

LAND OWNERSHIP - SOUTHERN EXTENT
SCALE: NTS

RECREATIONAL AND TOURISM CONTEXT

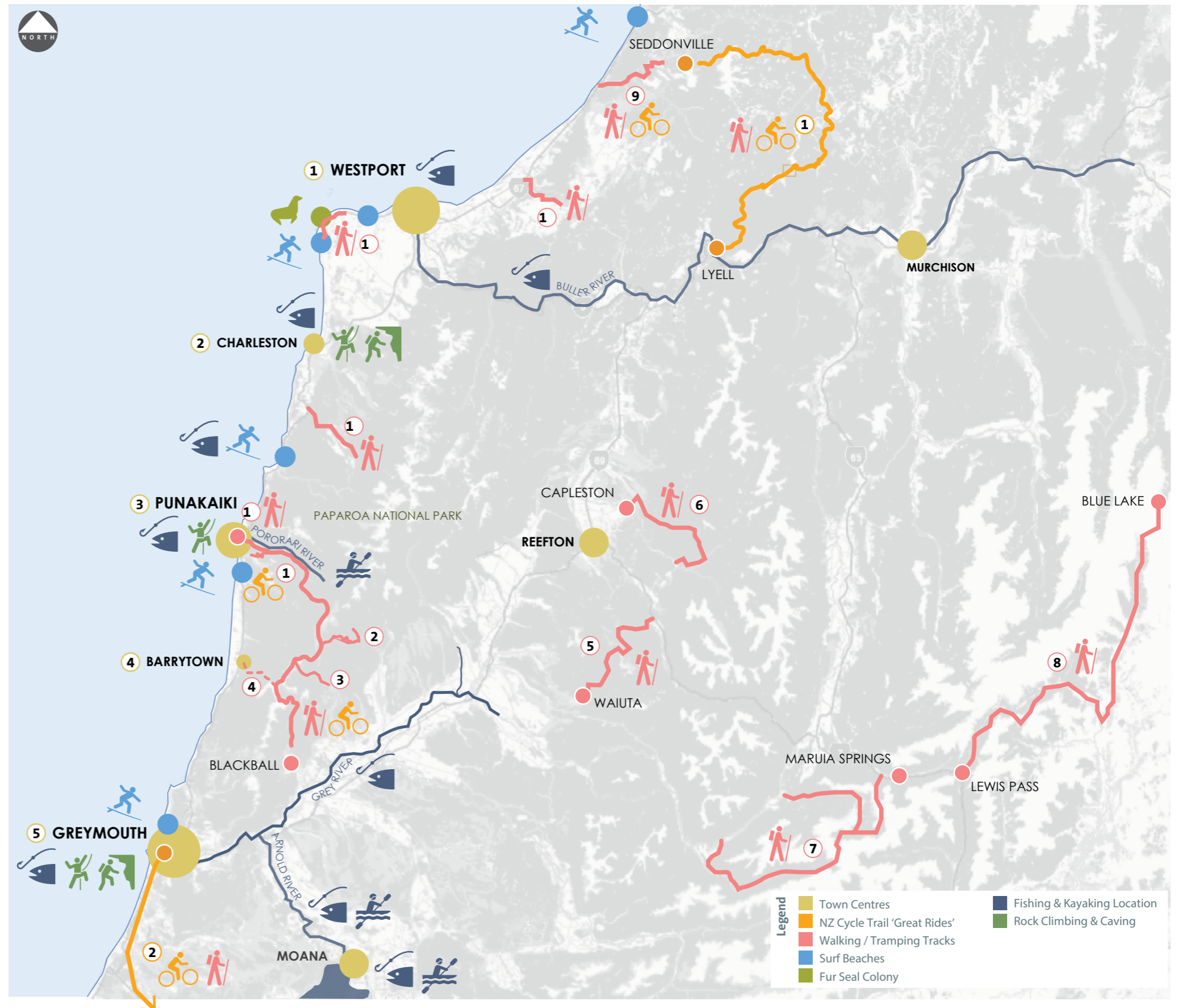
The Buller District hosts a number of attractions and activities that draws a variety of people to the Punakaiki area. In recent years it has seen a significant growth in tourists and this has put considerable pressure on existing infrastructure capacity strained during peak times of the year. The current development of the new Paparoa Track (Great Walk) in the Paparoa National Park is expected to add to this pressure in the next few years.

RECREATIONAL ACTIVITIES

- ① Old Ghost Road - 85km
- ② West Coast Wilderness Trail (Greymouth to Ross) - 120km
- ① Paparoa Track - 55km (opening 2019)
- ② Pike29 Memorial Track - 10.8km one way (opening 2019)
- ③ Moonlight Pack Track - 6.5km one way
- ④ Croesus Track (Smoke-ho car park to Barrytown) - 18km
- ⑤ Waiuta to Inangahua Swingbridge (via Big River) - 21km
- ⑥ Kirwans Track and Waitahu Valley - 40km loop
- ⑦ Rough Creek to Lake Christabel Tracks - varying distances
- ⑧ Lewis Pass to Blue Lake Route (via Waiiau Pass) - 52.5km
- ⑨ Charming Creek Walkway - 9.5km one way
- ⑩ Denniston Walking Tracks - 1.1km to 4.2km
- ⑪ Cape Foulwind Walkway - 3.4km one way
- ⑫ Tiropahi Track - 13.8km return
- ⑬ Truman Track - 700m one way

TOURISM ACTIVITIES

- ① **Westport:**
 - Tauranga Bay Fur Seal Colony
 - Jetboating on the Buller River
- ② **Charleston:**
 - Te Ananui Cave System / Glowworm Caves - Adventure Caving, Rafting, Rock Climbing
 - Nile River Rainforest Train
- ③ **Punakaiki:**
 - Pancake Rocks & Blowholes
 - Rock Climbing - Dolomite Point, Bullock Creek, Punakaiki Valley
 - Punakaiki Valley Horse Treks
 - Canoe hire, fishing
- ④ **Barrytown:**
 - Knifemaking & Bone Carving
- ⑤ **Greymouth:**
 - Taniwha Blackwater - Zipline, Rafting, Glowworms
 - Shantytown - 10km south of Greymouth



REGIONAL RECREATIONAL & TOURISM ACTIVITIES
SCALE: NTS

STRATEGIC PLANNING CONTEXT

A high-level summary of the strategic planning context of relevance to the Punakaiki Community Master Plan process is attached at Appendix 1. These documents provide direction and guidance around what is anticipated to occur (or not occur) in the Punakaiki area from a statutory perspective. It focuses particularly on aspects of tourism, residential and business opportunities and constraints in relation to development, zoning and other statutory requirements. The direction and guidance from these documents will inform options for future change and development in and around Punakaiki.

In the operative and proposed Regional Coastal Plans there are several management areas identified in the Punakaiki area, with hazard, cultural, recreation, biodiversity and landscape values. These areas are identified to manage adverse effects of activities in the Coastal Marine Area (CMA) on the values. The effects of any master plan activities in the CMA on the identified values would be assessed where any resource consents are required. The submission period for the proposed Regional Coastal Plan has closed, and hearings are likely to be held in 2019.

The New Zealand Coastal Policy Statement 2010 (NZCPS) has Policies which must be given effect to in regional and district plans. These include, for example, to avoid adverse effects on significant indigenous biodiversity and outstanding natural landscapes/features and natural character. The NZCPS also recognises the importance of appropriate development to the social, economic and cultural wellbeing of people and communities, as well as providing for the reasonably foreseeable needs of population growth. While the protective Policies give a strong direction, consent decision-makers will be aware that there is existing development already in the area.

The operative Regional Land and Water Plan (L&WP) has objectives, policies and rules for earthworks, vegetation clearance, discharges to land and water, and water takes landward of the Coastal Marine Area. The effects of any master plan activities in the 'coastal environment' (the area landward of the CMA that is influenced by coastal processes) on, for example, hazard, cultural, recreation, biodiversity and landscapes values would also be assessed where any resource consents are required. The L&WP will be reviewed in the next 3-4 years to make changes to give effect to the National Policy Statement for Freshwater Management (NPSFM). WCRC has commenced implementing the NPSFM by identifying six Freshwater Management Units (FMU's) in the Region, including the Paparaoa FMU. In 2021 the Council will consider what work is needed to manage freshwater resources in the Paparaoa

FMU, and whether any changes specific to this FMU need to be made to the L&WP.

The area is within the takiwā of Te Rūnanga o Ngāti Waewae and there is currently no operative iwi management plan that applies to the area. There is however a range of guidance available on iwi interests and issues including through the development of the Tai Poutini Maori Tourism Strategy and the Ngai Tahu Freshwater Policy. Particular regard to iwi values should be recognised throughout the Punakaiki Master Plan process.

In relation to District planning, the project area falls within two districts, with most of the area in Buller District, but some in the Grey District. Thus there are two district plans that apply to development in the area. The Punakaiki area currently has a number of relevant zones under the Buller District Plan, as shown in planning map exert:



Figure 1: Application Zones (Planning Maps - Buller District Plan)

- Paparaoa Character Area (purple) for the land to the west of the State Highway on Dolomite Point;
- Scenically Sensitive Commercial Zone (orange) for the sites to the east of the State Highway and south of Dolomite Point (both sides of the road);
- Scenically Sensitive Residential Zone (pink) for the land to the north;
- Rural (yellow) for the coastal and waterway areas and the road corridors;
- Natural Environment Character Area (green) for the wider surrounding land.

A number of restrictions apply to buildings, earthworks and vegetation clearance under the various zoning provisions.

The Grey District Plan applies to the land south of the Punakaiki River (see planning map exert). The majority of the land south of the river is zoned Rural Environment, with the exception of a small existing cluster of residences located immediately south of the river off SH6, which are zoned Residential Environment.



Figure 2: Zoning pattern (Planning Maps) Grey District Council Plan.

The plan identifies the location of a number of archaeological sites along the coast.

The Rural Environment zone applies to the majority of the District, and captures significant areas of indigenous and exotic forest, farmland, mineral extraction, lakes, and river, and related industries and infrastructure. The zone has a focus on enabling people and communities to carry out a wide range of activities, while ensuring the resource base is sustainable for future generations, and rural character and the life

supporting capacity and function of ecosystems is maintained. A wide range of activities are permitted in the zone, subject to compliance with performance standards which limit the scale, intensity, and character of activities in line with the zone objectives and policies.

The Residential Environment zone has a focus on enabling a diversity of living environments, retaining the amenities and character of residential areas, and enables a range of non-residential activities where adverse effects are avoided, remedied, and mitigated. As for the Rural Environment, the Residential Environment also enables a wide range of activities, subject to compliance with performance standards limiting the scale, intensity, and character of activities.

Given the above District Plan context, it is likely that a number of resource consents will be required as the part of the implementation of the Master Plan over time (eg extension to the sea-wall, any new water takes/supplies other than rainwater or individual domestic takes, new toilet blocks if they discharge to land, earthworks within 50m of Mean High Water Springs, etc).

SITE ISSUES AND CHALLENGES





SITE ISSUES AND CHALLENGES




ENVIRONMENTAL

-  Highly active coastal processes.
-  Storm and high tide waves regularly over-topping beaches.
-  Dramatic topographic setting - cliff faces.
-  General longshore transport of sediments (NIWA).
-  As popularity of the Truman Track increases, possible degradation of the natural environment is at risk.
-  Blue Shag colony at Perpendicular Point - can be observed from Irimahuwhero Lookout.






COMMUNITY + GROWTH

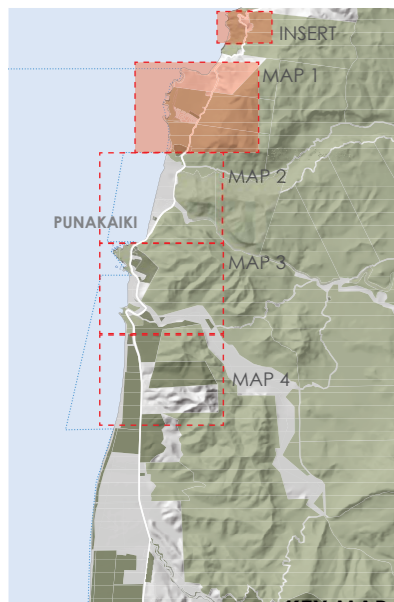
-  Carparks at Truman Track and Irimahuwhero Point Lookout reach full capacity quickly in peak season forcing visitors to pull over unsafely on SH6 and at times park dangerously.
-  Hartmount Place residential area is bounded on the north, west and south by National Park/ Conservation land and to the east by State Highway 6.
-  The Truman Track entry is an occasional freedom camping spot - putting pressure on parking availability.
-  Coghlan's Lookout is also a popular freedom camping spot.

INFRASTRUCTURE + SERVICES

-  Current services within the Hartmount settlement, such as water, wastewater, telecommunications & energy are under-developed with insufficient capacity to meet demand and growth.
-  Waste water treatment at Hartmount Place is by dated systems, such as individual septic tanks and ground soak-age, making it difficult for accommodation and public facilities to deal with peak loads.
-  According to the NZTA State Highway Resilience mapping, the section of SH6 at the southern end of Irimahuwhero Bay has a maximum 'catastrophic' rating for both storm and earthquake disruption.

ACCESSIBILITY & EXPERIENCE






-  Travelling southbound from Westport the Te Miko place is demarcated by the landform known as Perpendicular Point.
-  Pedestrian & cycle movement is currently taking place along SH6 which puts the user in a vulnerable position. Safe linkages between the settlements and attractions are currently lacking for walkers & cyclists.
-  Parking for the Irimahuwhero Point lookout is on the southern side of SH6 on a bend, while the access point to the lookout is on the north. Pedestrians must cross SH6 in a 100km zone.
-  Parking for Truman Track is on the east side of SH6 while access to the track is on the west. As for the Irimahuwhero Lookout, pedestrians must also cross SH6 to in a 100km zone to access the track with limited visibility.
-  Tourist accommodation is available in the Hartmount Place settlement, but it is 2.5km from the main Punakaiki Village.





MASTER PLAN AREA MAP 1 - ISSUES & CHALLENGES
SCALE: 1:6,000 @A3



SITE ISSUES AND CHALLENGES

ENVIRONMENTAL

-  Highly active coastal processes.
-  Storm and high tide waves regularly over-topping beaches.
-  Dramatic topographic setting - cliff faces.
-  Low lying coastal areas potentially prone to flooding.
-  General longshore transport of sediments (NIWA).
-  1 High risk rockfall hazard zone - Punakaiki Village residences within this area are particularly vulnerable.
-  2 The Beach Camp is located on low-lying ground adjacent to the beach making the site vulnerable to flooding and coastal erosion. Peak visitor numbers places high demand on the site and it's services.

COMMUNITY + GROWTH





-  P Carpark at the Pororari River Track reaches full capacity quickly in peak season forcing visitors to pull over unsafely on SH6 and park dangerously.
-  1 Pororari River Track car park is a hot spot for freedom campers, adding to the pressures of availability in peak season. Currently there is limited enforcement / management of the issue.

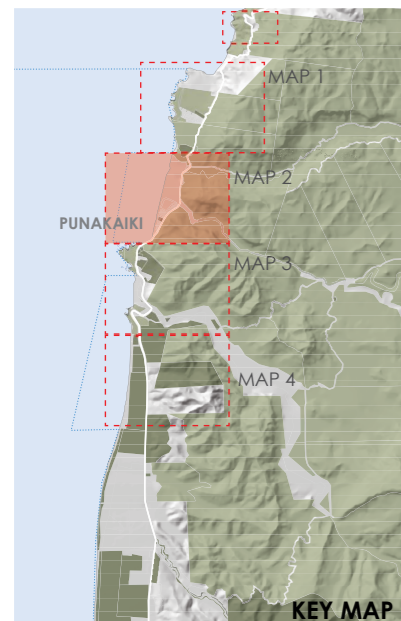
-  2 Recreational driving is occurring on the sand spit, potentially damaging the breeding ground of Banded dotterels (tuturiwhatu) and Variable oystercatcher (torea pango), as well as the nursery school / occasional nesting site for the White-fronted terns (tara).
-  3 Due to the proximity of Punakaiki Village to the coastal edge, residences are extremely vulnerable to the effects of coastal erosion and sea level rise and face the threats of a retreating beach adjacent to their land.

INFRASTRUCTURE + SERVICES

-  1 Current services within Punakaiki Village (and Hartmount Place), such as water, wastewater, telecommunications & energy are under-developed with insufficient capacity to meet demand and growth.
-  2 Areas of State Highway 6 are highly vulnerable to coastal processes and sea level rise - in particular the section of SH6 from Punakaiki Village to Dolomite Point, has a maximum 'catastrophic' rating for both storm and earthquake disruption (as determined by the NZTA State Highway Resilience categorisation). The road is currently down to one lane but will be rectified by rock filling on the seaward side.

ACCESSIBILITY & EXPERIENCE

-  1 There is currently no 'gateway' experience from the north or the south contributing to a lack of sense of arrival to Punakaiki.
-  2 Vehicular thoroughfare is in constant proximity to both visitor and community amenities due to the location of SH6 and the ribbon nature of development.
-  3 Pedestrian access from Punakaiki village to Dolomite Point is via a narrow footpath directly aligning with SH6, with no separation due to the adjacent cliff faces.
-  4 Due to topography, the village is separated from the Dolomite Point area (linear structure to the town) causing a lack of cohesion and a series of community hearts.



PUNAKAIKI MARINE RESERVE



SITE ISSUES AND CHALLENGES

ENVIRONMENTAL

- Highly active coastal processes.
- Storm and high tide waves regularly over-topping beaches.
- Dramatic topographic setting - cliff faces.
- Low lying coastal areas being old river lagoons prone to flooding.
- General longshore transport of sediments (NIWA).
- Paparoa National Park (Breeding population of Westland Petrel/taiko).
- Restricted air space to protect and preserve Westland Petrel (taiko) flight paths between sea and the colony.

- ① Erosion of the Pancake Rocks at Dolomite Point will continue to morph the existing features of caves, blow-holes and arches.
- ② The sinkhole/ doline depression mining through Dolomite are a unique landscape feature. The wetland feature should be maintained and enhanced.

COMMUNITY + GROWTH

- Carpark at Dolomite Point reaches full capacity quickly in peak season forcing visitors to pull over unsafely on SH6 and park dangerously.
- ① The Visitors Centre and cafe are facing issues such as seasonal worker availability, access to potable water and difficulty coping with peak season visitor numbers. The existing facilities are out dated.

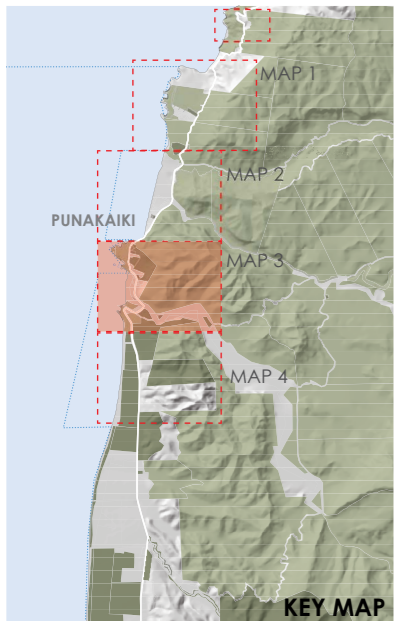
- ② Freedom camping at the Punakaiki River is popular though not well received by the community and not currently monitored by the GDC.
- ③ The existing sewerage treatment facility is in the middle of potential development area at Dolomite.
- ④ Native west coast bush surrounds the Dolomite area.
- ⑤ There is limited flat land for potential future development and given the natural beauty of the site, any future development will need to be managed carefully.

INFRASTRUCTURE + SERVICES

- ① Coastal erosion has already caused damage to SH6 along a stretch that sits close to the coastal edge. Options for realigning the road are constrained to the west by the sea and to the east by a steep cliff face.
- ② Areas of State Highway 6 are highly vulnerable to coastal processes and sea level rise - in particular the section of SH6 from Punakaiki Village to Dolomite Point, has a maximum 'catastrophic' rating for both storm and earthquake disruption (as determined by the NZTA State Highway Resilience categorisation).
- ③ DOC provides local toilet facilities and operates key infrastructure at Dolomite Point.
- ④ Current services within settlements of this area, such as water, wastewater, telecommunications & energy are under-developed with insufficient capacity to meet demand & growth.

ACCESSIBILITY & EXPERIENCE

- ① There is currently no 'gateway' experience from the north or the south contributing to a lack of community 'heart' and sense of arrival.
- ② Access to Dolomite Point walk from the Visitors Centre crosses SH6, traffic management through this area is a consideration as visitor numbers to the area increase.
- ③ The Dolomite Point area sits above the Village, isolated from the wider community.
- ④ Visibility is poor when approaching Dolomite Point creating some safety concerns at corners.
- ⑤ No advance signage for Dolomite carparks and carpark areas. They are not suitable for large campervans. Limited cycle parking facilities are provided.




SITE ISSUES AND CHALLENGES

ENVIRONMENTAL

-  Highly active coastal processes.
-  Storm and high tide waves regularly over-topping beaches.
-  Dramatic topographic setting - cliff faces at the northern end.
-  Longshore transport of sediments.
-  Paparoa National Park (Breeding population of Westland petrel/taiko).
-  Restricted air space to protect and preserve Westland Petrel (taiko) flight paths between sea and the colony.
-  Long term erosion is the main hazard affecting Pakiroa Beach. Erosion is predominantly caused by wave driven longshore drift of material from south to north. Erosion rates are highest along the southern end of the beach with some accretion at the northern end (NIWA). Accelerating with sea level rise.

COMMUNITY + GROWTH

-  Freedom camping at the end of McMillians Road is popular though not well received by the community and not currently monitored by the GDC.
- The area of land to the south of Punakiaki/ Dolomite to the Conservation Volunteer Base, although low lying and vulnerable to sea level rise, is flat and less prone to topographical/ cliff face and rock fall challenges.

INFRASTRUCTURE + SERVICES

Current services within settlements of this area, such as water, wastewater, telecommunications & energy are under-developed with insufficient capacity to meet demand and growth.

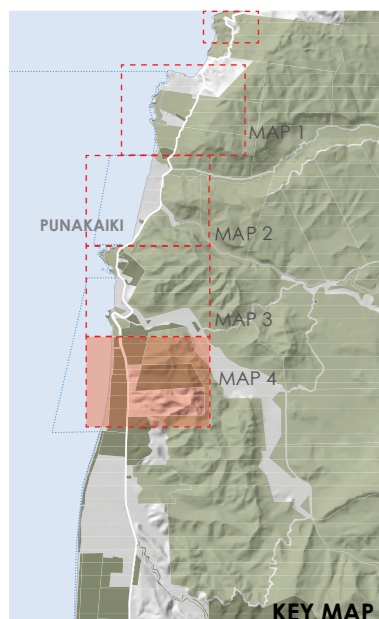
ADDITIONAL MASTERPLAN AREA ISSUES

There is difficulty for families to establish in the wider community which impacts the demographics of the area. There are no specific community and education facilities locally and no identifiable heart.

Limited access to skilled workers makes it difficult for community members to invest in start-up businesses. In addition, seasonality and economic sustainability of the community effects new business development.

The focus of Punakaiki is on day visitors. There is a lack of night time activities which has a flow-on effect in terms of quality and range of accommodation.

Postal service needs improving - currently postal codes are not rationalised and there is no secure parcel collection location.



ISSUES & CHALLENGES - PHOTO SUMMARY

ENVIRONMENTAL



INFRASTRUCTURE + SERVICES



COMMUNITY + GROWTH



ACCESSIBILITY + EXPERIENCE



**VISION, DESIGN PRINCIPLES
& OPTION DEVELOPMENT**



VISION AND PROJECT OBJECTIVES

Through the engagement process the overall vision and project objectives were confirmed, along with a set of overarching objectives to guide future development.

VISION

"Delivering a sustainable, resilient Punakaiki community and a world class visitor experience" (BDC)

OBJECTIVES

- A sustainable and resilient visitor experience that delivers protection of the unique values that attract visitors, and benefits local and regional communities and economies.
- A sustainable and resilient Punakaiki community that is a great place for residents to live and work and that works collaboratively with agencies to deliver a world class experience for visitors.
- Protection and celebration of the unique natural values, cultural heritage, character and amenities of the Punakaiki community and the surrounding Paparoa National Park and Punakaiki Marine Reserve.
- A plan that integrates with, leverages off and complements the current 'Dolomite Point Redevelopment Project' initiated by DOC.
- The amenity values of the settlement and community are enhanced.

WORKSHOPS AND COMMUNITY DROP-IN SESSIONS

Drop-in sessions provided opportunities for the community to have early input into the project, specifically in defining the problems that face Punakaiki. They were also given the opportunity to email their initial thoughts and further comments through before and after each stakeholder workshop. A public open day was held to obtain feedback on the preferred Master Plan.

Three stakeholder workshops were undertaken for the project:

Workshop 1 – Problem Definition

The problem definition workshop with key stakeholders and technical experts focused on identifying the key problems facing Punakaiki.

Workshop 2 – Solutions Exploration

The second workshop involved key stakeholders and

representatives of the community exploring key contextual issues and focusing on potential solutions to the range of problems facing Punakaiki.

Workshop 3 – Option Development

The third workshop involved key stakeholders and representatives of the community exploring a range of short list options and identifying a preferred option to be developed up by the project team.

WORKSHOP FEEDBACK

WORKSHOP 1 - PROBLEM DEFINITION

A facilitated workshop was held in June 2018 with representatives from Buller District Council, Grey District Council, DoC, NZTA, iwi and a local resident in attendance. The purpose of this workshop was to gather the issues facing the community of Punakaiki and together, the group identified a long list of these. From this long list three key themes were identified as follows:

Services:

- Road safety for vulnerable road users (pedestrians, cyclists)
- Reliability of services to meet current and long-term needs
- Financial sustainability

Protecting what we have:

- Unique natural environment
- Positive visitor experience
- Social and community impacts of visitors

Availability of land:

- Availability and suitability of land
- Availability of accommodation

Each of the identified themes were then 'unpacked' to identify primary cause and effect, formulating three focused problem statements that will determine the way forward and inform development of appropriate solutions. The Problem statements were:

Problem 1

Existing services and infrastructure are vulnerable and unable to meet current demands, putting people's safety and the reputation of the community at risk.

Problem 2

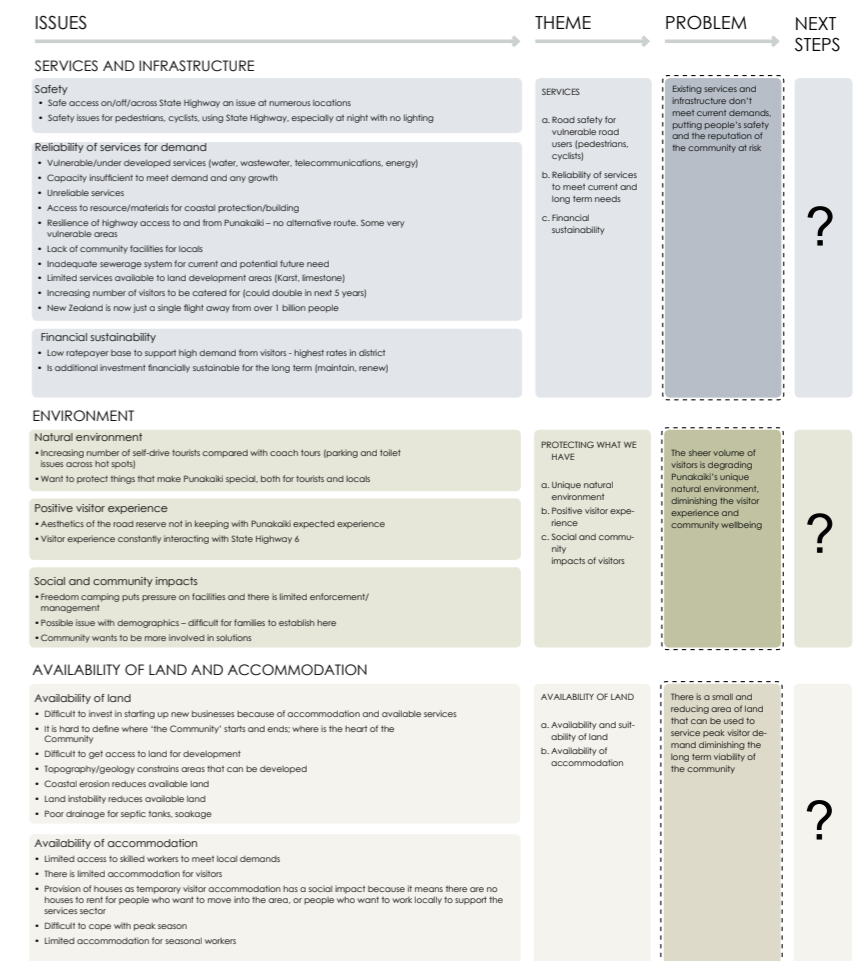
The sheer volume of visitors is leading to degradation of Punakaiki's unique natural environment, diminishing the experience of visitors and community wellbeing.

Problem 3

There is a small and reducing area of land that can be used to service visitor demand, reducing the long-term viability of the community.

The diagram below illustrates the process undertaken from issue identification to summary of themes and onto 'unpacking' of the key problems. This set up the next steps to be addressed at Workshop 2.

Potential opportunities and benefits of investment such as economy, environment, visitor experience, sustainability and resilience were also identified. Following Workshop 1, Stantec undertook an investigation into evidence to support each problem and developed an Investment Logic Map to illustrate the links between the problems and benefits (See the Business Case Report).



Solution Exploration Table

WORKSHOP 2 - SOLUTION EXPLORATION

The second workshop (held in July 2018) was attended by key stakeholders and representatives of the community and focused on exploring potential solutions to the various problems and issues identified at Workshop 1. The purpose of the workshop was to get a clear direction for the Master Plan and Business Case by identifying potential 'long list' solutions to these problems / issues (See the Business Case Report).

Boffa Miskell produced a visual interpretation of the issues identified in the form of four analysis maps: **“Master Plan Area Maps 1 - 4: Site Issues & Challenges”** - as included in the previous chapter of this report. These graphics assisted each group in clearly articulating the key challenges present and prompting discussion on possible solutions.

Attendees were divided into three groups with the aim of exploring potential solutions and discussing / assessing the various benefits, constraints and risks involved in each proposed intervention (solution). The groups were asked to also consider their top priorities for future development. Overall, 165 long list interventions were identified and the interventions were grouped into key themes and sub-themes, as follows:

Problem 1:	Problem 2:	Problem 3:
<ul style="list-style-type: none"> • Water • Wastewater • Transport • Communications • Community Centre 	<ul style="list-style-type: none"> • Freedom Camping • Managing Access • Natural Environment 	<ul style="list-style-type: none"> • Residential Growth • Coastal Erosion • Servicing visitor demand / seasonality

The list of interventions identified during the Workshop 2 informed a long-list to short-list process where short-listed options are to be explored in Workshop 3.

WORKSHOP 3 - OPTION DEVELOPMENT AND PREFERRED OPTION

The purpose of Workshop 3 (held in September 2018) was to obtain a clear direction on a preferred master plan option. The outcomes from the previous workshops, including the long list of interventions, identified risks and investment opportunities and vision have all contributed to the development of the short list options.

The three 'identified programmes' (or options) represented graphically in the form of Master Plan options were presented to the group and then attendees broke into three smaller groups. Participants reviewed each programme and identified

the interventions they supported with a green dot and those that they could not agree on with a blue dot.

The three programmes were prepared as a result of the long-list to short-list process and are summarised below, with the supporting graphics and key moves outlined in the following pages (See Appendix for full graphics package):

Programme 1 - Do minimum:

This programme sees the continuation of existing systems with no new initiative or major changes from the status quo, but with investment in core services and systems to achieve minimum standards and ongoing protection for low lying areas.

Investment in core services and systems to achieve minimum standards includes:

- Improvements to the existing water supply (quality and quantity);
- Assessment and compliance of sewage systems;
- Minor transport safety improvements; and
- Provision of UFB, mobile phone and postal services.

Minor enhancements to visitor facilities, including:

- Management of protected/ natural areas to restrict access.

Programme 2 - Enhancement:

This programme looks to achieve a number of enhancements through investment in core services and new interventions focused on improving environmental outcomes, strengthening community, addressing resilience and enhancing the visitor experience.

The four sub-programmes seek investment to provide core service, but with a different focus on the desired outcome (Environmental, Community, Resilience and Visitor).

Key interventions shared by the four programmes include:

- Increased water storage and introduction of water metering (user pays);
- Improve compliance of wastewater systems;
- Ban freedom camping between Fox River and Nikau Reserve;
- Limit access to preserve natural values; and
- Provide for a broader range of retail and visitor activities.

Programme 3 - Do Maximum:

This programme is the most permissive programme that seeks to maximise investment to enable and benefit from tourist growth.

Programme 3A involves maximising investment to enable and benefit from tourist growth including:

- Redirecting SH6 to bypass Dolomite Point;
- Retreat of residents from low lying areas; and
- Enhancing Dolomite Point as a key hub.

Programme 3B comprises a long-term vision for the Punakaiki area including:

- Inland bypass;
- Developing a wilderness area with a 'light touch';
- Existing SH becomes a walking and cycling trail; and
- Controlled visitor access by innovative/ sustainable modes.

PRIORITY OF INTERVENTIONS

A brief discussion took place around identifying the level of priority of the preferred interventions and their timing.

- Core - The essential interventions that must be successfully delivered.
- Desirable - Add value and provide additional benefits but are not essential to successful delivery.
- Optional - Those interventions that might be delivered if sufficient budget were available.
- Excluded - Those interventions that should be excluded from the programme.

TIMING OF KEY INTERVENTIONS

Short term (s)	Medium term (m)	Long term (l)
1 to 3 years	4 to 10 years	10+ years