



Te Tai o Poutini PLAN

A combined district plan for the West Coast

Prepared for: Te Tai o Poutini Plan Committee

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Date: Friday 19th September 2025

Subject: Follow up information on matters raised in the meeting on 18th September

SUMMARY

This report provides some of the information requested by the Committee in relation to Hearing Panel Recommendations in relation to:

- Transport Chapter – High Trip Generating Activities
- Outstanding Natural Landscapes – Number of private properties affected
- Natural Character and the Margins of Waterbodies - changes in bridge width allowances
- Activities on the Surface of Water - Whitebait Stands in the Arahura and Makaawhio Rivers
- Noise – implications of the changes in Noise Limits

RECOMMENDATIONS

1. That the information is received.
2. That the contents of this report are noted.

INTRODUCTION

1. The Independent Hearing Panel has heard submissions and provided Recommendations Report to the Committee in relation to Te Tai o Poutini Plan (TTPP), Variation 1 and Variation 2. These reports are comprehensive and include a summary of the information provided by the submitters, the responses of the s42A reporting officer, the rationale of the panel in relation to these matters and their recommendations on the submissions and changes to the TTPP.
2. The Committee met on 18th September to start working through the recommendations reports. At that meeting a number of issues were identified where more information or detail was sought to be brought back to the Committee to help them understand the implications of the recommendations. This report provides that information in relation to the following matters:
 - Transport Chapter – High Trip Generating Activities
 - Outstanding Natural Landscapes – Number of private properties affected
 - Natural Character and the Margins of Waterbodies - changes in bridge width allowances
 - Activities on the Surface of Water - Whitebait Stands in the Arahura and Makaawhio Rivers
 - Noise – implications of the changes in Noise Limits
 - Light – implications of changes to the Light Limits, how the 15km rule works

TRANSPORT CHAPTER – HIGH TRIP GENERATING ACTIVITIES

Proposed Plan Approach

3. The proposed (notified) TTPP puts in place a framework whereby High Trip Generating Activities require a restricted discretionary activity resource consent under Rule TRN – R12. High Trip Generating Activities are identified in the Transport Standards Table TRN 6 as follows:

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	>30 heavy vehicle movements per day
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

4. Alongside the requirements of Rule TRN – R12, there is a transport standard TRN – S14 High Trip Generating Activities Transport Assessment requirements, that sets out what information is required to be provided within the resource consent application for the activity as follows:

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.

Hearing Panel Recommendations

5. The Hearing Panel recommend that a different approach is taken for High Trip Generating Activities as follows:
 - Replacing the Table TRN -6 High Trip Generating Activities with TRN – Table 7 below. This changes the basis of an activity being classified as high trip generating from being about what type and scale of activity it is to one specifically about the number of vehicle movements (expressed as equivalent car movements) that will be generated:

Equivalent Car Movements* per day	Access is to a road classified as:			
	Local	Collector	Arterial	State Highway
0-100	N/A	N/A	N/A	N/A
101-200	N/A	Basic	Basic	Full
210-400	Basic	Basic	Full	Full
>400	Full	Full	Full	Full

*Equivalent Car Movements (a movement is one car out or into a site)

- 1 equivalent car movement (ecm) = 1 car/light vehicle movement
- 3 ecm = 1 heavy commercial vehicle movement (1 truck)
- 5 ecm = 1 combination heavy commercial vehicle movement (1 articulated truck or truck and trailer)

- Creating 2 types of traffic assessments – a basic traffic assessment and a full traffic assessment. Different scales of High Trip Generating Activities require a different level of assessment as outlined in TRN – Table 7.

1. Basic Traffic Assessment

- a. 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 (including considering the network classification of the frontage road).

- b. Whether the design and layout of the proposed activity promotes opportunities for travel other than by private cars, including by providing safe and convenient access for travel using more active modes.
 - c. Whether the traffic impact assessment has been prepared by a suitably qualified and experienced transport specialist.
 - d. Need for a traffic impact assessment - Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring a traffic impact assessment, in a manner set out in this rule, is unnecessary.
2. Full Integrated Traffic Assessment
- a. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and serving deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).
 - b. Whether the design and layout of the proposed activity promotes opportunities for travel other than by private cars, including by providing safe and convenient access for travel using more active modes.
 - c. Having particular regard to the level of additional traffic generated by the activity while taking into account any particular effects from heavy vehicles 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.
 - d. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250 hvm/d.
 - e. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.
 - f. Need for an ITA - Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.
- Addition of a Permitted Activity Rule TRN – R6 which specifically provides for Trip Generation Activities provided the High Trip Generating Activities Thresholds meet the thresholds in new table TRN Table 7.
 - Amending Rule TRN R12 (now TRN – R13) so that functions as an escalation rule for when the Permitted Activity is not met.

Comparison between the Notified Plan and Recommendations

- 6. The notified Plan and the Recommendations from the Hearings Panel take different approaches to the management of high trip generating activities.
- 7. In the notified Plan there is broad categorisation of types of activities and these are automatically identified as high trip generating regardless of where they are located or whether they will actually generate a large number of trips. For example all mining and quarrying with greater than 30 heavy vehicle movements per day is regarded as high trip generating, regardless of location and all residential development of more than 20 units is regarded as high trip generating.
- 8. The Hearing Panel Recommendations take an approach based on the actual number of vehicle movements – regardless of the activity generating them, and the type of road the vehicles are entering. The thresholds are higher for an activity where traffic is generated on an Arterial Road or State Highway than a local road or collector. This requires an understanding by the activity operator and Council staff of the likely trip generation of their activity, but the outcome is that there are fewer activities that are likely to be caught by the rule.

OUTSTANDING NATURAL LANDSCAPES – WHAT NUMBER OF PRIVATE PROPERTIES ARE AFFECTED?

9. Analysis for the s32 report for the proposed Plan was undertaken. This identifies that there was 37,000 hectares of private land that are within Outstanding Natural Landscapes. Almost all of this land has indigenous vegetation on it and where this is located on private land, this is contiguous with public conservation land. No calculation on the number of affected landowners was made.

NATURAL CHARACTER AND THE MARGINS OF WATERBODIES – WHAT ARE THE CHANGES IN BRIDGE WIDTH ALLOWANCES?

10. The proposed Plan has an allowance of 3m width for a river crossing as a permitted activity (Rule NC – R1 1.h.) No amendment to that is recommended by the Hearings Panel.

ACTIVITIES ON THE SURFACE OF WATER -WHAT ARE THE IMPACTS OF THE RECOMMENDATIONS IN RELATION TO WHITEBAIT STANDS IN THE ARAHURA AND MAKAAWHIO RIVERS?

11. The proposed Plan had no specific rules in relation to whitebait stands on the Arahura and Makaawhio Rivers.
12. The commissioners make the following recommendations in relation to Permitted Activities and whitebait stands in rule ASW – R4 (Installation of Structures on the Surface of Natural Waterbodies)
 - That these must be temporary
 - That they must be removed within two weeks of the end of the whitebait season
 - Addition of an Advice Note that states the rule does not apply to whitebaiting activities (as opposed to the stands themselves)
13. Other recommendations to Rule ASW – R4 is the removal of the requirement for structures installed by Poutini Ngāi Tahu identified in an Iwi/Papatipu Rūnanga Management Plan for the Arahura River or Makaawhio River to also have written approval from the relevant rūnanga.
14. Rule ASW – R6 (Restricted Discretionary Activity) regulates commercial activities on the surface of waters – this requires that any commercial activity on the Makaawhio River or Arahura River is in accordance with an Iwi – Papatipu Rūnanga Management Plan.
15. Based on this I consider it likely that commercial whitebaiting (as a commercial activity) on the Makaawhio River or Arahura River is regulated by the proposed Plan as a Restricted Discretionary Activity – or a Discretionary Activity if this is not in accordance with an Iwi-Papatipu Rūnanga Management Plan – and that this is not recommended to be altered.

NOISE – WHAT ARE THE IMPLICATIONS OF THE RECOMMENDED CHANGES IN TO NOISE LIMITS?

16. The following table compares the notified Plan noise limits and those recommended in the hearing panel recommendations report (areas where recommended amendment is more stringent highlighted in blue – where they are less stringent highlighted in yellow, no highlighting means the standard is the same).
17. The main effect of these changes are:
 - Longer period of “day time” hours to 10pm affecting residential areas (generally less stringent)
 - Expectation of quieter weekends and public holidays in all zones (more stringent)
 - Higher noise limits in the Sports and Recreation Zone, Stadium Zone, all Commercial and Mixed Use Zones and the General Industrial Zone.
 - No change in noise limits in the Mineral Extraction and Buller Coalfield Zone
 - Noise limits specified in the Plan rather than relying on an external standard for the Port Zone
 - Noise limits applied to all the airports in the Airport Zone (only Hokitika was included in the notified Plan)
 - Measurement at the site boundary rather than notional boundary is probably more stringent

Zone	Notified Plan			Recommended Amendment		
	Daytime Mon-Fri	Sat, Sunday, Public Holidays	Nighttime	Daytime (Mon – Fri 7am – 10pm)	Sat, Sunday, Public Holidays 7am – 10pm	Nighttime 10pm – 7am
RESZ – Residential Zones, SETZ Settlement Zone, NOSZ – Natural Open Space Zone	7am- 7pm 55dB LAeq (15 min)	8am – 5pm 55dB LAeq (15 min)	7pm – 7am weekday 5pm – 7am weekend 45 dB LAeq (15 min) 70 dB LAFmax	55dB LAeq	50 dB LAeq	45 dB LAeq 70 dB LAFmax
Scenic Visitor Zone	Omitted in error			55dB LAeq	50 dB LAeq	45 dB LAeq 70 dB LAFmax
GRUZ – General Rural Zone RLZ – Rural Lifestyle Zone	7am- 10pm 55dB LAeq (15 min) Measurement Point – Notional Boundary of any Sensitive Activity	8am – 8pm 55dB LAeq (15 min)	10pm – 7am weekdays 8pm – 8am weekends and public holidays 45dB LAeq (15 min) 10am – 7am all days 75dB LAFmax	55dB LAeq Measurement Point – site boundary AND Notional Boundary of any site	50 dB LAeq	45 dB LAeq 70 dB LAFmax
MPZ – Māori	7am- 10pm	8am – 8pm	10pm – 7am weekdays	55dB LAeq	50 dB LAeq	45 dB LAeq

Purpose Zone FUZ – Future Urban Zone	55dB LAeq (15 min) Measurement Point – Notional Boundary of any Sensitive Activity	55dB LAeq (15 min)	8pm – 8am weekends and public holidays 45dB LAeq (15 min) 10am – 7am all days 75dB LAFmax	Measurement Point – site boundary		70 dB LAFmax
SARZ – Sport and Recreation Zone	7am- 10pm 55dB LAeq (15 min) Measurement Point – Notional Boundary of any Sensitive Activity	8am – 8pm 55dB LAeq (15 min)	10pm – 7am weekdays 8pm – 8am weekends and public holidays 45dB LAeq (15 min) 10am – 7am all days 75dB LAFmax	60dB LAeq Measurement Point – site boundary	55 dB LAeq	45 dB LAeq 75 dB LAFmax
OSZ – Open Space Zone	7am- 10pm 55dB LAeq (15 min) Measurement Point – Notional Boundary of any Sensitive Activity	8am – 8pm 55dB LAeq (15 min)	10pm – 7am weekdays 8pm – 8am weekends and public holidays 45dB LAeq (15 min) 10am – 7am all days 75dB LAFmax	55dB LAeq Measurement Point – site boundary	50 dB LAeq	45 dB LAeq 70 dB LAFmax
CMUZ – Commercial	Measurement Point – Notional	7am – 10pm 55dB LAeq (15 min)	11pm-6am Mon-Fri,	60dB LAeq	55 dB LAeq	45 dB LAeq 75 dB LAFmax

and Mixed Use Zones	Boundary of any Sensitive Activity 6am – 11pm 55dBLAeq (15 min)		10pm – 7am weekends and public holidays 45dB LAeq (15 min) 11pm – 6am all days 75dB LAFmax	Measurement Point – site boundary		
HOSZ – Hospital Zone	Measurement Point – Notional Boundary of any Sensitive Activity 6am – 11pm 55dBLAeq (15 min)	7am – 10pm 55dB LAeq (15 min)	11pm-6am Mon-Fri, 10pm – 7am weekends and public holidays 45dB LAeq (15 min) 11pm – 6am all days 75dB LAFmax	55dB LAeq Measurement Point – site boundary	50 dB LAeq	45 dB LAeq 70 dB LAFmax
STADZ – Stadiu Zone	Measurement Point – Notional Boundary of any Sensitive Activity 6am – 11pm 55dBLAeq (15 min)	7am – 10pm 55dB LAeq (15 min)	11pm-6am Mon-Fri, 10pm – 7am weekends and public holidays 45dB LAeq (15 min) 11pm – 6am all days 75dB LAFmax	60dB LAeq Measurement Point – site boundary	55 dB LAeq	45 dB LAeq 75 dB LAFmax
SETZ – PREC 2 – Settlement Zone Settlement	Measurement Point – Notional Boundary of any Sensitive Activity	7am – 10pm 55dB LAeq (15 min)	11pm-6am Mon-Fri, 10pm – 7am weekends and public holidays 45dB LAeq (15 min)	55dB LAeq Measurement Point – site boundary	50 dB LAeq	45 dB LAeq 70 dB LAFmax

Centre Precinct	6am – 11pm 55dB LAeq (15 min)		11pm – 6am all days 75dB LA Fmax			
LIZ – Light Industrial Zone	Measurement Point – Notional Boundary of any Sensitive Activity 7am – 10pm 60dB LAeq (15 min)	7am – 10pm 60dB LAeq (15 min)	10pm – 7am 45dB LAeq (15 min) 75dB LA Fmax	60dB LAeq Measurement Point – site boundary	55 dB LAeq	45 dB LAeq 75 dB LA Fmax
GIZ – General Industrial Zone,	Measurement Point – Notional Boundary of any Sensitive Activity 7am – 10pm 60dB LAeq (15 min)	7am – 10pm 60dB LAeq (15 min)	10pm – 7am 45dB LAeq (15 min) 75dB LA Fmax	65dB LAeq Measurement Point – site boundary	65dB LAeq	65dB LAeq No LA Fmax
PORTZ – Port Zone	as outlined in NZS 6809: 1999 Acoustics Port Noise Management and Land Use Planning			60dB LAeq Measurement Point – site boundary	55 dB LAeq	45 dB LAeq 75 dB LA Fmax
AIRPZ – Airport Zone	1. The maximum noise generated from aircraft operations at Hokitika Airport over any 90 continuous days shall not exceed: a. 55 dB L _{dn} at or beyond the noise contour boundary shown on the planning maps; and			1. The maximum noise generated from aircraft operations at Hokitika and Westport Airports, Haast Airfield and Greymouth and Karamea Aerodrome over any 90 continuous days shall not exceed:		

	<p>2. The maximum noise generated from helicopter operations at Franz Josef Heliport over any 7 continuous days, shall not exceed:</p> <p>a. 50 dB L_{dn} at or beyond the noise contour boundary shown on the planning maps</p>		<p>a. 55 dB L_{tdn} at or beyond the noise contour boundary shown on the planning maps; and</p> <p>2. The maximum noise generated from helicopter operations at Franz Josef Heliport over any 7seven continuous days, shall not exceed:</p> <p>(a) 50 dB L_{tdn} at or beyond the noise contour boundary shown on the planning maps;</p>			
BCZ – Buller Coalfield Zone MINZ – Mineral Extraction Zone	<p>Measurement Point – Notional Boundary of any Sensitive Activity</p> <p>7am – 10pm</p> <p>55dB L_{Aeq} (15 min)</p>	<p>7am – 10pm</p> <p>55dB L_{Aeq} (15 min)</p>	<p>10pm – 7am</p> <p>45dB L_{Aeq} (15 min)</p> <p>75dB L_{AFmax}</p>	<p>Measurement Point – Notional Boundary of any Sensitive Activity</p> <p>55dB L_{Aeq}</p>	<p>55dB L_{Aeq}</p>	<p>45dB L_{Aeq}</p> <p>75dB L_{AFmax}</p>