historic heritage items, matters include:

- a) the impact on the physical integrity of the item and practical considerations associated with relocating or repositioning,*
- b) the item can be accommodated without having a significant adverse effect,*
- c) the item being at immediate risk from natural hazards identified in the natural hazard chapter of this plan,*
- d) relocation is to return an item to its original location,*
- e) the movement of the item will improve public access to the item, and*
- f) the historic heritage item and land it is sited on are in different ownership and following investigation and assessment into practical options for the retention of the historic heritage item in its current location, it is unreasonable for the item to remain.*

Draft Historic Heritage Policy 4

Demolition and destruction of scheduled historic heritage items will not be allowed unless it can be demonstrated that:

- a) the item is in a serious state of disrepair, and*
- b) the costs to repair are significantly greater than other viable alternatives on site, and*
- c) the item cannot be relocated or repositioned and reused due to practical considerations, including cost, and*
- d) in circumstances where the heritage item and land it is sited on is in different ownership and following investigation and assessment into practical options for the retention of the heritage item, it is unreasonable for the building to remain.*

Draft Historic Heritage Policy 5

Internal alteration of scheduled historic heritage buildings assessed as having significant internal values will not be allowed unless it can be demonstrated that:

- a) it is in a serious state of disrepair, and cost of remedying is prohibitive; or*
- b) any alteration will not detract from its heritage value; or*
- c) is of a temporary or easily reversible nature and will support its ongoing use; or*

d) it can be altered in part without significant adverse effects on the heritage values for which the item was listed in Appendix 1.

Draft Historic Heritage Policy 6

Activities within scheduled historic heritage buildings which recognise and help preserve the buildings and may support a different activity to the general zoning requirements will be given special consideration.

Draft Historic Heritage Policy 7

Recognise that historic heritage items may be valued on a national, regional, district and / or local scale.

Draft Historic Heritage Policy 8

Identify, assess and map heritage buildings, features, places and sites and archaeological sites, through consultation with the local iwi, community and key stakeholders.

Draft Historic Heritage Policy 10

Flexibility in development controls should be allowed on sites identified by a Historic Heritage Overlay, where

- a) the values for which the item was listed are not adversely affected by the development, and*
- b) any adverse effects on adjoining sites are minor, and*
- c) there is a resulting environmental benefit from protection of the item identified in the Historic Heritage Overlay.'*

Draft Historic Heritage Policy 11

- a. When assessing proposals to demolish or destroy a Historic Heritage Item or Site consideration includes but is not limited to*
- b. The registration (if applicable) and the reasons for this registration of the historic resource under the Historic Places Act 1993;*
- c. The policies of any conservation plan relating to the heritage resource;*
- d. The importance attributed to the heritage resource by the wider community;*
- e. The significance of the place for tangata whenua;*
- f. The extent to which the applicant has clearly demonstrated, to the satisfaction of the relevant Council that the decision to demolish or destroy the item has been taken after thorough consideration of alternative means of achieving the objectives of the site redevelopment, including the retention of all or part of the existing item(s);*
- g. The extent to which demolition or destruction of the item will have an adverse effect on the heritage values of nearby properties;*
- h. The extent to which demolition or destruction will have an adverse effect on the heritage significance of the area;*
- i. The contents of any peer review or audit sought by the relevant Council from any person, or body having specialist knowledge or interest relevant to the proposal, except where the body or person has objected to the proposal;*
- j. The extent to which any concept plan contains a site redevelopment proposal which is in keeping with the heritage significance and built character of the surrounding environment;*
- k. The identified significant heritage values of the item(s) affected by the proposal.*
- l. The effect the proposed works will have on the historic, architectural, aesthetic, cultural or special heritage significance of the items(s) or area and their cultural landscape context.*

Draft Historic Heritage Method 1

Support owners of historic heritage items to maintain their assets through council appropriate resources, such as providing links to guidance documents on resource consent applications on council websites.



Te Tai o Poutini PLAN

A combined district plan for the West Coast

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Prepared for: Te Tai o Poutini Plan Committee

Prepared by: Lois Easton, Principal Planner

Date: 5 May 2021

Subject: **Technical Update Subdivision Objectives and Policy**

SUMMARY

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

Subdivision is a key matter for Te Tai o Poutini Plan. It is often an essential prerequisite for development. It enables the intensification of land uses, (including residential activity), which in turn increases levels of activity, density of built form, traffic generation and demand on infrastructure services.

Proposed draft Objectives and Policies for Subdivision are outlined in the report.

RECOMMENDATIONS

1. That the Committee receive the report.
2. That the Committee provide feedback on the wording of the draft Objectives and Policies for Subdivision.

Lois Easton
Principal Planner

INTRODUCTION

1. This report gives an update on the technical work being undertaken on draft provisions for Subdivision in Te Tai o Poutini Plan (TTPP).
2. The National Planning Standards define subdivision as follows:
means
 - a. *the division of an allotment*
 - i. *by an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of the allotment; or*
 - ii. *by the disposition by way of sale or offer for sale of the fee simple to part of the allotment; or*
 - iii. *by a lease of part of the allotment which, including renewals, is or could be for a term of more than 35 years; or*
 - iv. *by the grant of a company lease or cross lease in respect of any part of the allotment; or*
 - v. *by the deposit of a unit plan, or an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of a unit on a unit plan; or*
 - b. *an application to the Registrar-General of Land for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.*
3. Subdivision is often an essential prerequisite for development. It enables the intensification of land uses, (including residential activity), which in turn increases levels of activity, density of built form, traffic generation and demand on infrastructure services.
4. The way an allotment is subdivided, including its size and shape, is important as it not only determines the quality and character of development, but it also impacts on adjacent sites and the future use of the land.
5. It is also important that the design and layout of a subdivision responds to any constraints on the ability for the allotments to be developed. Constraints may include significant natural, cultural, historical or ecological features within or adjoining the site, the potential impact of development on, or effects of, strategic infrastructure, or risks from natural hazards.
6. Subdivision introduces long-term development patterns that cannot be easily changed. The subdivision process regulates the provision of services for development and activities, including reserves and infrastructure.
7. The adverse effects of activities are generally controlled by the provisions for each zone at the time of development.
8. However, some potential effects of those activities that may be undertaken on sites are most appropriately managed at the time of subdivision. For example, the formation of new connections to roads may have an impact on the amenity values of an area and the safety and efficiency of the transport network, and the most effective means of addressing such effects is through a subdivision consent. It is also important to ensure that new sites being created are of a size and shape that can accommodate future development and be adequately serviced, either by reticulated services or on-site
9. The subdivision of land to create new sites on undeveloped land also creates expectations and property rights. It requires consideration of the need for public open space, esplanade reserves, community facilities and connections to and servicing by other infrastructure. Cost-effective servicing by infrastructure is an important consideration for greenfield developments. However, ensuring sufficient infrastructure capacity can also be an issue for the subdivision of already developed land.
10. Māori land held under Te Ture Whenua Māori Act 1993 is exempt from the subdivision provisions of the RMA. It is primarily controlled by the Te Ture Whenua Māori Act 1993 and administered by the Māori Land Court.

MATTERS TO CONSIDER IN OBJECTIVES AND POLICY

11. An analysis of key background information which inform the drafting of provisions is contained in Appendix One.

12. Many issues which have been discussed in relation to other parts of the Plan link to the subdivision provisions.
13. Infrastructure is a key consideration for urban subdivision ensuring that properties are connected to infrastructure where this exists and providing new infrastructure where this is not already in place. There is also a need to provide for nationally significant infrastructure – and also ensure that subdivision does not bring reverse sensitivity concerns with it.
14. Subdivision is also a key process in relation to managing impacts on natural and cultural features – as well as care being needed to ensure that allotments created minimise adverse effects on these e.g., by requiring an identified building platform as part of the consent. It can also be a way of enabling support – e.g., by the provision of bonus lots, or transferrable development rights.
15. There are also some specific zones where subdivision impacts need to be carefully considered. Most notably ad hoc subdivision in the Future Urban Zone can undermine the intent of the zone, through impacts on the provision of an efficient infrastructure or through activities locating where they will impact on the future intended use.
16. In the Residential Zones it could be appropriate to allow more flexibility around minimum lot sizes to enable future intensification and better use of existing infrastructure.
17. In the Rural Zones, key concerns relate to subdivision which can create reverse sensitivity effects (particularly for mineral extraction and nationally significant infrastructure), loss of highly productive land or impacts on valued natural and cultural features.
18. Subdivision of minor residential units is also a particular issue for Rural Zones as it can easily lead to fragmentation of productive land, and lifestyle development by stealth. Previously minor residential units weren't provided for in the three districts, but with their introduction, it is important to ensure that the subdivision provisions support their intended use.
19. Across the West Coast a critical consideration is ensuring that subdivision does not further exacerbate the risk of significant natural hazards a fairly restrictive policy regime is proposed to support that. This may be a place for Prohibited Activities. (e.g., subdivision in the Waiho River Flood Zone where this creates new lots).

Esplanades

20. At the time of subdivision, a decision around the provision of Esplanade Reserves and Esplanade Strips also must be made.
21. In a nutshell Esplanade Reserves are land with a title and fixed area, whereas an Esplanade Strip is a legal instrument which moves as the river or coastline moves and an Esplanade Strip is not required to be surveyed.
22. Section 229 of the RMA outlines the purpose of Esplanade Reserves and Strips as:
 - a. *to contribute to the protection of conservation values by, in particular,—*
 - i. *maintaining or enhancing the natural functioning of the adjacent sea, river, or lake; or*
 - ii. *maintaining or enhancing water quality; or*
 - iii. *maintaining or enhancing aquatic habitats; or*
 - iv. *protecting the natural values associated with the esplanade reserve or esplanade strip; or*
 - v. *mitigating natural hazards; or*
 - b. *to enable public access to or along any sea, river, or lake; or*
 - c. *to enable public recreational use of the esplanade reserve or esplanade strip and adjacent sea, river, or lake, where the use is compatible with conservation values.*
23. Sections 229 -237H of the RMA outline in detail the requirements around esplanades, however they can be summarised as:
 - Where any lot less than 4ha is created by subdivision next to the coast, a river wider than 3m or a lake with a bed greater than 8ha, an esplanade reserve of 20m in width is created. No compensation for the land is payable to the landowner
 - The District Plan is able to identify the circumstances where a waiver or reduction in width of Esplanade Reserve will be considered
 - The District Plan can also specify the circumstances when an Esplanade Strip is created instead of an Esplanade Reserve.

- Esplanade Reserves or Strips can also be taken by agreement on subdivisions where lots greater than 4ha are created.
 - Access Strips can also be created which give access to an Esplanade Reserve or Esplanade Strip.
24. In terms of esplanade reserves it's not yet clear on the approach to take, particularly as the Committee has not yet considered the natural heritage provisions or public access requirements in the Plan.
25. As an interim measure the Grey provisions have been pulled across into the draft as these provide a clear pathway of matters to consider when looking at esplanade waivers and reductions.

DRAFT OBJECTIVES AND POLICIES

26. Based on the matters outlined above, the following draft Objectives and Policies have been developed.

DRAFT OBJECTIVES

Draft Objective 1: Subdivision achieves patterns of land development that are compatible with the purpose, character and qualities of each zone.

Draft Objective 2: Subdivision occurs in locations and at a rate that:

- a. is supported by the capacity of infrastructure networks, or provides for infrastructure facilities and networks that are sufficient to accommodate growth and development;
- b. facilitates the operation of nationally significant infrastructure;
- c. provide for the health, wellbeing and safety of the West Coast community; and
- d. are resilient to natural hazards..

Draft Objective 3: Subdivision design and development protects significant natural, ecological, historical and Poutini Ngāi Tahu features and resources and responds to the physical characteristics and constraints of the site and surrounding environment.

Draft Objective 4: Subdivision within the Future Urban Zone does not result in the fragmentation of sites that would compromise the potential of land within the Future Urban Zone to accommodate integrated and serviced urban development.

Draft Objective 5: Esplanade reserves and strips created through subdivision contribute to the protection of identified significant natural heritage and Poutini Ngāi Tahu values, provide natural hazard mitigation, and provide for public access to and along rivers and the coastal marine area.

27. Together, these Objectives identify and guide the role that subdivision has in achieving the strategic purposes of TTPP. They recognise that subdivision is often the first step in a development process which has wide-reaching implications. The first objective supports the zone provisions, the second the infrastructure and natural hazards matters, and the third the valued features and environment on the West Coast.
28. Objective 4 specifically relates to Future Urban Zones – and the “holding pattern” that they create. Objective 5 outlines the approach for Esplanade Reserves and Strips which are created at the time of subdivision.

DRAFT POLICIES

Policy 1: Enable subdivision that creates allotments that:

- a. are consistent with the purpose, character, and qualities of the applicable zone;
- b. maintains the integrity of the zone with lot sizes and dimensions sufficient to accommodate intended land uses;
- c. minimise natural hazard risk to people's lives and properties; and

- d. have legal and physical access to each allotment created by the subdivision.

29. Policy 1 links to Objective 1 – and that subdivision is key to delivering on the zone provisions.

Policy 2 (Incorporating Infrastructure Policy 4): Ensure subdivision is appropriately serviced and integrated with existing or planned infrastructure that is provided in an efficient, integrated and co-ordinated manner by ensuring:

- a. infrastructure networks have sufficient capacity to accommodate the additional development, and requiring any necessary upgrades to be completed at the time of subdivision; and
- b. infrastructure is installed at the time of subdivision, except for on-site infrastructure that cannot be determined until the allotment is developed;
- c. sufficient provision has been made for legal and physical access to each allotment created by the subdivision;
- d. provision of safe and efficient vehicle access;
- e. adequate provision for open space and reserves, including pedestrian and cycle linkages;
- f. drinking water compliant with New Zealand Drinking Water Standards;
- g. adequate water supply for firefighting;
- h. treatment and safe disposal of stormwater that does not result in increased flooding and erosion risk;
- i. treatment and safe disposal of wastewater with a preference for land-based treatment where no reticulated network is in place;
- j. supply of electricity and telecommunications using a method that is appropriate to the type of development, location and character of the area including off-grid supply / wireless /satellite where deemed reasonable by the Council;
- k. connections are made to wastewater, water supply and stormwater systems where they are available and there is capacity;
- l. where new community infrastructure is developed, that there is adequate provision for ongoing maintenance either by the vesting of the infrastructure in the relevant Council, or in the case of papakāinga developments, that an ongoing hapū entity may be responsible for maintenance;
- m. in all Residential, Industrial and Commercial Zones and in the Settlement Zone requiring:
 - i. roads to a sealed standard;
 - ii. underground reticulation of services;
 - iii. sealed footpaths ; and
 - iv. streetlights in urban areas; and
- n. financial contributions are provided where additional or upgraded network utility infrastructure is required to service development

Advice Note: The standards for road construction can be found in the Transportation section of the Plan.

30. Policy 2 is essentially a shopping list of the requirements for infrastructure in a subdivision and will link to other parts of TTPP – Transportation and Infrastructure Chapters and the Financial Contributions Section.

Policy 3: Provide for the subdivision of land within or containing riparian margins, outstanding natural features and landscapes, the coastal environment, significant natural areas, sites and areas of significance to Poutini Ngāi Tahu or historic heritage settings, where it can be demonstrated that the design and layout of allotments and the location of any building platforms will:

- a. not compromise the identified characteristics and values of the Overlay it is located within; and
- b. achieve the relevant objectives and policies for the Overlay..

31. Policy 3 is key in that it signals that provided the characteristics and values of a protected feature are not compromised, subdivision can occur.

Policy 4: Manage significant risks from natural hazards by restricting subdivision that:

- a. creates new or exacerbates existing natural hazards including coastal hazards, erosion, slippage, subsidence, falling debris, fault rupture, severe ground shaking or flooding; or
- b. results in adverse effects on the stability of land and buildings; and
- c. does not provide safe, flood free and stable building platforms at the time of subdivision

32. Policy 4 will link to the Natural Hazard provisions within the Natural Hazards Overlay, but also in areas outside of the Overlay will support ensuring that new subdivision and consequent development will not exacerbate the risks from natural hazards more widely on the West Coast.

Policy 5: Avoid subdivision within the Future Urban Zone that may result in one or more of the following:

- a. the efficient and effective operation of the local and wider transport network being compromised;
- b. the need for significant upgrades, provisions or extensions to the reticulated wastewater, reticulated water supply or stormwater networks, or other infrastructure in advance of integrated urban development;
- c. the efficient provision of infrastructure being compromised;
- d. reverse sensitivity effects when urban development occurs;
- e. reverse sensitivity effects on existing rural activities or infrastructure; or
- f. fragmentation of sites in a manner that may compromise the appropriate form or nature of future urban development.

33. Policy 5 links directly to Objective 4 and will also link to the specific policies and mechanism for Future Urban Zones to become available for development.

Policy 6: Avoid subdivision:

- a. in the Rural Zones that could result in the creation of an unplanned new settlement;
- b. where detached minor residential units in Rural Zones become legally separated from the main residential unit thereby creating cumulative effects on rural character and productivity;
- c. where this could create significant reverse sensitivity issues in relation to the Mineral Extraction Precinct;
- d. in the Coastal environment outside of areas that are already modified unless adverse effects on the natural character of the coastal environment can be avoided or mitigated; and
- e. in areas of significant risk of natural hazards, where this is for the purposes of accommodating and/or servicing people and communities.

34. Policy 6 is a strong directive around areas where subdivision is not appropriate. The intent is to provide very clear guidance through this policy which then supports strong rules (Non-complying or Prohibited Activities) for these matters.

35. In terms of "unplanned new settlement" – this specifically creates the situation where new settlements within the Rural Zones should be established through a Plan Change, not a resource consent.

36. Minor Residential Units are new to the West Coast, and this policy also makes it clear that these are not intended to result in "subdivision by stealth" and result in negative cumulative effects on the productive values of the Rural Zones.

Policy 7: Allow subdivision in the Residential Zones that does not comply with the minimum lot design and parameters when:

- a. the site size and configuration is appropriate for development intended by the zone; and
 - b. the subdivision design maintains residential character and amenity; and
 - c. it can be demonstrated that it is consistent with the quality and types of development envisaged by Residential Zone Objectives and Policies and any residential or medium density housing design guides in place for the zone.
37. Policy 7 will assist in assessing applications where the strict lot size and configuration standards are not met. If they can be shown to be appropriate to the residential areas then they are likely to be approved. This allows for innovative design, and also new multi – dwelling housing types that might otherwise be provided for in TTPP.

Policy 8: Avoid subdivision that creates allotments that are less than the required minimum net site area within the General rural zone – Highly Productive Land Overlay unless:

- a. the subdivided allotments are solely for the purpose of network utilities, esplanade reserves or strips, roads, walkways, cycleways or access; or
 - b. the subdivision maintains the dwelling density anticipated for the zone; and
 - c. the subdivision will enable natural hazard mitigation; or
 - d. the subdivision will enable more productive use of the land; or
 - e. the subdivision will assist to protect significant natural and physical resources including heritage or sites and areas of significance to Maori.
38. Policy 8 links to the Highly Productive Land Overlay where the intent is preserve the land as much as possible for it's agricultural production values.

Policy 9: To require esplanade reserves or esplanade strips for allotments of less than 4 ha in order to enable public access, reduce natural hazard risk, and contribute to the protection of natural character and biodiversity values, except that the width of the esplanade reserve or strip may be varied from 20 metres or waived if:

- a. Tthe natural values warrant a wider or narrower esplanade strip or esplanade reserve; or
 - b. topography, or the siting of any building or other feature, renders the 20-metre width inadequate or excessive; or
 - c. the protection of Sites of Significance to Māori or other taonga requires an esplanade reserve or esplanade strip of greater or lesser width than 20 metres; or
 - d. the protection or enhancement of biodiversity values or water quality requires an esplanade reserve or esplanade strip of greater or lesser than 20 metres; or
 - e. the land is within a natural hazard area of where there is an identified risk from one or more natural hazards (such as coastal erosion); or
 - f. the costs of the provision and maintenance of a 20-metre-wide esplanade reserve or esplanade strip are more than the potential public benefits of the purposes of esplanade reserves or strips.
39. Policy 9 provides specific guidance for Esplanade Reserves and Strips, when they will be taken, and when a waiver can be considered. It is based on the current Grey District Plan policy.

NEXT STEPS

40. This paper outlines the draft objectives and policies for subdivision. The next step is to develop draft rules.

APPENDIX ONE: Key Matters Informing the Development of Subdivision Provisions

STRATEGIC CONTEXT

41. In terms of the RMA, Subdivision is entirely a District matter. However, some of the physical activities required to enable the implementation of a subdivision consent such as road and lot formation are regulated by both District and Regional Councils. The focus of Regional regulation is effects on water quality and soil conservation (Section 30 matters) whereas the focus of District regulation is effects on land including matters such as amenity, nuisance effects, landscape, ecological values, natural character, riparian areas, effects on cultural and historic heritage and avoidance of natural hazards.
42. The West Coast Regional Policy Statement does not have specific provisions for subdivision, but there are many objectives and policies which are relevant to the topic – primarily in the Resilient and Sustainable Communities, Natural Features and Landscapes, Land and Water and Natural Hazards Sections.

CURRENT PLAN APPROACHES

43. The three current District Plans all have detailed provisions for subdivision, and all have a different approach.
44. The Westland and Buller Plans do not have subdivision objectives and policies per se, but instead references to subdivision are in the policies around water (Westland) natural character (both) and landscape (Buller). The Westland Plan has references to esplanades in a policy around water and public access. There are no policies around esplanades in the Buller Plan. Both Westland and Buller Plans have extensive explanations and discussion in methods around subdivision and esplanades, but very limited statutory provisions.
45. The Grey Plan has an objective and policy for subdivision and a policy around esplanades – which mainly deals with the circumstances in which they will be waived or reduced.
46. Both the Buller and Westland Plans have some specific Permitted Activities – primarily to enable existing cross-lease properties to subdivide. One effect of this is that no financial contributions can be levied for these subdivisions and of course no consent conditions can be included. Feedback from all the three Councils staff is that they are comfortable with a Permitted Activity approach in these circumstances to be provided West Coast Wide.
47. There are different approaches in the three Plans to Codes of Practice for Engineering. After discussions with staff it is agreed that a uniform approach of referring to the New Zealand Standard for Subdivision Engineering NZS4404: 2010 (or any updated version) in the Subdivision Rules is an acceptable approach

OTHER COUNCIL APPROACHES

48. There are now 6 Plans (draft and Proposed) available under the National Planning Standards (Timaru, Selwyn, Porirua, New Plymouth, Far North and Nelson) and a review of the provisions in these Plans has been undertaken. Key to note is that New Plymouth has been doing some innovative things with subdivision to support landowners with Significant Natural Areas and this is an area where further investigation of applicability to the West Coast is warranted.
49. The key information to take from these other Plans generally is that the subdivision provisions are recognised as putting in place a land use pattern that can have long term effects, so objectives and policy need to be clear on what outcomes are wanted.



Te Tai o Poutini PLAN

A combined district plan for the West Coast

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Prepared for: Te Tai o Poutini Plan Committee

Prepared by: Lois Easton, Principal Planner

Date: 5 May 2021

Subject: **Technical Update Earthworks Objectives and Policy**

SUMMARY

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

Earthworks is a District Wide matter which is required to be included under the National Planning Standards. The focus of TTPP regulation is the effects of earthworks on "district matters" such as amenity, natural hazards and terrestrial natural values, while the Regional Land and Water Plan addresses the impacts of earthworks on water quality.

Proposed draft Objectives and Policies for Earthworks are outlined in the report.

RECOMMENDATIONS

1. That the Committee receive the report.
2. That the Committee provide feedback on the wording of the draft Objectives and Policies for Earthworks

Lois Easton
Principal Planner

INTRODUCTION

1. This report gives an update on the technical work being undertaken on draft provisions for Earthworks in Te Tai o Poutini Plan (TTPP).
2. Earthworks are defined in the National Planning Standards as follows:

Means the alteration or disturbance of land, including by moving, removing, placing, blading, cutting contouring, filling or excavation of earth (or any matter constituting the land including soil, clay, sand and rock); but excludes gardening, cultivation, and disturbance of land for the installation of fence posts.

3. Earthworks is a District Wide matter which is required to be included under the National Planning Standards. The focus of TTPP regulation is the effects of earthworks on “district matters” such as amenity, nuisance effects, landscape, natural character, riparian areas, effects on cultural and historic heritage and avoidance of natural hazards, while the Regional Land and Water Plan addresses the impacts of earthworks on water quality.
4. Earthworks are often an essential prerequisite for development. Earthworks are the physical works that modify land so that it can be used for living, business, and recreation purposes, farming and forestry and the construction and maintenance of infrastructure. The scope and scale of earthworks range from large greenfield bulk earthworks, which can alter the landform and its topography, to small and discrete areas of works most often associated with minor suburban development.
5. Earthworks can adversely affect amenity values (visual, dust nuisance, noise and traffic) and result in changes to natural landforms. Earthworks can cause changes to the appearance and character of the neighbourhoods they are located in and can impact on people’s experience of their environment.

MATTERS TO CONSIDER IN OBJECTIVES AND POLICY

6. An analysis of key matters which inform the drafting of provisions is contained in Appendix One.
7. Bulk earthworks are regulated by the West Coast Regional Plan with a focus on discharges to water and soil conservation. These matters should not be duplicated in TTPP.
8. Some problems have been identified with the current very permissive regime in place on the West Coast in relation to matters relevant to TTPP, specifically:
 - Earthworks in the residential environment and impacts on adjacent neighbours resulting from noise and vibration;
 - Uncontrolled filling activities or earthworks on sections that have been left “rough” changing ground contour, altering overland flow paths and exacerbating flooding;
 - mineral extraction (primarily amenity effects – part of the wider issues needing to be managed, but also water quality which is a Regional matter),
 - the problems of land contouring/hump and hollowing affecting drainage systems and creating localised stormwater and flooding problems
 - earthworks in areas of cultural and historic heritage; and
 - inappropriate disposal of contaminated fill resulting in creation of new contaminated sites.

DRAFT OBJECTIVES AND POLICIES

9. The following Draft Objective and Policies are proposed. These are relatively brief and reflect a “light handed” approach to regulation, as the issues needing management are relatively minor.

Objective: To provide for earthworks to facilitate subdivision, use and development of the West Coast’s land resource, while ensuring that their adverse effects on the surrounding environment are avoided or mitigated.

Policy 1: Enable necessary earthworks for the subdivision, use and development of land, the provision of utilities, and hazard mitigation.

Policy 2: Manage earthworks to minimise impacts on landscape, amenity, natural features, cultural and heritage sites and the quality of the environment.

Policy 3: Require the use of accidental discovery protocols to mitigate the potential risk of earthworks to archaeological and Poutini Ngāi Tahu sites that are not identified in the Plan.

Policy 4: Protect nationally and regionally significant infrastructure and natural hazard defences from the adverse effects of earthworks.

NEXT STEPS

10. This paper outlines the draft objectives and policies for Earthworks. The next step is to develop draft rules.

APPENDIX ONE: Key Matters Informing the Development of Earthworks Provisions

STRATEGIC CONTEXT

1. In terms of the RMA, Earthworks are regulated by both District and Regional Councils. The focus of Regional regulation is effects on water quality and soil conservation (Section 30 matters) whereas the focus of District regulation is effects on land (Section 32 matters) including matters such as amenity, nuisance effects, landscape, natural character, riparian areas, effects on cultural and historic heritage and avoidance of natural hazards.
2. The West Coast Regional Policy Statement does not have specific provisions for earthworks, but there are many objectives and policies which are relevant to the topic – primarily in the Resilient and Sustainable Communities, Natural Features and Landscapes, Land and Water and Natural Hazards Sections.
3. The West Coast Regional Land and Water Plan contains specific objectives, policies and rules with a focus on earthworks taking place over an area of greater than 1 hectare.

CURRENT PLAN APPROACHES

4. The three current District Plans all take a relatively light regulation of earthworks, and all have a different approach. None of the Plans have objectives or policies for earthworks, with a general approach of grouping the earthworks associated with an activity as part of the activity.
5. All three Councils regulate earthworks as part of subdivision consents, in addition, Grey has provisions around the National Grid Yard.
6. In the Buller Plan, there are a range of earthworks requirements in the Zone provisions, with tight restrictions in the Paparoa and Natural Environments Character Areas and the requirement for retention and treatment of stormwater from earthworks in the Industrial Zone.
7. In Buller and Westland earthworks also provide a threshold for permitted activities around mineral prospecting.
8. In Buller the Plan also explicitly states that earthworks are part of the activity – for example vegetation clearance may include earthworks, and presumably earthworks effects are assessed as part of a vegetation clearance application.
9. In Westland this is not so explicit, however presumably earthworks can/are assessed as part of any Discretionary or Non-complying Activity consent.

OTHER COUNCIL APPROACHES

10. The West Coast Councils are relatively unusual in their light-handed approach to earthworks regulation. However, many Councils that heavily regulate earthworks do so because of the amenity impacts in urban areas. A review of rural focussed district plans has been undertaken. This found that rural plans generally also have quite permissive regimes, however volume limits for earthworks beyond consent is required as the norm, and performance standards around cut and fill heights, slope, reinstatement and cleanfills are the norm.



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: 5 May 2021

Subject: **Buller Coalfield Special Zone: Draft Objectives and Policies**

SUMMARY

This report gives an update on the technical work being undertaken on Buller Coalfield Special Zone in Te Tai o Poutini Plan.

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

Alongside a Buller Coalfield Special Zone, there is proposed be a Mineral Extraction Precinct/Zone, and provisions for mineral extraction in rural areas. A detailed paper on the draft Mineral Extraction Precinct/Zone, including an analysis of the pros and cons of such a zone will be provided at the next meeting of the Committee.

This report outlines draft Objectives and Policies for the Buller Coalfield Special Zone.

RECOMMENDATIONS

1. That the Committee receive the report
2. That the Committee provide feedback on the draft objectives and policies for the Buller Coalfield Zone.

Lois Easton

Principal Planner

INTRODUCTION

1. This report brings the draft Objectives and Policies for the Buller Coalfield Zone 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 Buller Coalfield Zone, there is proposed to be a Mineral Extraction Precinct 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.
5. 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.

EXTENT OF BULLER COALFIELD ZONE

6. The Buller Coalfield Special Purpose Zone is principally intended to include the Stockton Mine and any other existing mines on the Stockton and Denniston Plateaux. It would also include the coal load out at Ngakawau, the cableway and road access.
7. There are differing views of stakeholders on the potential extent of this zone – and in particular whether areas which are either not currently mined/ do not have resource consent to mine should be included in the zone.
8. Staff will work with stakeholders to try and reach a broadly agreed boundary. The main area of contention is the extent to which areas on the Denniston Plateau are included.

KEY MATTERS TO CONSIDER IN DEVELOPING OBJECTIVES AND POLICY

9. Appendix One provides a detailed discussion on matters to consider in developing policy, these are:
 - The nature and extent of the zone
 - Effects on Waterbodies
 - Amenity Effects and Reverse Sensitivity
 - Poutini Ngāi Tahu Heritage
 - Historic Heritage
 - Ecological Effects
 - Landscape Effects

DRAFT OBJECTIVES AND POLICIES: BULLER COALFIELD ZONE

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

Draft Buller Coalfield Zone Objective 1: To enable mineral extraction and processing in the Buller Coalfield with a special purpose zone that recognises its national and/or regional significance, the scale and operational characteristics and the contribution that it makes to the economic and social wellbeing of the region and Buller District

11. This objective supports the creation of a special zone outside of the National Planning Standards suite of zones, and that within it, mineral extraction is enabled. The term mineral extraction rather than coal mining is used to cover the rock which is also extracted to assist with rehabilitation. It also provides for the potential that if there are other mineral resources identified for extraction within the zone, that the intent of the Plan is to allow for these to also be extracted

Draft Buller Coalfield Zone Objective 2: To ensure that exploration, extraction and processing of minerals within the Buller Coalfield Zone minimises adverse effects on the

environment, the community and the relationship of Ngāti Waewae with their ancestral lands, sites, water, wāhi tapu and other taonga

12. This objective addresses the adverse effects of mineral extraction in the Precinct which will be managed through the rules. Ngāti Waewae is referenced rather than Poutini Ngāi Tahu as it holds mana whenua over the Buller Coalfield area.

Draft Policy 1: To provide for the current authorised mineral extraction and processing activities in the Buller Coalfield Zone and the opportunities for reasonable growth and expansion to meet future demands, while managing adverse effects on the environment.

13. This specifically provides for the ongoing operation of mineral extraction in the zone – and recognises that growth and expansion should also be provided for.

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

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

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

15. This policy provides for the end of life of mined sites within the zone.

Draft Policy 4: Maintain the quality of the environment, landscape, character and amenity of the areas surrounding the Buller Coalfield Zone 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. Providing 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.

16. 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: Where the removal of a significant natural area in whole or in 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.

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.

NEXT STEPS

18. This paper outlines the draft objectives and policies for the Buller Coalfield Zone. These have been provided to key stakeholders Bathurst Resources and the Department of Conservation for feedback.
19. The next step is to develop the draft Rules for the Zone.
20. Further consultation with key stakeholders is proposed over the middle of the year to gain their feedback on the draft provisions and the exact spatial extent of the zone.

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, Objectives and Policies for Mineral Extraction. These are as follows.

Draft Strategic Objectives and Policies for Mineral Extraction

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 Buller Coal Field Zone is a new zone for the West Coast. Currently the areas which will be subject to this spatial identification fall within the Rural Zone of the Buller District Plan. However, the Buller Plan does have specific provisions for Mineral Extraction as outlined below

9. The Buller Plan provisions 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.
10. The recent Buller Plan Change 137 specifically has an Objective and Policies around Mineral Extraction that 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

11. 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.
12. There are a number of locations where specific zones are used to manage mineral extraction and quarrying activities.

KEY MATTERS TO CONSIDER IN DEVELOPING OBJECTIVES AND POLICY

13. Currently it is proposed to include the Stockton Mine (including the Cypress Mine expansion), Rockies Mine, Coalbrookdale, Cascade, Mt William, Escarpment and the Sullivan Mine within the Zone.
14. At this time mineral extraction is only occurring at Stockton and Cypress, so the zone will include some areas operating under resource consents (e.g. Cypress, Escarpment) and Coal Mining Licence areas that will require consent during the life of the Plan (e.g. Stockton, Sullivan). Key areas in the zone are outlined further below.

Stockton Mine Area

21. Stockton mine is on a plateau between 400 and 100 metres above sea level and is located around 30 kilometres north of Westport. Access is by way of a public road from Granity. Stockton has been mined for over a century and has operated as an open-cast mine since the 1950s. The main coal mining licence area for Stockton is 2310.3 hectares and Stockton's ancillary coal mining licences is 223.4 ha, less an area of 137ha which is not in use for mining or associated works and does not have coal reserves beneath it.
22. Vegetation on the Stockton plateau is sparse, the soil is of poor quality and is shallow over the basement rock. The coal is extracted using open cast mining. Topsoil and vegetation are removed and placed in specific rehabilitation areas. The overlying sandstone is then blasted away using explosives, removed by excavator and truck and placed in nearby already mined areas ready for rehabilitation. An excavator then

- extracts the coal, which is blended on site to required qualities and specifications. The coal is transported by truck and aerial ropeway down to the Ngakawau coal handling facility and rail terminal. Coal is then transported by rail to Lyttleton.
23. Currently the mine operates under its Coal Mining Licence, issued in 1987 however a resource consent will be required before 2027. Resource consents will be required from both the District and Regional Council, however the TTPP and the Buller Coal Mining Zone provisions for Stockton will be focussed on Resource Management matters which are the responsibility of the district council – specifically landscape, native fauna and vegetation, ecosystem values, historic heritage, Ngāti Waewae cultural heritage and values, noise & vibration, dust, glare, odour, traffic generation and amenity issues. Hazardous substances are also used as part of the mining operation so the storage and management of these substances, and the ongoing management of any contaminated land as a consequence of mining activity falls within the partial responsibility of the district council. Likewise, the management of natural hazard risk is a joint area of responsibility.
 24. The Cypress Mine part of the Stockton Mine received resource consent in 2005 from a combined panel of the West Coast Regional Council and Buller District Council.

Escarpment Mine

25. The Escarpment Mine lies on the Denniston Plateau and is accessed from Waimangaroa via the Denniston Road. It received resource consents in 2011 for 12 years from a combined panel of the West Coast Regional Council and Buller District Council. It is located within a wider historic coal mining landscape, and there are a number of specific provisions to address this within its resource consent. Because the consent will expire in 2023 the mine may be re-consented just ahead of the introduction of Te Tai o Poutini Plan.

Sullivan Mine

26. The Sullivan Coal Mining Licence lies on the Denniston Plateau and is accessed from Waimangaroa via the Denniston Road. The mine opened in 1952 was operated by Solid Energy until 1994 and is currently mothballed. The licence is now owned by Ngāti Waewae. There are no current resource consents for the site, and the Coal Mining Licence expires in 2027. Any mining activity may well be consented under TTPP.

Review of Current Resource Consents

15. A review of existing resource consents for a range of mines and quarries, including the Escarpment and Cypress Mines 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.

Key Environmental Effects to be Managed

Effects on Waterbodies

18. 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

19. In some locations there are likely to be neighbour amenity effects and reverse sensitivity concerns.
20. Because of the defined and relatively isolated nature of the mines in this zone, there is a lower risk of reverse sensitivity effects on neighbours than in some other locations.
21. The scale of the Stockton Mine in particular does however create the potential for off site effects such glare to be felt from a long distance. During the consultation roadshow members of the public at Karamea identified that at night they could see the light from Stockton's operations – although these occur over 80 kilometres away. Similarly, the number of workers at Stockton (500 people) does have the potential to generate traffic effects – although many workers are bussed to the mine site by transport provided by the mine operator.
22. Probably the most likely offsite effects (at a district level) from the mining operations in the zone are likely to be felt from mining on the Denniston Plateau, as this is adjacent to a recreational area and the Denniston historic site.

Ngāti Waewae Values

23. There may be areas within the zone which affect key values for Ngāti Waewae. Any specific sites will be subject to the Sites of Significance to Māori provisions – with a cross reference from the zone rules to the relevant provisions. Alongside this, discovery protocols and ongoing iwi liaison remain important.
24. 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.

Historic Heritage

25. Because of the long history of mining at both Stockton and Denniston Plateaux there are a range of archaeological and historic heritage sites and items present. The Denniston Historic Area is a key feature of national significance near to the Escarpment Mine, but there are widespread historic features such as old mining tunnels and the electricity line. While the Zone 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 Zone rules to the relevant provisions.

Ecological Effects

26. While there are known and potential significant natural areas within the zone, the detail of how these should be managed will be included within the ecosystems and biodiversity provisions with appropriate cross references from the zone rules.
27. It should be noted that in some of the zone 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

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



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: 5 May 2021

Subject: **Technical Update Hospital Special Purpose Zone: Draft Rules**

SUMMARY

This report brings draft Rules for the Hospital Special Purpose Zones to the Committee for feedback. It follows on from the discussion of the draft Objectives and Policies for the Zone which were reviewed by the Committee in November 2020.

The Hospital Zone is defined as: *Areas used predominantly for the operation and development of locally or regionally important medical, surgical or psychiatric care facilities, as well as health care services and facilities, administrative and commercial activities associated with these facilities.*

This zone is intended to apply to the major hospital facilities on the West Coast, as well as medical clinics and aged care facilities.

Proposed draft Rules are provided for the Hospital Zone.

RECOMMENDATIONS

1. That the information be received
2. That the Committee provide feedback on the draft Rules for the Hospital Zone.

Lois Easton

Principal Planner

INTRODUCTION

1. At the November 2020 meeting of the Committee the draft Objectives and Policies for the Hospital Zone were discussed. The Committee had substantial comments on these, and sought that the area identified for inclusion within the Zone encompass not only the major facilities of Te Nikau Greymouth Hospital, Reefton Hospital, and the Buller Integrated Health Facility, but also the locally significant medical centres and aged care facilities. The amended policies based on the feedback from the meeting are attached in Appendix One.
2. This report brings the draft proposed rules for the zone to the Committee for comment.

HOSPITAL ZONE

3. This is defined as: Areas used predominantly for the operation and development of locally or regionally important medical, surgical or psychiatric care facilities, as well as health care services and facilities, administrative and commercial activities associated with these facilities.
4. It is proposed that this zone apply to the Te Nikau Grey Hospital and Health Centre (incorporating Te Nikau Medical Centre and the adjacent St John's Ambulance Centre), Buller Integrated Health Facility (incorporating Buller Health Medical Centre) and Reefton Hospital (incorporating Reefton Health Medical Centre) as major facilities and also the following local medical and aged care facilities:
 - Westland Medical Centre
 - Hokitika Health Centre
 - Karamea Health Centre
 - Fox Glacier Health Centre
 - Franz Josef Health Centre
 - Lake Brunner Clinic
 - O'Connor Home Westport
 - Allen Bryant Lifecare Rest Home and Hospital Hokitika
 - Granger House & Richard Seddon Hospital Greymouth
 - Dixon House, Greymouth
5. Currently these areas are zoned Commercial (Te Nikau Grey Hospital and Health Centre, Westland Medical Centre, Hokitika Health Centre), Residential (Buller Integrated Health Facility, Karamea Health Centre, Reefton Hospitals, Fox Glacier Health Centre, Lake Brunner Clinic, Allen Bryant Lifecare Rest Home and Hospital), Rural Zone (O'Connor Home) and Tourist Zone (Franz Josef Health Centre).
6. There are also small health centres/GP practices at Ngakawau, Greymouth (Coastal Health and High St Medical Centre), Westport (Coast Health), Haast, Harihari and Whataroa. Staff analysis is that these are so small – and not constrained by their proposed zoning (Commercial/Town Centre or Settlement Zone), that they may not warrant being included in the Hospital Zone.
7. Feedback from the Committee is sought on this.
8. In considering this matter, it is important to recognise that once zoned Hospital Zone, it will require a Plan Change to alter this. If these smaller facilities are not retained for the current purpose, then the use of the site for alternative purposes will be constrained.

DRAFT RULES

9. The draft Rules are contained in Appendix Two.
10. In terms of the base for the rule framework, hospitals are most like commercial activities, so the Commercial Zone rules have been adapted for this zone.
11. As for other Special Purpose Zones, a key element of the rule framework is the Permitted Healthcare and Medical Activities as outlined in the definition below.

Healthcare and Medical Activity means:

- a. medical and psychiatric assessment, diagnosis, treatment, rehabilitation and in-patient care services, including operating theatres;
- b. dispensaries;
- c. outpatient departments and clinics;
- d. medical research and testing facilities, including diagnostic laboratories;
- e. medical training and education;
- f. ambulance facilities;
- g. first aid and other health-related training facilities;
- h. rehabilitation facilities, including gymnasiums and pools;
- i. palliative facilities;
- j. hospice facilities;
- k. residential care services and facilities;
- l. temporary living accommodation
- m. secure facilities;
- n. mortuaries; and
- o. operations and maintenance support services, including laundries, kitchens, cafeterias, refreshment facilities, generators, substation, storage facilities, ancillary offices, ancillary retail, ancillary childcare and ancillary business services and workshops.

12. Key Permitted Activities and Standards included in the draft Rules are outlined in the table below.

Effect Being Managed	Proposed Hospital Zone Permitted Activity Standard
Activities	Healthcare and Medical Activities. Ancillary commercial activities only – maximum 100m ² floor area or 10% of the site Helicopter facilities at the Te Nikau Grey Hospital, Reefton Hospital or Buller Integrated Health Facility sites Community facilities ancillary to the healthcare and medical activities
Height	Maximum 12m above ground level for Te Nikau Grey Hospital, Reefton Hospital and Buller Integrated Health Centre sites, 10m for the other locations.
Screening	Screening requirements for all outdoor rubbish areas
Setbacks	5m for buildings, structures, carparking, outdoor storage and rubbish collection from Residential or Open Space Zone boundaries
Building Length	Maximum 20m where this is within 5m of an adjoining Residential Zone

13. Alongside the Permitted Activity Standards, there are a range of proposed Rules where resource consent would be required for an activity to occur. Key activities are summarised in the table below:

Key Activities Requiring Resource Consent

Effect Being Managed	Summary of draft Hospital Zone Rule
Healthcare and Medical Activities and Community Facilities and Helicopter Facilities not meeting Permitted Standards	Restricted Discretionary Activity

Commercial Activities not ancillary to a Healthcare and Medical Activity	Non-complying Activity
Residential Activities other than temporary living accommodation for hospital staff and visitors	Non-complying Activity
Industrial activities	Non-complying Activity
Any other activity not specified	Discretionary Activity

NEXT STEPS

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

APPENDIX ONE: DRAFT HOSPITAL ZONE OBJECTIVES AND POLICIES

Hospital Zone Objectives	
HOSZ - O1	To ensure the safe and efficient operation, maintenance, upgrading and expansion of the West Coast hospitals, medical centres and aged care facilities.
HOSZ- O2	<p>To recognise the scale, form, nature and use of development at the Te Nikau Grey Hospital, Reefton Hospital and Buller Integrated Health Facility sites.</p> <ol style="list-style-type: none"> 1. Large scale grounds and buildings which accommodate major healthcare activities and ancillary support activities; 2. A range of scales of buildings; and 3. A spacious and open environment.
Hospital Zone Policies	
HOSZ - P1	<p>Allow activities that are compatible with the role, function and predominant character of the Hospital Zone, including:</p> <ol style="list-style-type: none"> a. Major healthcare activities b. Medical and health services c. Helicopter facilities, including helicopter take-off and associated fuelling and service facilities at Te Nikau Grey Hospital, Buller Integrated Health Facility and Reefton Hospital sites; d. Building activities; e. Ancillary retail, café and service facilities; and f. Ancillary community facilities.
HOSZ - P2	<p>Require activities within the Hospital Zone to maintain the residential amenity of adjoining residential sites by:</p> <ol style="list-style-type: none"> a. ensuring structures are of a bulk, height and form that minimises adverse dominance effects on adjoining residential activities; b. achieving adequate separation distances and/or setbacks to minimise adverse daylighting and shading effects; c. managing adverse noise and light overspill within adjoining residential sites; and d. providing screening to minimise adverse visual effects for adjoining residential sites

APPENDIX TWO: DRAFT HOSPITAL ZONE RULES

Permitted Activities	Performance Standards	Activity Status Where Compliance Not Achieved
<p>HOSZ - R1 Healthcare and Medical Activities and Buildings Where:</p> <ol style="list-style-type: none"> 1. any ancillary commercial activity does not exceed 100m² gross floor area or 10% of the site area per commercial activity per site, whichever is the lesser; and 2. Performance standards a to e are met. 	<ol style="list-style-type: none"> a. The maximum height above ground level is <ol style="list-style-type: none"> i. 12 metres at the Te Nikau Grey Hospital, Reefton Hospital and Buller Integrated Health Centre Sites, and ii. 10m at all other locations in the zone; and iii. This does not include: solar water heating components, antennas, aerials, flues, chimneys, satellite dishes (less than 1m in diameter) and architectural features (e.g. finials, spires) that do not exceed the height by more than 1m b. The maximum building length is 20m where this is within 5m of an adjoining Residential Zone c. All outdoor rubbish and collection areas must be fully screened with a fence that is 1.8m in height measured from ground level. d. Any building or structure including car parking areas, outdoor storage and rubbish collection areas must be setback <ol style="list-style-type: none"> i. 5m from any Residential Zone or Open Space Zone; ii. 5m from the road boundary e. No building shall project beyond a building envelope defined by a recession plane as defined in Appendix 6 to commence 2.5m above any site boundary except where neighbour's consent is provided to the Council under Section 87AAB of the Act. This standard does not apply to: <ol style="list-style-type: none"> 1. road boundaries 2. buildings on adjoining sites that have a common wall along the boundary 3. boundaries abutting an access lot or right of way in which case the furthest boundary of the access lot or right of way may be used for assessing compliance with this standard. 4. Antennas, aerials, satellite dishes (less than 1m in diameter), chimneys, flues and architectural features (eg finials, spires) 	<p>Restricted Discretionary</p>

	<p>provided these do not exceed the recession plane by more than 3m vertically</p> <p>5. Solar panels and solar water heaters provided these do not exceed the height in relation to boundary plane by more than 0.5m vertically</p>	
<p>HOSZ - R2 Helicopter facilities, including helicopter pads and associated fuelling and servicing facilities</p> <p>Where:</p> <ol style="list-style-type: none"> 1. These are located at the Te Nikau Grey Hospital, Reefton Hospital or Buller Integrated Health Facility sites only; and 2. All performance standards for Rule HOSZ -R1 are able to be met. 		Restricted Discretionary
<p>HOSZ - R3 Community Facilities</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All performance standards for Rule HOSZ -R1 are able to be met. 	<ol style="list-style-type: none"> a. The community facility is ancillary to and/or supports healthcare and medical activity. 	Restricted Discretionary
<p>Rule HOSZ -R4 Minor Structures</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Performance Standards a to d are able to be met; and 	<ol style="list-style-type: none"> a. Masts, poles, aerials and pou whenua must not exceed 7m in height; b. Any antenna dish must be less than 1m in diameter and not project more than 3.5m above the highest point of any building they are attached to; c. Any ornamental or garden structure must not exceed 2.4 m in height; and 	Restricted Discretionary

<p>2. All performance standards for rule HOSZ-R1 are able to be met.</p>	<p>d. Any other structure must not exceed 10m² and 2m in height.</p>	
<p>HOSZ-R5 Fences, Walls and Retaining Walls Where:</p> <p>1. Performance Standards a and b are able to be met; and 2. All performance standards for rule HOSZ-R1 are able to be met</p>	<p>a. Fences, walls and retaining walls are a maximum 2m height above ground level; and b. The fence, wall or retaining wall is not used for advertising or any other purpose other than a fence, retaining wall or wall.</p>	<p>Restricted Discretionary</p>
<p>HOSZ - R6 Relocated Buildings Where:</p> <p>1. Performance Standards a to c are able to be met; and 2. All performance standards for rule HOSZ-R1 are able to be met.</p>	<p>a. The building was constructed within the 10 years prior to location on the site; and b. is constructed of new materials; and c. is established on foundations complying with the Building Code at the time of relocation</p>	<p>Restricted Discretionary</p>
<p>Restricted Discretionary Activities</p>	<p>Matters of Discretion</p>	<p>Activity Status Where Compliance Not Achieved</p>
<p>HOSZ - R7 Activities and Buildings not meeting the Permitted Activity Standards for Rules HOSZ -R1,-R2, -R3, -R4, -R5 or -R6.</p>	<p>1. Design, size and location of buildings, structures and facilities 2. Screening, planting and landscape measures 3. Shading and privacy impacts on neighbouring properties 4. Any adverse effects on the streetscape 5. Any adverse effects on the amenity of neighbouring properties; 6. The extent to which the infringement is necessary due to the shape or physical features of the site.</p>	<p>N/A</p>

	7. The extent to which any helicopter facilities are ancillary to and necessary for effective Healthcare and Medical Activities in the zone	
Discretionary Activities		
HOSZ - R8 Any Activity that is not a Permitted Activity, a Restricted Discretionary Activity or a Non-complying Activity		
Non-complying Activities		
HOSZ - R9 Commercial Activity not ancillary to a Healthcare and Medical Activity		
HOSZ - R10 Residential Activity other than temporary living accommodation for hospital staff and visitors.		
HOSZ - R11 Industrial Activity		



Project Manager Update

1 March 2021 – 31 March 2021

Prepared By: **Jo Armstrong**
Date Prepared: **31 March 2021**

Accomplishments this Period

- The planning team continue to work on the following topics:
 - Sites of Significance to Maori
 - Maori Purpose Zone
 - Natural Hazards
 - Hazardous Substances and Contaminated Land
 - Activities on the Surface of Water
 - Outstanding Natural Landscapes and Features
 - Airport Zone
 - Subdivisions
 - Mixed use Zone
 - Financial Contributions
- All papers are discussed with, and modified by, the Technical Advisory Team before coming to the Committee.
- Resource Management Reforms were announced on 10 February. The planning team has been analysing what this could mean for TTPP development. An options paper recommending fast tracking development was presented to the Committee on 30 March.
- Final budget development and discussions are dependent on timing decisions for development of TTPP. Options have been discussed with WCRC.
- The planning team met with Ministry for the Environment staff on 4 March to discuss the RMA Reforms. MfE stressed the importance of us continuing our processes to implement National Direction, and they will be working to enable plans at different stages of development to transition smoothly to the Natural and Built Environments Act. They were impressed with how closely the TTPP process already mirrors the proposed new governance model. There is no financial assistance available for plan making under the reforms as yet.
- Information sheets and questionnaires have been developed on Draft Proposals for Housing and Residential Areas and Un-hosted Visitor Accommodation. These are now up on the TTPP website.
- I presented a TTPP update at the WCRC Resource Management Committee Meeting on 9 March.
- Work is ongoing upgrading financial systems at WCRC. The TTPP financial reports will look slightly different, and we are discussing changes to naming protocols for items listed in the

budget. I will bring these to your attention as they happen.

Plans for Next Period

- Policy work on topics mentioned above will continue
- Information sheets and questionnaires on SNAs and Public Access will be developed
- TTPPC meeting at Buller District Council on 5 May – PLEASE NOTE THE CHANGE OF DATE FOR THIS MEETING
- TAT meeting at Buller District Council on 4 May
- The Planning team will run a workshop with the Buller Councillors to discuss specific zoning provisions planned for their district.
- We have also offered to run a similar workshop and field trips to some sites identified for zoning changes with Grey District Councillors.
- We will offer to run similar sessions and field trips for Westland District Council in June.

Key Issues, Risks & Concerns

- RMA reforms have affected the TTPP delivery timeline. The TTPP Committee decided to fast track notification of the Proposed TTPP, shortening the delivery timeline by twelve months. Risks to budget and staff capacity related to this decision are added below.

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
Fast track budget insufficient to meet new timing for Proposed Plan notification by 31 July 2022	Project Manager to report monthly on whether anticipated expenditure for the remainder of the period is on track to be met by the allocated budget	Project Manager TTPP Committee	31 July 2022
Insufficient capacity for council and iwi technical staff to input fully into Draft and Proposed Plans	Planning Team provide outline of needs for technical input. TTPP Steering Group determine best delivery of technical services	Project Manager TTPP Steering Group	30 June 2021

Item	Action/Resolution	Responsible	Completion Date
Unable to meet 31 July 2022 notification date	Keep Committee informed of delays and investigate mitigation options	Project Manager TTPP Steering Group	31 July 2022
Risk of confidential, unverified or draft information being made public, negatively impacting development of TTPP (financially and or time line) along with the outcomes for the West Coast	Ensure Committee members adhere to Standing Orders	Committee Chair	Ongoing

Status

Overall	Fast track budget for 2021/22 is with WCRC. TAT capacity for fast track delivery to be confirmed
Schedule	Work programme revised and achieving on schedule, but capacity of researchers to deliver to earlier timeframe uncertain
Resources	Staff capacity to be confirmed
Scope	Deliver efficient, effective and consistent Te Tai o Poutini Plan

Schedule

Stage	Target Completion	Revised Fast Track 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 www.ttp.westcoast.govt.nz
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

Stage	Target Completion	Revised Fast Track Completion	Comments
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 TTPP Roadshow	30 –Sep-20	30-Sep-20	Postponed due to COVID-19
Potential Committee Field Trip	30 –Sep-20	April – June 21	To look at specific zoning matters in each district
Workshop with agricultural interests re biodiversity provisions	30-Oct-20	28 October 2020	
Commence contact with landowners re SNA assessment, landowner meetings	30-Oct-20	30 June 2021	This will be to seek permission to do field assessments.
Commence field work for SNA assessments	30- Nov-20	30 August 2021	
Zoning changes proposed	31-Dec-21	30 September 2021	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	30 September 2021	Targeted consultation with stakeholders on draft provisions with the aim of addressing concerns at this more informal stage
Iwi review of draft Te Tai o Poutini Plan	30-July-22	20 November 2021	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	16 December 2021	A draft Plan will not have legal status, but will show all the cumulative decisions of the Committee
Targeted Consultation on “Draft” Te Tai o Poutini Plan	Oct-22	31 March 2022	Targeted consultation – industry and interest groups, specifically affected landowners. Draft Plan also available for wider community feedback. Note that while we will be seeking feedback on the “Draft” Plan, SNA field assessments and possibly some natural hazards work will still be being undertaken and would feed into the final “Proposed Plan”, not this pre-notification draft.
Amendment of “Draft” Plan to “Proposed Plan” provisions	31-Nov-22	30 June 2022	Feedback to Committee on results of consultation, outcomes of SNA field assessments, any legal opinions on contentious provisions and decisions on final provisions
Notify Te Tai o Poutini Plan	30-Aug-23	31 July 2022	This will be the “Proposed” Plan
Submissions Te Tai o Poutini Plan	30-Oct-23	30 September 2022	40 working days for submissions is the legal requirement
Local Body Elections	30-May-22	October 2022	
Further Submissions	30–Feb-24	30 November 2022	Submissions must be summarised and published and then there is a 20 working day period for further submissions [this part of the process may no longer be required depending on RMA reform progress]
Hearings Te Tai o Poutini Plan	31-August-24	28 April 2023	Indicative time only
Decisions Te Tai o Poutini Plan	30-Sep-24	31 October 2023	Indicative time only
Appeal Period	30-June-25	30 November 2023	Indicative time only. Any parts of the Plan not appealed are completely operative from the end of the Appeal Period.
Ongoing Decision Making for TTPP	November 2025 onward	November 2023 onward	TTPPC is a permanent Committee. Once they have adopted the Plan their ongoing role

Stage	Target Completion	Revised Fast Track Completion	Comments
			includes monitoring implementation and the need for any amendments; and undertaking amendments and reviews, or ensuring these are undertaken, as required.
Appeals and Mediation Te Tai o Poutini Plan	Oct-25	April 2024	Indicative time only.
Environment or High Court [Fast Track Process]	2026	2024-2025	Indicative time only.



Te Tai o Poutini PLAN

A combined district plan for the West Coast