

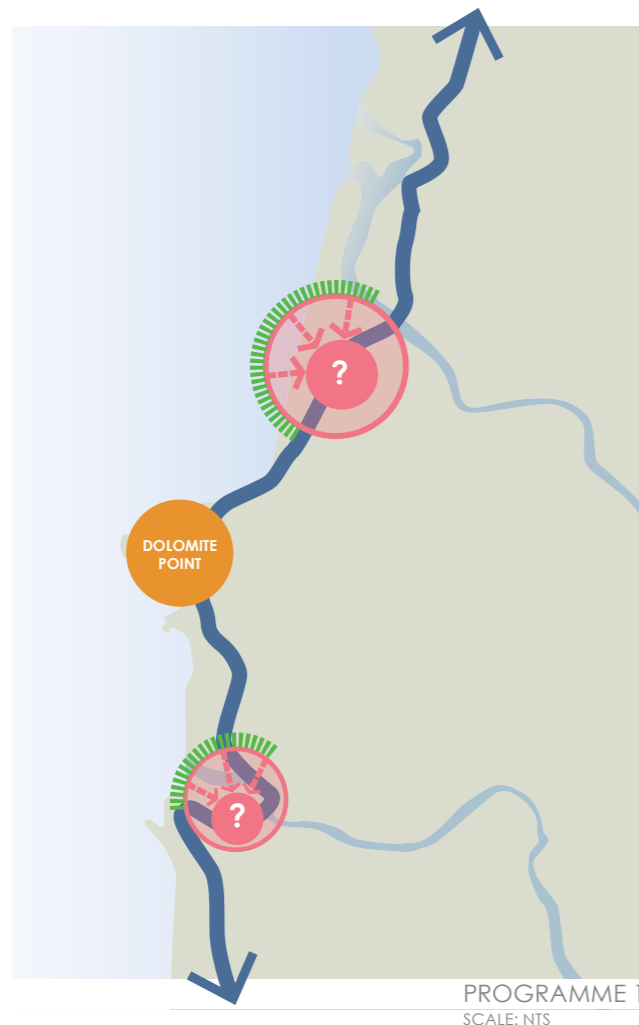
OPTION DEVELOPMENT

PROGRAMME 1 - DO MINIMUM

Programme 1 sees the continuation of existing systems with no new initiatives 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. See appendix for programme 1 interventions.

The following key moves for 'Programme 1' include:

- Improvements to visitor facilities and services at Dolomite Point.
- Consider residential retreat from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground.
- Protection of community properties and infrastructure in low-lying areas from coastal erosion until such time as retreat occurs.
- Improvements to the road corridor (SH6) including speed limit reduction and pedestrian / cycle safety measures.



PROGRAMME 2 - ENHANCEMENT

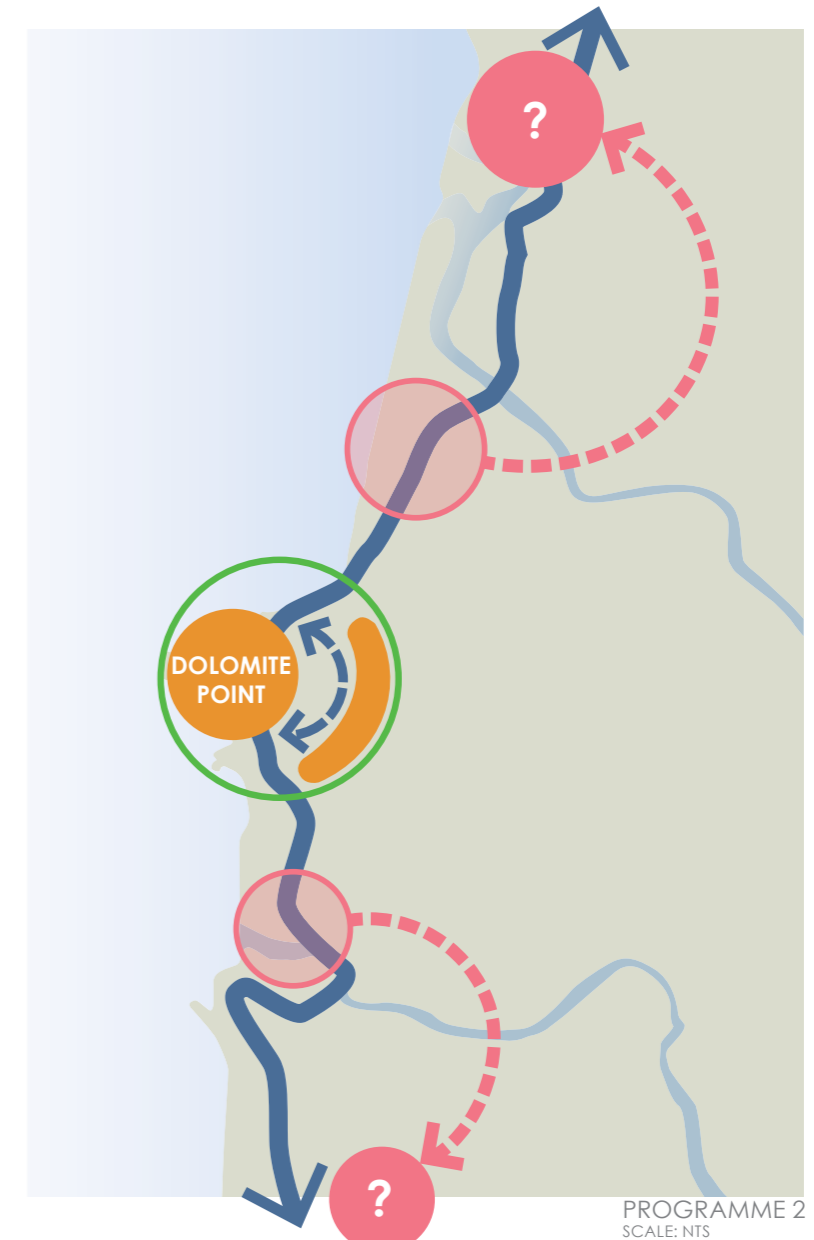
Programme 2 looks to achieve a number of enhancements through investment in core services and new interventions. It includes a number of specific interventions focused on improving environmental outcomes, strengthening community, addressing resilience and enhancing the visitor experience. See appendix for programme 2 interventions.

The following key moves for 'Programme 2' include:

- Additional loop Road around the back of the visitors centre at Dolomite Point.
- Gradual retreat of residents from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground.
- Managing visitor numbers to Dolomite Point through Park n Ride services from Fox River and Barrytown.
- Introducing designated freedom camping sites at Fox River and McMillan Road.
- Enhancing pedestrian / cycles linkages by providing an off-road track linking communities and key activities.






Precedent Images








PROGRAMME 3 - DO MAXIMUM

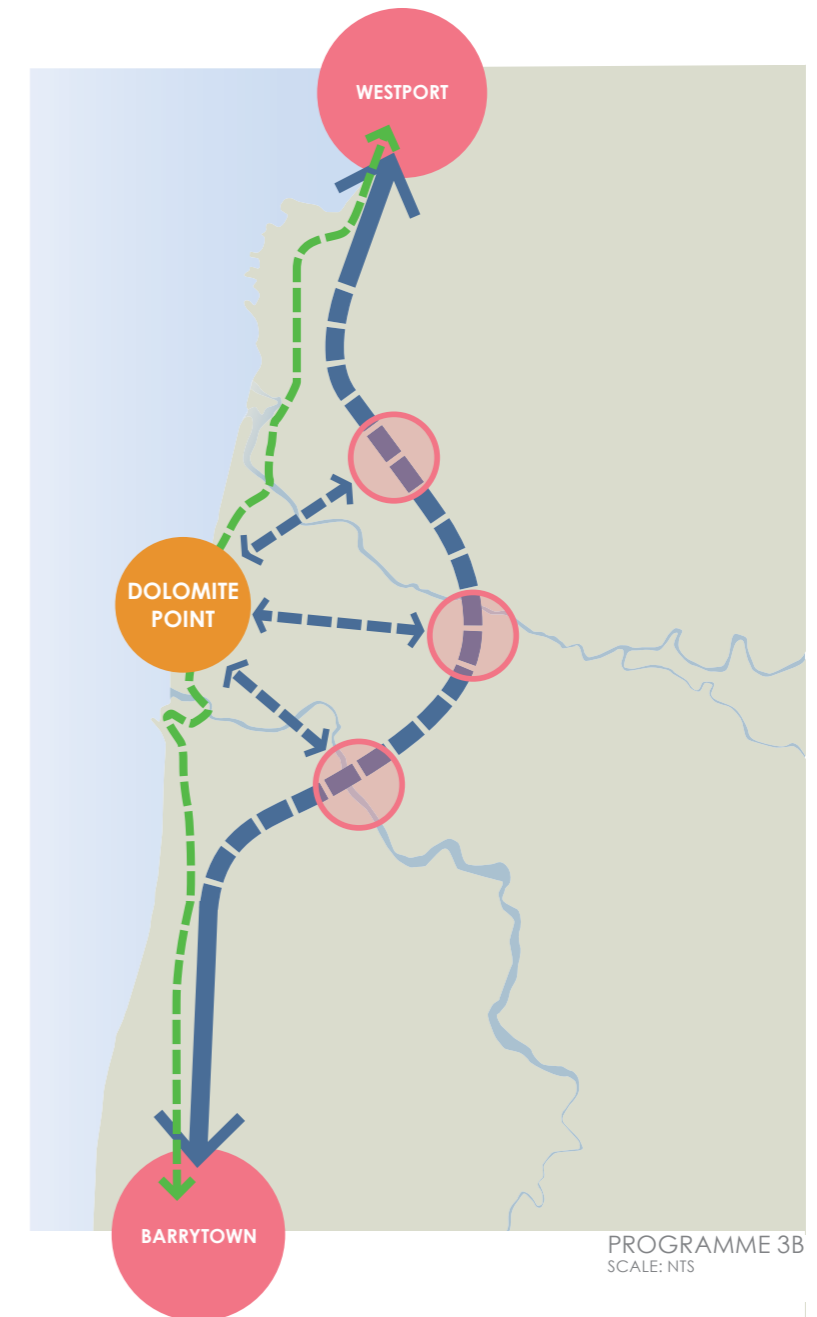
Programme 3 is the most permissive programme that seeks to maximise investment to enable and benefit from tourist growth. See appendix for programme 3 interventions.

The following key moves for 'Programme 3A' include:

-  Redirecting State Highway 6 to bypass around the back of Dolomite Point, enabling enhancement of the area as a tourist and community hub.
-  Gradual retreat of residents from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground such as Cattle Reserve.
-  Enhancing Dolomite Point as a 'Community & Visitor Hub' through additional retail/commercial development & community/visitor amenities.

The following key moves for 'Programme 3B' comprise a long-term vision for the Punakaiki area and include:

-  Retreat of all residences & accommodation from the Punakaiki area to service towns north and south of the area.
-  Introducing a State Highway bypass inland, shifting vehicular movements away from the coast.
-  Punakaiki becomes a wilderness area with only a 'light touch' of human presence / visitation.
-  Conversion of existing State Highway corridor to a pedestrian & cycle corridor along the coast.
-  Controlled visitor access into Dolomite Point & surrounding Punakaiki area via innovative, sustainable transport modes.



PREFERRED MASTER PLAN









PREFERRED MASTER PLAN

The preferred Master Plan provides a framework for the future development of the 'Greater Punakaiki' area. It seeks to deliver the project vision as set out by Buller District Council, through a number of key moves and interventions focusing on: improving environmental outcomes; strengthening community; addressing resilience and enhancing the visitor experience.

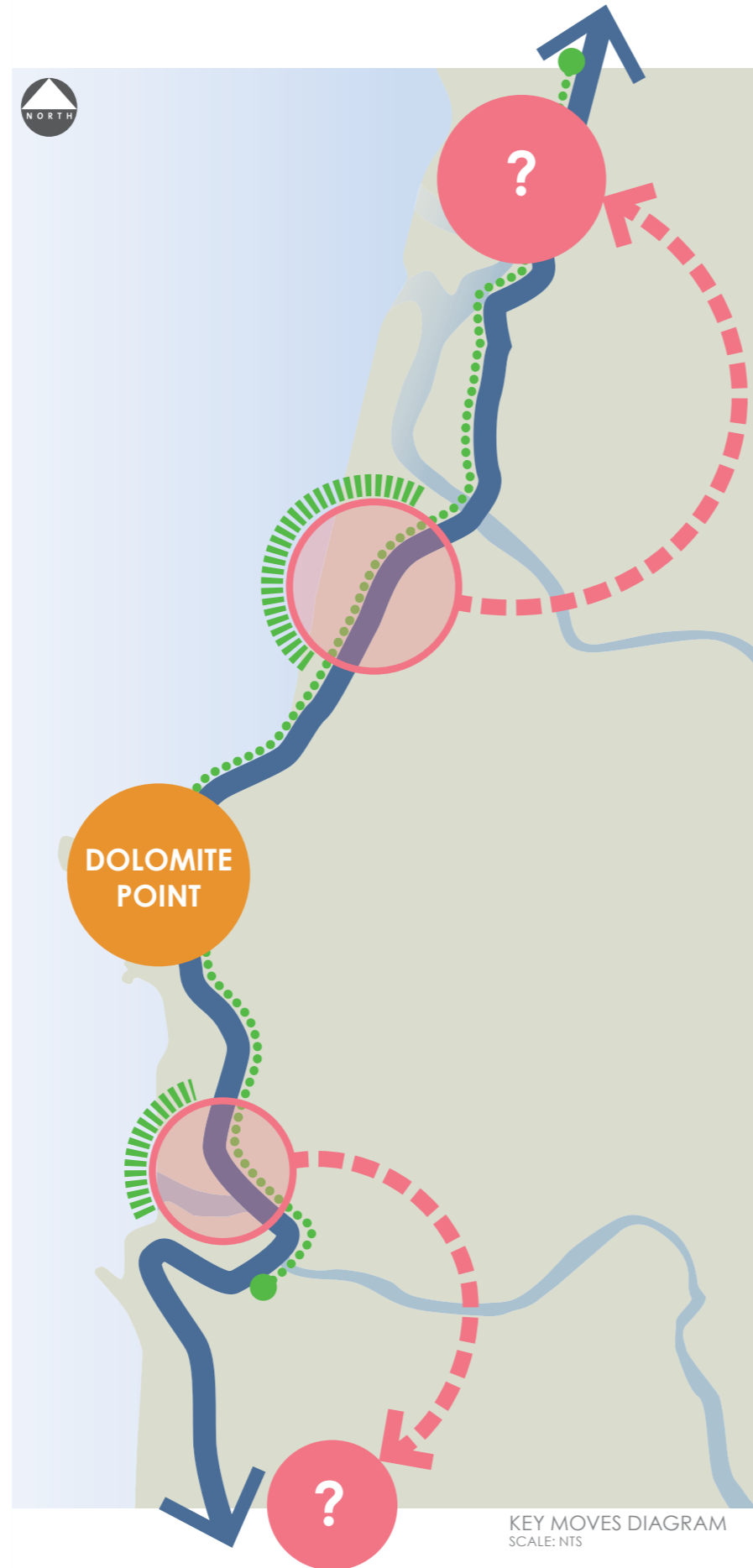
Due to its unique natural environment, dramatic landscape and rich history, Punakaiki is not only a key national and regional tourism centre, but a place that holds strong values with, and deep connections to, its resident population.

The Master Plan reflects a number of ideas as identified through a series of stakeholder workshops, whilst ensuring Punakaiki's strong sense of place is retained. It also reflects feedback obtained at public drop-in sessions throughout the course of the project.

KEY MOVES

-  Improvements to the road corridor (SH6), including speed limit reductions and pedestrian / cycle safety measures.
-  Gradual retreat of residents from current low-lying areas such as Punakaiki Village and around the Punakaiki River to areas on higher ground (areas to be determined as part of a separate study).
-  Enhancing pedestrian / cycle linkages by providing an off-road track linking communities and key activities.
-  Ongoing protection of private property and infrastructure in low-lying areas from coastal erosion (until such time as retreat occurs).
-  Enhancing Dolomite Point as a 'Visitor and Community Hub' through upgrades to the Visitor Centre and experience, the potential for a new Community Centre and additional services & amenities.
-  Introducing designated freedom camping sites at key locations, and restricting camping within the village area.






The Master Plan includes the following key moves (see diagram opposite).

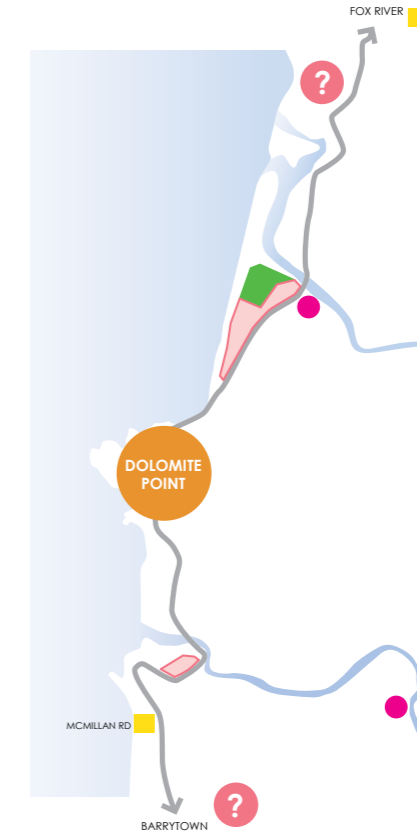
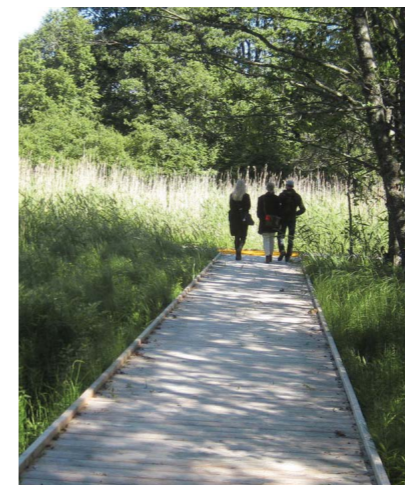


KEY MOVES DIAGRAM
SCALE: NTS









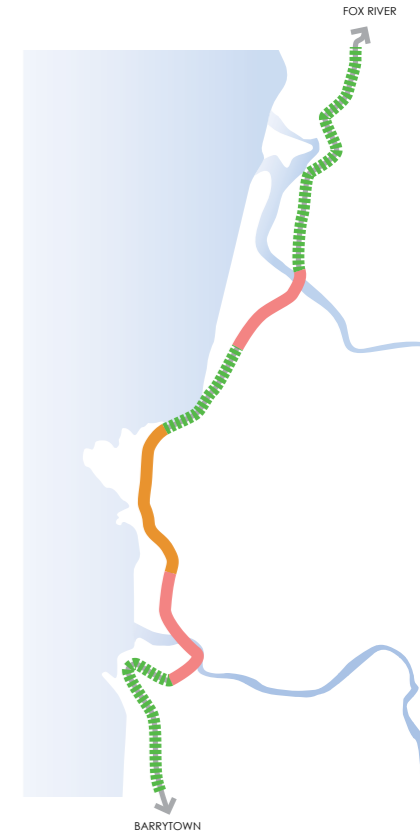
MOVEMENT

-  Gateway treatment
-  Off-road pedestrian/cycle way
-  Key tramping tracks
-  State Highway 6 (arterial road)
-  50km/h speed limit zone






LAND USE

-  Visitor hub
-  Recreation reserve and beach camp
-  Residential retreat to higher ground (areas to be determined as part of a separate study)
-  Residential retreat from low-lying areas
-  DoC service hub
-  Designated freedom camping site

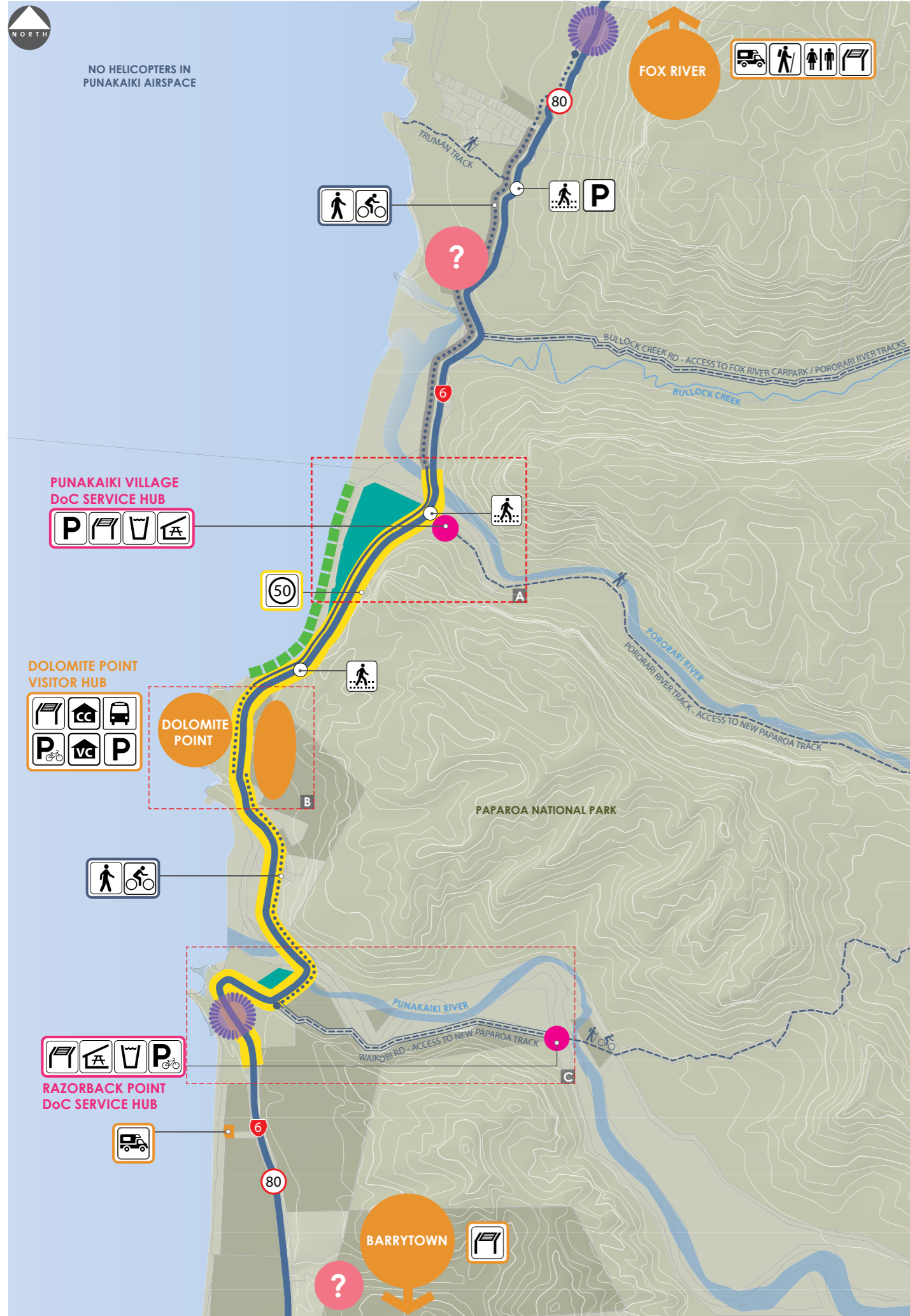


CHARACTER

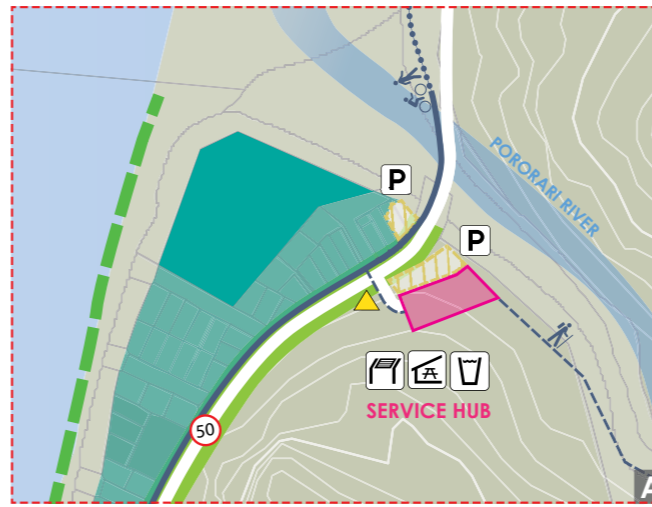
-  Wilderness corridor
-  Tourist corridor
-  Village corridor



INTERVENTIONS



PREFERRED MASTER PLAN
SCALE: NTS



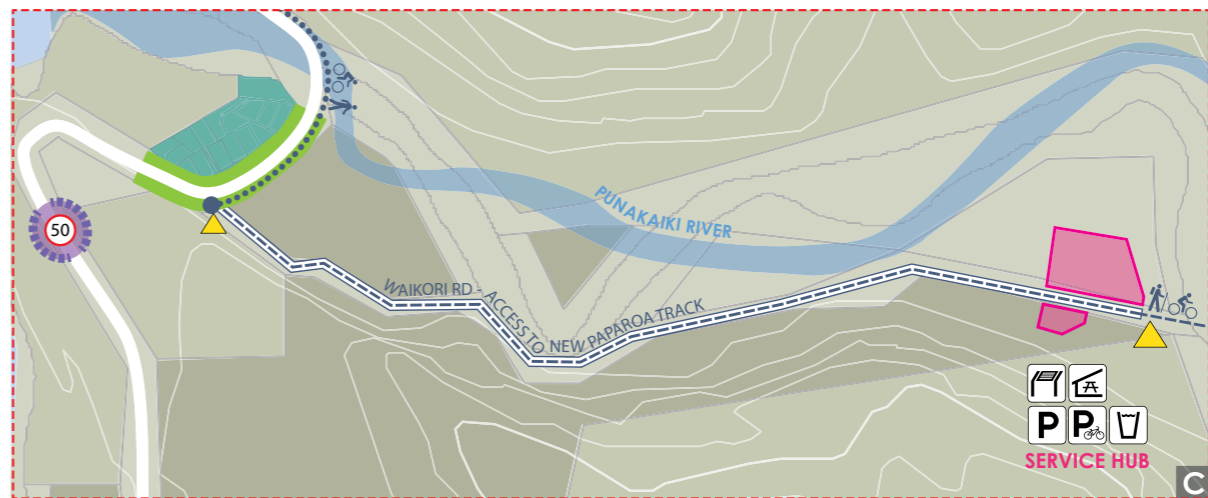
PUNAKAIKI VILLAGE

- Residential retreat from low-lying areas within Punakaiki Village to alternative location(s) at higher ground over time.
- Following residential retreat of low-lying areas, allow for revegetation and re-establishment of habitat.
- Gateway intervention near Coughlans Lookout, creating a clear sense of arrival to the Punakaiki area.
- DoC service hub at the Pororari River track end near the existing carpark. Facilities to include cycle parking, toilet facilities, waste/rubbish disposal, shelter structures, drinking water fountains and visitor interpretation/information signage.
- Widening of the existing footpath within the Village to accommodate cyclists as a component of a new off-road pedestrian / cycleway.
- Designated pedestrian crossing at the Pororari River track service hub.
- Maintain and expand existing rock-armoured seawall to protect road and vulnerable properties from coastal erosion.



DOLOMITE POINT

- Improvements to existing facilities and services, including toilets, waste/rubbish disposal and drinking water.
- Enhance, re-design and increase parking provision. Remove parking from in-front of visitor centre.
- New/enhanced Visitor Centre with civil defence capability, to support education and provide visitor information, bookings etc. Additional offers such as free WiFi, luggage storage & phone charging.
- The potential for a Community Centre (owned by BDC) potentially including a covered outside area, local noticeboard and natural play.
- State Highway 6: protection and enhancement of road reserve vegetation and directional signage/line-marking to reinforce driver safety.
- Designated crossings and additional pedestrian safety measures at Punakaiki Cavern entrance (with parking to be provided at Dolomite Point).



RAZORBACK POINT

- Residential retreat from low-lying areas near the Punakaiki River to alternative location at higher ground.
- Following residential retreat of low-lying areas, allow for revegetation and re-establishment of habitat.
- Gateway intervention located at Razorback Point, creating a clear sense of arrival to the Punakaiki area.
- A second DoC service hub at the Punakaiki River track end.

LEGEND

- Gateway
- State Highway 6
- Off-road pedestrian/cycle way linking communities from Waikori Road to Te Miko
- Reinstated existing off-road track between Te Miko and Punakaiki Village
- Key existing tramping/cycle tracks
- Seawall (existing and expanded)
- 50km/h speed limit zone
- Residential retreat to higher ground (areas to be determined as part of a separate study)
- Visitor hub
- DoC service hub at Paparoa Track ends
- Revegetation/re-establishment of habitat in low-lying land
- Speed limit reduction to 80km/h
- Wayfinding signage
- Streetscape enhancement
- Enhance existing parking area
- Public toilets
- Drinking water fountain
- Picnic/viewing shelter
- Interpretative signage/exhibit
- Community centre
- Visitor centre
- Information centre
- Designated freedom camping site
- Vehicle parking
- Bus/shuttle parking
- Pedestrian crossing
- Cycle parking

MOVEMENT



Lookout structures



Buffer planting along off-road path

PEDESTRIAN AND CYCLE CONNECTIONS

●●● Pedestrian / cycle way

A continuous pedestrian & cycle way is proposed to link communities from Coughlans Lookout in the north to Waikori Road in the south.

This track will enable users to access key attractions and destinations along the way by foot or by cycle.

The track will respond in form and character to the conditions of the terrain/landscape. Positioning to the left or right of the State Highway will also be determined by the terrain.

Typologies include widening of the existing asphalt footpath within Punakaiki Village to accommodate shared use, to timber boardwalks in areas of high ecological vulnerability, such as river mouths. Additionally, the neglected off-road track linking the Village to Truman Tack will be revived to form a component of the overall network.

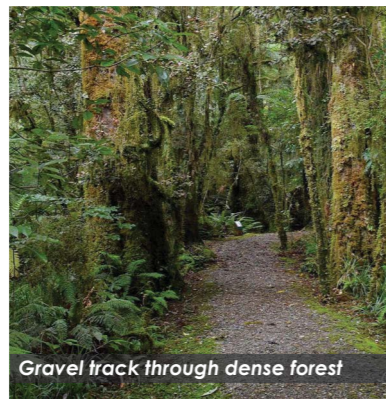
Lookout structures are to be incorporated into the track network at key locations, offering users a place of revive - to stop, rest and enjoy the view.

--- Existing tramping tracks

Following the opening of the Paparoa Track in 2019, access to, from and between the new track ends (at Pororari River bridge and Waikori Road) will be an additional benefit that the north-south pedestrian and cycle way will offer - completing the track 'loop'.



Timber boardwalk along coast



Gravel track through dense forest



ROAD CORRIDOR

— State Highway 6

||||| Streetscape enhancements

Sections of the State Highway at locations of high pedestrian volume (i.e. Dolomite Point, Punakaiki Village) are to be developed to incorporate streetscape elements to create pedestrian-friendly places.

Currently the State Highway is purely a vehicular corridor, contributing to an unsafe pedestrian environment and detracting from the overall experience at key destinations.

The implementation of streetscape elements, such as traffic calming measures, pedestrian promenade planting, seating and shelter amenity, and rainwater treatment initiatives (swales etc.), can significantly contribute to a desirable environment that will encourage visitors to stay longer and enjoy the surrounding area.

■ 50km/h speed limit zone

Implementation of a 50km/h zone from Pororari River bridge to Razorback Point will contribute to the safety of pedestrians and cyclists within the zone where key visitor attractions and residential properties are located.

■■■ 80km/h speed limit zone

Speed limits beyond the 50km/h zone are to be reduced to 80km/h to fall within NZTA's 'safe and appropriate speed limits'.



Rainwater / run-off swale



Wide pedestrian promenade



Street planting



Off-road pedestrian pathway



WAYFINDING AND GATEWAYS

● Gateway element

A gateway contributes to the visitor experience of an area by creating a strong sense of arrival. Punakaiki is currently lacking in such an arrival experience to formally welcome visitors to the area and in turn enhance Dolomite Point as a centre in itself.

The character of the gateway signage, sculpture or installation should reflect the essence of Punakaiki as a place and draw inspiration from the unique & distinctive natural landscape of the area. Scale, materiality and typology all contribute to the visitor experience and should also be considered as an extension of the local branding.

▲ Wayfinding / signage

Wayfinding is a key aspect of creating a legible and united network of attractions for visitors. Incorporating branding into the wayfinding network also works to enhance Punakaiki's identity and sense of place.

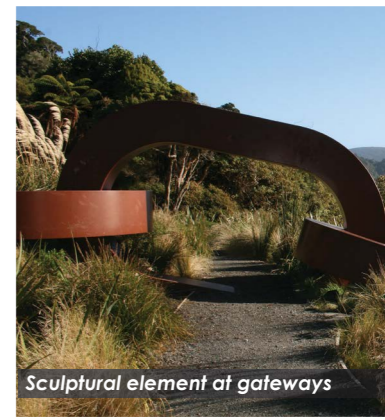
Wayfinding signage & elements should include information such as directions, locations, time & distance, maps & icons.

■ Interpretative elements / signage

Interpretative elements are important in communicating the natural, historic and cultural narratives of the Punakaiki landscape to visitors and contribute to the experience of understanding of place.



Dynamic gateway entrance feature



Sculptural element at gateways

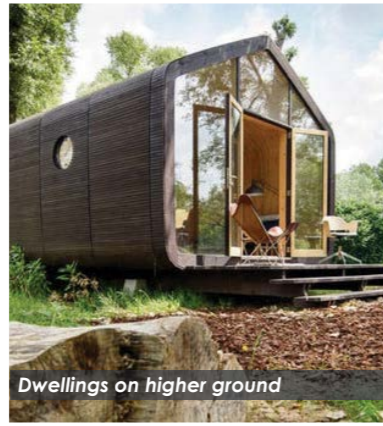


Wayfinding / information signage

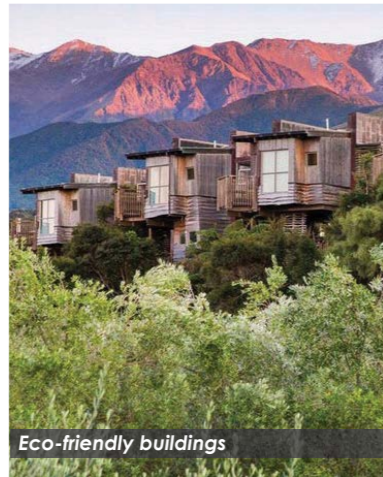


Interpretative signage

LAND USE



Dwellings on higher ground



Eco-friendly buildings

LOW-LYING RETREAT & RE-PURPOSE

? Residential retreat

Long term coastal erosion processes threaten to erode land in low-lying areas adjacent to beaches and river mouths. In the short term, expansion of existing sea walls can help to protect residential properties in close proximity, however long term resilience planning needs to consider complete retreat from these areas and relocation to higher ground.

A needs analysis for retreat is to be undertaken alongside a further investigation into possible locations for retreat, and a long-term evacuation plan prepared.

Additionally, residential growth policies should consider opportunities for higher density development, along with a review of rural policies, due to the current lack of land available within the greater Punakaiki area for growth.

Low-lying areas

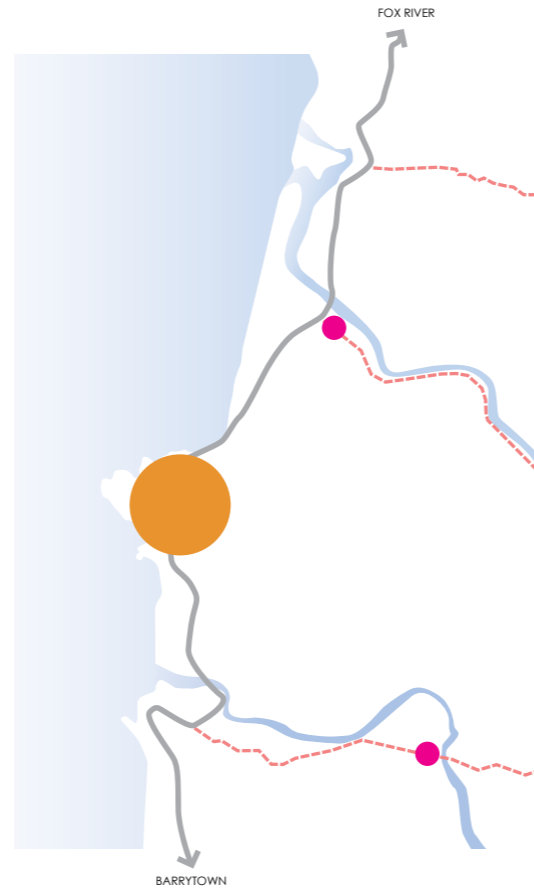
Following retreat from low-lying land, an opportunity exists to see that these areas become revegetated and regenerated to encourage naturally occurring ecological communities to return.



Re-establishment of habitat



Coastal restoration



VISITOR AND SERVICE HUBS

Visitor hub

Dolomite Point is to be further developed into a visitor hub through a series of interventions, including:

- Improvements to existing facilities and services;
- Enhancement and redesign of parking to increase provision;
- New visitor centre; and
- Potential for community and civil defence services.*

New buildings & facilities will provide additional services and offerings to cater to both the growing numbers of visitors to the area and the resident population. The provision of such amenities also seeks to enhance the experience of place.

DoC service hubs

With increased visitor numbers anticipated following the opening of the Paparoa /Pike29 Memorial Track, 'Service Hubs' are proposed at both ends of the new track (Pororari River bridge and Waikori Road) to provide additional amenity and facilities for users.

These hubs are to be maintained by DoC and may incorporate cycle parking, toilet blocks, waste receptacles, drinking fountains, picnic / lookout shelters and way-finding / interpretation elements.

Materials are to be locally sourced where possible, durable and sympathetic to the natural environment.

* The Buller District Council acknowledges the community's desire for both a Community Centre and market place and are currently working together with DoC to find suitable locations for these future facilities.



New visitor centre



Cycle parking station



Picnic / lookout shelter



Local community centre



FREEDOM CAMPING

Designated freedom camping site

Two designated freedom camping sites are to be developed within the Greater Punakaiki area at Fox River (existing) and McMillan Road. These sites will include:

- Designated bays to maximise available space;
- Limiting vehicle movement through the use of bollards and wheel stops;
- Establishing a hierarchy of pedestrian/cycle pathways and vehicle roads to ensure safety;
- Planting for screening and to treat run-off;
- Installation of toilet facilities and picnic tables at Fox River site and information signage / maps at both sites.

No freedom camping zone

A freedom camping ban is proposed from McMillan Road to Fox River. This seeks to:

- Protect access to key attractions within the Punakaiki area;
- Protect the natural environment by avoiding further degradation (caused by discharging of waste into the environment etc.); and
- Lessen the pressure on local infrastructure & services by visitors.



Designated parking bays



Toilet facilities

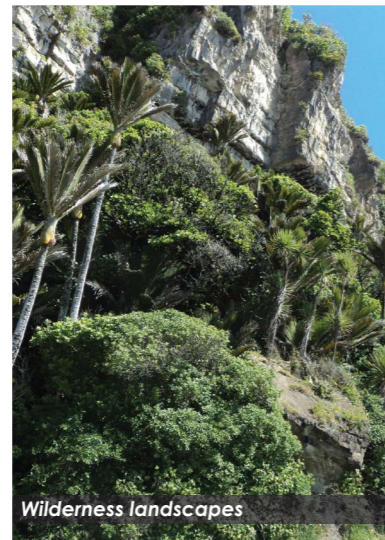


Vegetation as screening



Information signage

CHARACTER



LANDSCAPE CHARACTER

The greater Punakaiki environment is predominantly experienced from a linear corridor along the coast - comprising the State Highway in the centre and an offset of adjacent land/infrastructure at key locations along the way (such as residential settlements, accommodation clusters, visitor hubs, etc). The landscape character along this corridor contributes immensely to it's sense of place and any future development shall be accompanied by landscape interventions which seek to retain and enhance the distinctiveness of the natural landscape:

Wilderness Corridor

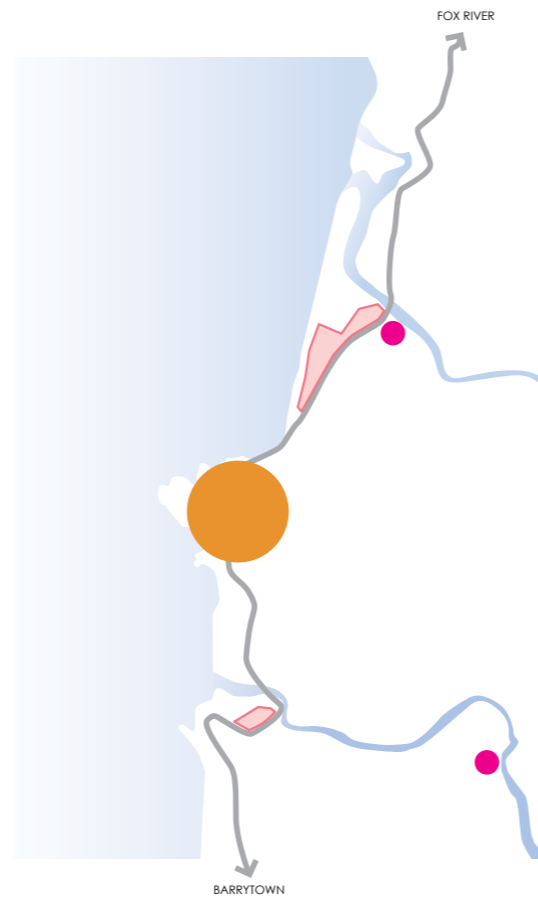
The landscape setting is largely untouched along these pockets of the corridor with minimal human intervention. The landscape is dominated by the indigenous forest of the Paparoa National Park. Any interventions within these areas shall be restricted to rehabilitation/re-vegetation of the adjacent forest to retain the unique wilderness quality.

Village Corridor

Low density residential properties & disbursed buildings break up the 'natural-ness' within this zone. Landscape intervention should be focused on visual integration of existing & proposed built form and enhancement of native vegetation at vulnerable areas (river banks / mouths etc).

Tourist Corridor

Buildings are visually dominant within this zone at Dolomite Point. Landscape interventions will be more controlled, acting as a mediator between road, built form and natural setting (flaxland to the west, indigenous forest to the east) as well as providing user amenity. Such interventions include streetscape planting, swales, shade planting, road-reserve planting etc.



BUILT FORM CHARACTER

- Visitor hub
- DoC service hubs
- Residential settlement areas

It is important that any future development proposed within the designated 'hub' locations are well integrated within the natural context of the greater Punakaiki area. New built form shall be sympathetic to this dynamic environment by adhering to the following principles:

Form and Footprint

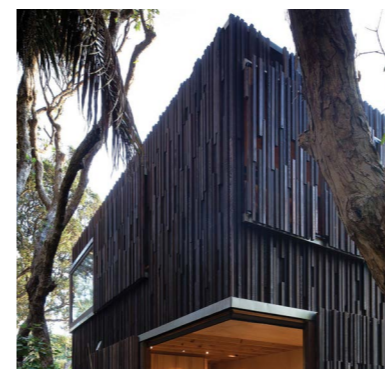
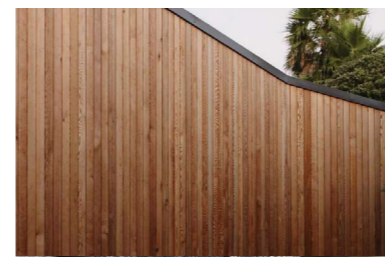
Ensure the footprint and bulk of new development is minimised in order to reduce visual and ecological impact on the environment. The design of new buildings shall be of an architectural style appropriate to the local context.

Integration

Ensure that the height of any building or structure does not dominate the skyline and complements surrounding vegetation in local and more distant views.

Colour and materiality

Seek ways in which the development responds to and reflects the highly dynamic and natural coastal setting through colour and materiality of facades & roofs. Locally sourced materials are to be used in the design and construction of new buildings and facilities.



NON-SPATIAL MASTER PLAN INTERVENTIONS

Theme	Sub-theme	Interventions
Water	Source	New water source required to provide a secure and reliable source of water. Likely to be sourced from the Pororari or Punakaiki River. Further investigation needed
	Treatment	New treatment plant required; new site to be located close to water source .
	Storage	Retain existing water storage at Hartmount Pt to build capacity and resilience in system – identify storage sites for additional capacity such as Cattle Reserve, Dolomite Pt, adjacent to new treatment plant (location TBA) and encourage tanks at each property.
Wastewater	Compliance	In the short term, implement a monitoring programme and improve compliance of existing wastewater systems.
	System	There is a desire from Council to move away from individual wastewater systems and implement a community-based system and treat wastewater. Further investigation is needed.
Communication	UFB/mobile	Supply UFB & mobile phone coverage by all suppliers to entire site area.
	Civil Defence	Ensure civil defence communications and systems are in place.
	Postal Services	Improve postal services including secure parcel collection location.
Natural Environment	Manage Development	Revise District plan provisions to prioritise protection of the environment. Develop visibility guidelines including controls of height & colour sympathetic to the surrounding national park context.
	Preserve Habitat	Preserve habitat by protecting significant trees, limiting clear felling & ensuring management plans are enforced for road works. Provide community transparency of rock quarry sources. Introduce community & visitor trapping programme.
Coastal Erosion	Manage	Culverts under road for penguin habitat erosion
Servicing Visitor Demand	Manage Visitor Demand	Winter concessions for Great Walk.
		Broader range of activities during winter. Marketing to promote other attractions.
Community Centre and Market Place	Location	The Buller District Council acknowledges the community's desire for both a Community Centre and market place and are currently working together with DoC to find suitable locations for these future facilities.
Bach's on Road Reserve		The Buller District Council acknowledges the situation that exists with dwellings on road reserve, and the strong place these dwellings have in the history of the area. Council is committed to working in a positive and productive manner with affected parties as they seek to find a solution to this issue whilst taking into consideration the public interest.

Refer to the Business Case for further details on the non-spatial interventions, along with 'next steps', in relation to delivering The Master Plan.

APPENDICES

Appendix 1 - Strategic Planning Context

Appendix 2 - Short List Options (Programme 1-3)



APPENDIX 1 - STRATEGIC PLANNING CONTEXT

OVERVIEW

This section provides a high-level summary of the strategic planning context of relevance to the Punakaiki Community Master Plan process. It provides 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.

NATIONAL DIRECTION

RESOURCE MANAGEMENT ACT (RMA)

The RMA provides high level statutory direction for the sustainable management of New Zealand's natural and physical resources, including the West Coast. The RMA sets the policy direction and methodology for preparing national, regional and district planning documents and the processing of resource consent applications. Future decisions around zoning and objectives, policies and rules for the management of the use and development of land in Punakaiki, will need to be tested against the requirements of the Act and the key principles set out in sections 5-8 of the Act.

It is appropriate to consider as part of this project how future aspirations for development and growth in Punakaiki will fit against the outcomes anticipated by the Act. The matters of national importance set out in section 6 have particular relevance in Punakaiki given its location in the coastal environment, with high natural character and landscape values, significant indigenous vegetation and habitats, public access needs, high cultural values, historic heritage values, and significant risks from natural hazards. Sections 7 and 8 of the Act are also pertinent.

The RMA sets the framework for national guidance documents in the form of National Policy Statements and National Environmental Standards (see below).

NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT CAPACITY (NPS-UDC)

The NPS-UDC provides direction on planning for urban environments and the need to ensure that urban environments grow and change in response to the needs of communities, and provide sufficient space for people to live and work. Beyond the need to ensure adequate land capacity to meet demands, there is also a key theme of ensuring that growth is well planned and integrated.

Despite Punakaiki having a local concentration of urban activity types, is not considered to be an urban environment under the NPS-UDC. The NPS-UDC also would have limited relevance to Punakaiki given the very low growth rates for residential or business purposes. However, the key themes of ensuring capacity to meet growth, being responsive to community needs, and integration remain relevant to consideration of growth and development in Punakaiki.

NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT (NPS-FM)

The NPS-FM recognises the national importance of freshwater to economic, environmental, cultural and social well-being. The NPS-FM focuses particularly on Te Mana o te Wai, managing water quality and quantity, and integrated catchment management.

The NPS-FM requires freshwater quality within a freshwater management unit to be maintained at its current level (where community values are currently supported) or improved (where community values are not currently supported). It places particular requirements on regional councils in working with communities, and in preparing regional plans to ensure the freshwater objectives are achieved.

The Punakaiki area is interspersed with fresh water bodies including the Punakaiki River, the Porarari River, and Bullock Creek, and these are important to the natural character of the area and opportunities provided e.g. tourism. The Regional Land and Water Plan (see below) addresses the methods of managing these water resources in response to the NPS-FM.

NEW ZEALAND COASTAL POLICY STATEMENT (NZCPS)

The NZCPS is intended to ensure the protection and management of the coastal environment, to recognise its special characteristics, qualities and uses, and the key challenges of living and working in that environment. The NZCPS sets out requirements to identify the extent of the coastal environment and manage activities in the coastal environment in recognition of its ecosystem, natural character, landscape, cultural, public open space, and recreation values, as well as natural hazards, and its contribution to community wellbeing. The NZCPS particularly directs the contents of regional coastal plans and district plans.

The NZCPS is of particular relevance to Punakaiki as all of the project area will either be within the coastal environment or significantly influenced by the coast. Some key relevance to this project from the NZCPS is of policy 6 (Activities in the coastal environment).

Other key policies of the NZCPS require protection of indigenous biodiversity, preservation of natural character, protection of natural features and natural landscapes, protection of historic heritage, and provision of public open space and walking access. Recognition of natural hazards is also a prime concern when considering growth and development.

These matters should be considered in determining the appropriate location, scale or nature of activities proposed for growth and development in the Punakaiki area.

REGIONAL DIRECTION

WEST COAST REGIONAL POLICY STATEMENT (RPS)

The RPS provides a framework and broad direction for managing the West Coast's natural and physical resources to achieve the RMA and implement the national policy direction. The RPS identifies regionally significant issues, objectives to address the issues, and policies and methods to achieve the objectives.

There is currently an operative RPS (March 2000) and a proposed RPS (pRPS). Decisions on the pRPS were released on 17 August 2018. Three appeals were lodged with the Environment Court and these are still to be resolved. The proposed RPS provides statutory guidance and objectives and policies that impose requirements on the content and direction of regional and district plans.

There are a number of objectives and policies in the pRPS that are relevant to the Punakaiki area, but may change as a result of resolving Environment Court appeals.

REGIONAL COASTAL PLAN

The Regional Coastal Plan provides the direction for the management of use and development of the coastal marine area to achieve the RMA, and give effect to the NZCPS, and RPS. The coastal marine area covers the areas below mean high water springs out to the 12 nautical mile limit of the territorial sea. The current coastal plan was made operative in 2000. A new proposed coastal plan was notified in 2016 for submissions. Hearings on the proposed plan have yet to commence (likely in 2019).

The proposed plan includes objectives, policies, and rules for the management of activities such as occupation, disturbance of the foreshore and seabed, new structures, vegetation planting and removal, takes and use of coastal water, discharges into coastal water, and emission of noise.

Of particular relevance to the Punakaiki area, is that the coastal plan identifies the sequence of distinct rock formations including Dolomite Point, Pancake Rock, and Razorback Point, and adjoining cliff faces as an Outstanding Natural Landscape. Furthermore, Parkiroa Beach, and Woodpecker Bay are identified as having high natural character, and Dolomite Point/Pancake Rocks are identified as having outstanding natural character. Protection of these areas from the adverse effects of use and development is an intended outcome of the plan.

The Punakaiki Master Plan needs to be cognisant of ensuring any proposed activities in the coastal marine area are appropriate with regard to the coastal values present, particularly the identified areas of outstanding or high landscape/natural character value.

REGIONAL AIR PLAN

The Regional Air Quality Plan provides the direction for managing the adverse effects from discharges of contaminants to air under the RMA, and to implement the RPS. The plan applies to discharges such as odour, dust, smoke, and other particulate matter. It includes objectives and policies for maintaining air quality and rules for what activities can discharge to air.

This has some potential relevance to activities occurring in the Punakaiki area in terms of discharges to air from construction activities e.g. dust from a construction site and from businesses e.g. diesel generators or heating emissions.

REGIONAL LAND AND WATER PLAN

The Regional Land and Water Plan (2014) provides direction for management of the use and development of the regions lakes, rivers, wetlands, surface and ground water and land uses (i.e. earthworks, vegetation disturbance and discharge to land) to achieve the RMA and implement National Policy Statements and RPS. It includes objectives, policies, and rules for the management of the damming, diversion, take and use of water, disturbance and structures in the beds of lakes and rivers, and discharges to surface and ground water.

The plan identifies a number of significant wetlands around the Punakaiki area, including Razorback swamp, Nikau Scenic Reserve, and Barrytown Flats/Mather Swamp. Other values of particular importance to be provided for through the appropriate management of water resources include habitats of threatened species, potable water supply, spiritual and cultural values, sportfish, swimming, and inanga spawning.

The Punakaiki Master Plan needs to ensure these important freshwater values are appropriately provided for and protected from development.

REGIONAL LAND TRANSPORT STRATEGY

The Regional Land Transport Strategy (2015 – 2021) provides the strategic direction for transport on the West Coast under the Land Transport Management Act 2003. The vision of the strategy is for a safe, effective and efficient land transport network that brings together communities and industries on the West Coast and enables the region to thrive and contribute to a sustainable and prosperous New Zealand.

The transport priorities for the region in the strategy, include:

- A secure land transport network resilient enough to withstand the natural events the West Coast is susceptible to;
- Safety for increasingly diverse user types on a constrained network; and
- A fit for purpose land transport network.

The strategy includes objectives, policies, and methods for the land transport network. Of particular relevance, it notes the importance of rectifying network resilience issues, minimising conflicts between modes, remedying pinch points on state highways, addressing deterioration in road infrastructure, and promoting co-operation and collaboration between agencies which implement land transport initiatives.

The strategy includes a list of transport priorities recommended for funding from the National Land Transport Fund in the region over the next 10 years. Relevant projects for the Punakaiki area include:

- Visitor driver signage to improve tourist driver safety;
- Addressing resilience along SH6 to address risk and journey time reliability;
- Enhancing resilience of the network to withstand short and long term events, including spot treatment of areas at risk to rock fall and slips.
- Determination of issues and options for managing conflicts between cyclists and vehicles on the state highway network.

Development of the Punakaiki Master Plan should be cognisant of the listed transport priorities, objectives, and relevant priority projects. It should also feed into future reviews of the strategy to ensure continued transport safety and efficiency in the area.

REGIONAL PEST PLANT MANAGEMENT PLAN 2018

The Regional Pest Plant Management Plan (RPPMP) provides for the effective management or eradication of specific pest plants on the West Coast to achieve the requirements of the Biosecurity Act 1993 and national policy direction on pest plant management. The Plan sets out objectives for management of specific environmental and production pests (exclusion, eradication, progressive containment, sustained control), and responsibilities and methods for control including rules.

As part of the Punakaiki Master Plan, there may be opportunities to further advance pest plant management in specific areas to further advance the objectives of the RPPMP.

LOCAL / DISTRICT GUIDANCE

DISTRICT PLANS

District Plans provide a framework for the management of the use of land within each district in a way which achieves the purpose of the RMA, and implements the higher order policy direction within national policy statements, and the RPS. Zoning of land, together with objectives, policies, and rules for land use and development, provide for the management of specific land uses, including for the consideration of resource consent applications.

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.

BULLER DISTRICT PLAN

The Punakaiki area currently has a number of relevant zones as shown in Figure 1:

- Paparoa 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.

Paparoa Character Area

This zone applies to a number of locations along the coast of the District from Dolomite Point in the south to Needle Point in

the north. These areas have been identified as having special scenic and amenity value and requiring particular protection. In relation to Dolomite Point, the zone applies to the DoC land



Figure 1: Application Zones (Planning Maps)

that is part of the Paparoa National Park and which contains the Pancake Rocks tourist attraction.

The rules that apply in this zone generally restrict activity that would impact on the character of this area and requires resource consents for any new buildings/structures or vehicle tracks, any planting of exotic trees, earthworks over 100m³ and clearance of specified indigenous vegetation. It is anticipated that only small scale, visually unobtrusive activities can be established in the area.

Scenically Sensitive Commercial Zone

This zone applies to the sites to the east of the State Highway and south of Dolomite Point (both sides of the road), some of which is in Council or private ownership. It does not apply to the National Park land. This zone is primarily intended to provide facilities for tourists while also servicing the commercial needs of the Punakaiki locality. A wide range of activities are permitted (but not industrial activities), with a focus on commercial and recreational activity meeting tourism demand. Residential activities are expected to be related to other activities, in order to prevent the land being used solely for residential purposes. Special controls are applied through

the rules to ensure that any buildings are compatible with surrounding buildings and landscape features, but the rules are generally enabling.

Scenically Sensitive Residential Zone

This zone applies to the area to the north containing mainly residential and visitor accommodation activities. The zone is intended to provide particular protection in relation to built development in scenically special areas (Punakaiki and Ross Subdivision). The rules restrict permitted activities to network utilities, low traffic generating activities and the erection of any building or structure under 100m², or the addition to a building that will add less than 50m² to the existing building. Beyond such small scale buildings, particular emphasis is placed on the design and appearance of buildings.

Rural Zone

The rural zone covers large areas of the district but in this location, is an underlying zone applying to the coastal, waterway and road corridors. The zone is intended to ensure rural character is not diminished. The zone includes a wide range of rules on activities and development, and in this location, there are particularly relevant rules relating to separation from waterbodies.

Natural Environment Character Area

The Natural Environments Character Area covers those parts of the District that are national park (Paparoa National Park) and ecological areas. The broad purpose of the Natural Environments Character Area is to reflect the high overall conservation values present, while recognising that there are also a number of other uses and/or values attributable to this land, such as recreation, tourism, mining, hydroelectric generation and cultural and aesthetic values.

The rules recognise that the sensitivity of the receiving environment is the critical determining factor in assessing what activities are appropriate. The rules that apply in this zone generally restrict activity that would impact on character and requires resource consents for any new buildings/structures or vehicle tracks, earthworks and clearance of indigenous vegetation or harvesting. Again, it is anticipated that only small scale, visually unobtrusive activities can establish in the area.

Current Planning Restrictions

The current zoning of the land and applicable rules are relatively general and do not explicitly provide for the type of development that would enable growth and development, but do not unnecessarily limit growth and change opportunities. The sections of land that are zoned Scenically Sensitive Commercial Zone would anticipate many activity types but all new development would require resource consent and be measured against very general matters of discretion

which do not encourage growth of a tourist focussed area. The Scenically Sensitive Residential zone also is moderately restrictive of development but would accommodate some changes in activity. The objectives and policies currently in the District Plan focus more on restricting development in the coastal and sensitive areas to ensure protection of special values, character and amenity, without encouraging appropriate development for tourism and community needs.

GREY DISTRICT PLAN

The Grey District Plan applies to the land south of the Punakaiki River.

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. 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 enable 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.

LONG TERM PLANS (LTP)

The District Council Long Term Plans outline the vision for the District, desired community outcomes, and the services and activities that the Council will undertake to achieve those outcomes over a 10-year period. Both Buller and Grey District Council are currently consulting and hearing submissions on draft plans covering the next 10 years.

The draft Buller LTP includes the following desired community outcomes:

- A vibrant, resilient, healthy and safe community with access to quality facilities and services.
- A district that values and supports learning with accessible relevant education and training opportunities.
- A happening district with a strong community spirit and distinctive lifestyle.
- The distinctive character of the environment appreciated and retained.
- A thriving, resilient and innovative economy creating opportunities for growth and employment.

Aside from commitment to the Punakaiki Master Plan process, the Draft LTP includes specific projects for Punakaiki in the form adding additional treated water storage capacity to enable 7 days treated water storage availability, and construction of a community facility in 2019/20. The Plan also notes the need to build resilience to natural hazards, including coastal erosion at Punakaiki.

The draft Grey LTP includes the following desired community outcomes:

- Growing all aspects of the local economy creating opportunities for all and the District is seen as strong and resilient.
- Providing affordable, quality essential services.
- Building identity through diverse quality recreational and cultural facilities.
- The district has access to quality education facilities.
- The district has access to quality health facilities and regulation.
- Personal and property safety.
- Sustainable management of our environment.

The Draft Grey LTP does not identify any specific projects in the Punakaiki area.

The community outcomes and identified projects need to be recognised in developing the Punakaiki Master Plan.

OTHER RELEVANT GUIDANCE

TAI POUTINI WEST COAST GROWTH STUDY

The West Coast Growth Study (2017) identifies where the region's significant further economic opportunities lie, and identifies proposals that will stimulate economic development

to help future proof the regional against commodity market shocks, and increase incomes and jobs in the region over a short to medium term (10 years). It is supported by an action plan (discussed below). High priorities for action identified in the study were:

- Developing a tourism strategy and action plan to improve marketing, enhance and develop tourism products, and invest in visitor infrastructure and amenities at key locations. This includes determining the appropriate mix of funding options.



Figure 2: Zoning pattern (Planning Maps)

- Reviewing economic development arrangements in the region with a view to recommending a new governance, funding and delivery approach.
- Reviewing the objectives and investment approach of Development West Coast, including developing a clear investment strategy that aligns with the outcomes and objectives of the growth study.
- Identifying the region as a priority for extension of UFB, RBI and mobile networks and accelerating the roll-out and implementation of West Coast digital enablement initiatives.

- Developing a single window regulatory processing hub to deal with permits, land access arrangements and consents in a streamlined way.
- Identifying areas of stewardship land with development potential that are of low conservation value.

WEST COAST ECONOMIC DEVELOPMENT ACTION PLAN 2017

The West Coast Economic Development Action Plan specifies how the priority opportunities identified in the West Coast Growth Study (above) will be achieved by articulating key actions, milestones, timeframes, and identifying lead organisations and resources required. Actions of broad relevance include:

- Future proofing Punakaiki visitor and heritage infrastructure.
- Preparing and implementing the Tai Poutini Maori Tourism Strategy and Action Plan.
- Identifying low value conservation stewardship land that could be disposed of.
- Enabling ongoing access to windblown timber on public conservation land.
- Developing a sustainable whitebait fishery.
- Establishing social enterprises across the West Coast.
- Investment in road resilience and safer visitor routes.

Delivery of these actions is underway. Reporting against those actions has identified that the draft Tai Poutini Maori Tourism Strategy is underway and provides for an iwi tourism trail through the West Coast taking in major attractions and destinations, while promoting Ngai Tahu history. Disposal of conservation stewardship land and access to windblown timber has not progressed, with the new Government signalling use of stewardship land for other uses such as the "billion trees project", and protecting conservation land from logging. Assessment of the condition of whitebait spawning sites, and barriers to whitebait migration (e.g. culverts) are being investigated.

Ways in which the Punakaiki Master Plan can assist in delivering on the priorities and actions of the growth study and action plan should be considered.

WEST COAST CONSERVATION MANAGEMENT STRATEGY (CMS)

The Conservation Management Strategy (2010) establishes objectives for integrated management of the conservation estate, including its natural and historic resources, and for

recreation, tourism and other conservation purposes over a 10-year period.

Punakaiki is located in the Paparoa Place identified in the CMS, and is noted as one of the most complex and distinctive places in the West Coast. Desired outcomes for this place under the CMS include:

- The Paparoa National Park is a premier example of natural New Zealand, where natural quiet predominates, and is a sanctuary for a diversity of nationally and internationally significant geological features, and indigenous plants and animals. The park is uncluttered by intrusive structures. A network of high quality tracks allows people to make short excursions.
- Natural heritage values are maintained, and where practicable, protected and enhanced. The outstanding scenic qualities of the coast road, and predominately natural character of these landscapes from the coastline through to the top of the Paparoa Range are retained.
- The natural processes, indigenous biodiversity, and archaeological and cultural values of Paparoa's wetlands, caves and extensive karst ecosystems are maintained. Weed invasion into public conservation lands from adjacent weed sources is prevented.
- All actively managed historic places on conservation lands are maintained in their 2010 condition or better.
- Cultural values of significance to Poutini Ngāi Tahu/Ngāi Tahu are protected throughout Paparoa Place. Cave and karst areas are managed to protect wāhi tapu and natural values as a priority above recreation, tourism or other uses of these sites. The Nohoanga Entitlement sites at Pororari and Punakaiki Rivers are managed in accordance with the Ngāi Tahu Claims Settlement Act 1998.
- A range of safe and easily accessible recreational opportunities are available: from the intensely busy Pancake Rocks formation to nearby coastal walks. An enlarged network of high-standard walking tracks around Punakaiki village caters for increasing recreational use.

The objectives and outcomes of the CMS should be taken into account in considering options for use and development of the conservation estate as part of the Punakaiki Master Plan.

IWI MANAGEMENT PLANS

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

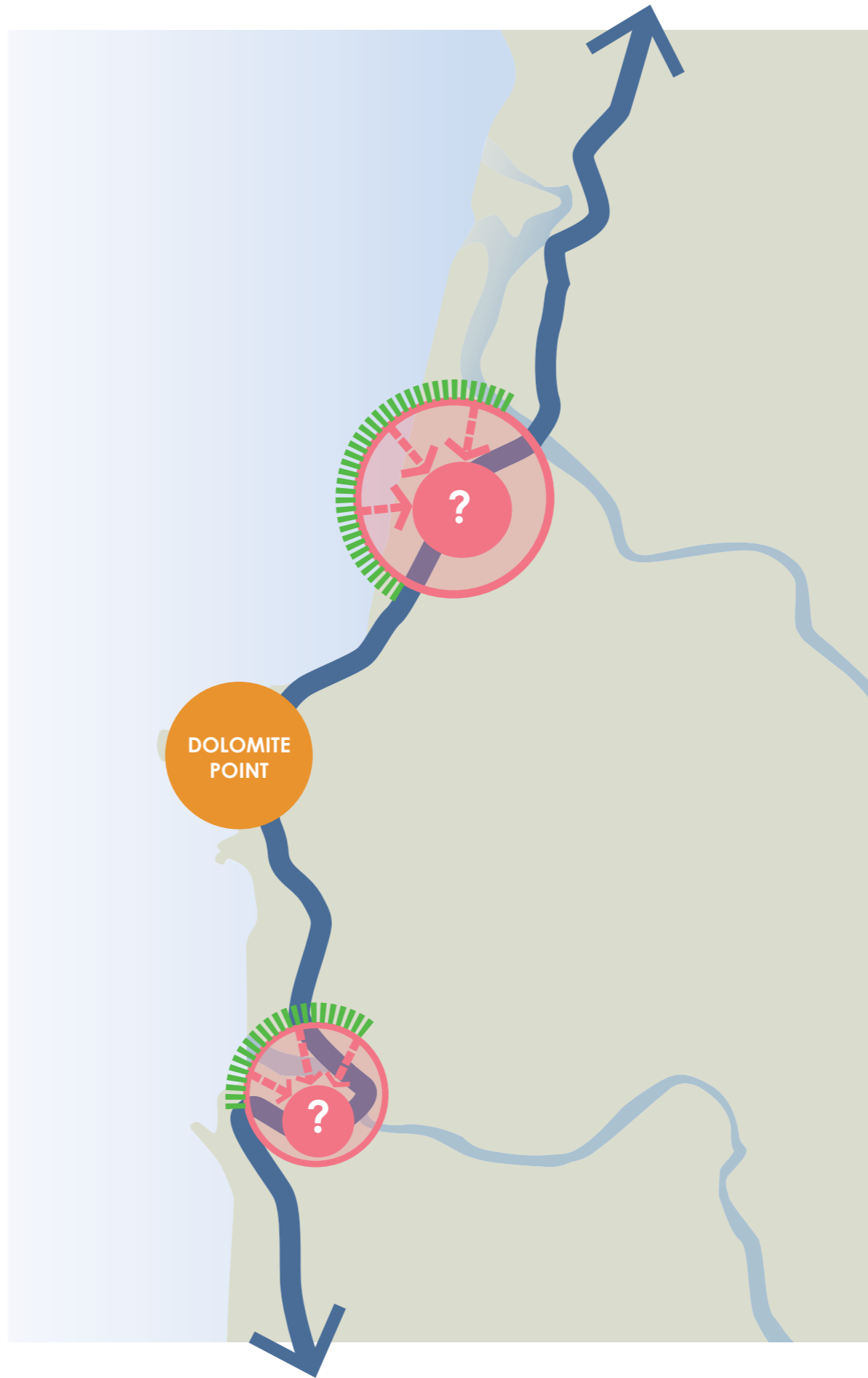
development of the Tai Poutini Maori Tourism Strategy and the Ngai Tahu Freshwater Policy.

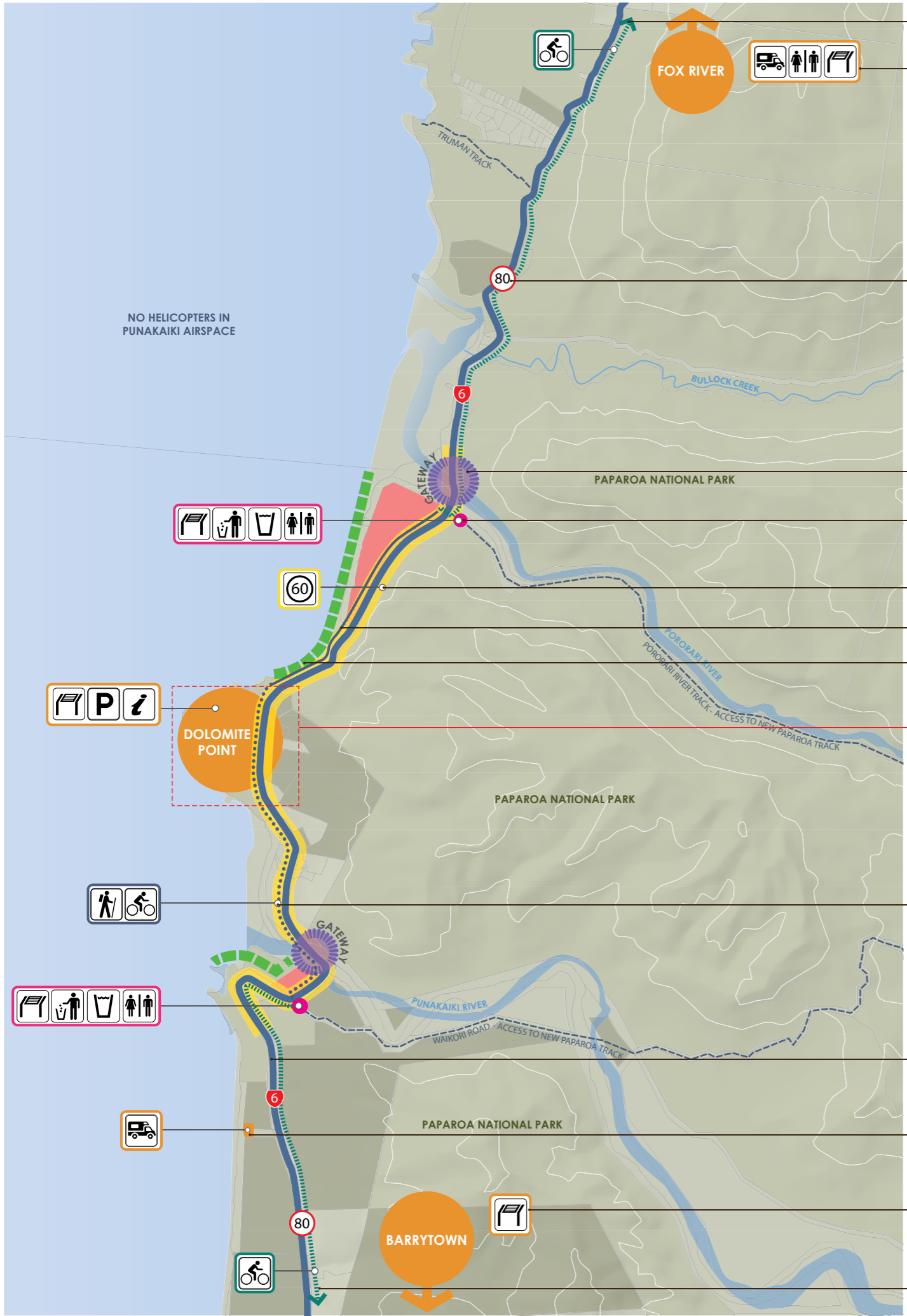
APPENDIX 2 - SHORT LIST OPTIONS

Programme 1 sees the continuation of existing systems with no new initiatives 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.

The following key moves for 'Programme 1' include:

- Improvements to visitor facilities and services at Dolomite Point.
- Consider residential retreat from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground.
- Protection of community properties and infrastructure in low-lying areas from coastal erosion until such time as retreat occurs.
- Improvements to the road corridor (SH6) including speed





Extend off-road cycleway north to proposed Charleston cycleway.

- Managed freedom camping location at existing Fox River site.
- Provision of information signage & toilet facilities.
- Ban freedom camping from Irimahuwhero Point to Razorback Ridge and special/natural areas, including river mouths.

Reduce speed limit from 100km/h to 80km/h.

Gateway experience creating a sense of arrival to the Punakaiki area.

DOC service hub at new Paparoa track ends (existing Pororari River track & Waikori Rd track) including toilet facilities, waste/rubbish disposal, drinking water fountains and visitor interpretation/information signage.

Reduce speed limit to 60km/h from Pororari River to Razorback Point.

Widening of existing footpath to accommodate cyclists.

Maintain & expand seawall to protect properties and road from coastal erosion.

DOLOMITE POINT

- Improvements to existing facilities and services including toilets, waste/rubbish disposal & drinking water.
- Re-design parking.
- Local noticeboard & visitor interpretation signage.

New off-road pedestrian and cycle connection between the new Paparoa Track ends at Punakaiki and Pororari River bridges. Combination of existing footpath widening to accommodate cyclists and new off-road track.

State Highway 6: directional signage/line-marking to reinforce driver safety.

Managed freedom camping location at McMillan Road.

Provision of information signage.

Extend off-road cycleway south to Conservation Volunteers Site.

ADDITIONAL INTERVENTIONS

WATER & WASTEWATER

- Retain existing source location at Smiths Creek & behind Dolomite Point, and roof water.
- Improvements to existing water treatment.
- Increase existing water storage above Hartmount Place and via tanks at each property.
- Upgrade existing pipe network and introduce water metering system (user pays).
- Introduce water conservation initiatives & education.
- Retain individual wastewater systems.
- Assessment & compliance of wastewater systems.

TRANSPORT

- Develop a long term plan for protection of State Highway access between Whitehorse Bay and Motukiekie.
- Undertake safety improvements to reduce hazard risk from rock-fall, landslides etc.

COMMUNICATION

- Supply UFB & mobile phone coverage by all suppliers to entire site area.
- Improve postal services including secure parcel collection location.

FREEDOM CAMPING

- Engage with Motor Home association to achieve a consistent solution for the Punakaiki area and along Coast Road.

MANAGE ACCESS

- Ban vehicle access on beaches where birds nest and areas where habitats are under pressure.
- Ban dog access in protected areas but permit elsewhere when under control.

NATURAL ENVIRONMENT

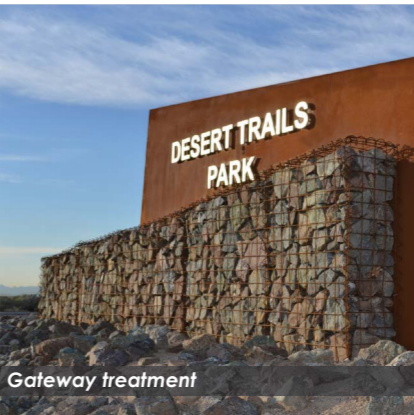
- Revise District plan provisions to prioritise protection of the environment.
- Preserve habitat by ensuring management plans are enforced for road works.
- Provide community transparency of rock quarry sources.

RESIDENTIAL GROWTH

- Limit development near petrel colony.

COASTAL EROSION

- Undertake a needs analysis for relocation alongside a long term evacuation plan.



Gateway treatment



Pedestrian / cycleway adjacent SH6



Interpretative signage & information



Expand seawall protection



Additional toilet facilities

Programme 2 looks to achieve a number of enhancements through investment in core services and new interventions. It includes a number of specific interventions focused on improving environmental outcomes, strengthening community, addressing resilience and enhancing the visitor experience.

The following key moves for 'Programme 2' include:

- ➔ Additional loop Road around the back of the visitors centre at Dolomite Point.
- ➔ Gradual retreat of residents from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground.
- ➔ Managing visitor numbers to Dolomite Point through Park n Ride services from Fox River and Barrytown.
- ➔ Introducing designated freedom camping sites at Fox River and McMillan Road.
- ➔ Enhancing pedestrian / cycles linkages by providing an off-road track linking communities and key activities.





- Culverts under road for penguin habitat erosion (further north past Irimahuwhero Point).
- Park & Ride facility at Fox River.
 - Re-open DOC tracks at Fox River and repair walkway to old tunnel.
 - Managed freedom camping location at existing Fox River site.
 - Provision of information signage & toilet facilities.
 - Ban freedom camping from Irimahuwhero Point to Razorback Ridge and special/natural areas, including river mouths.
 - Community warden / compliance officer.
- Improve parking at Truman Track
 - Introduce designated pedestrian crossing point and public toilet facilities for track users.
 - Residential retreat from low-lying areas (i.e. Punakaiki Village) to higher ground.
 - Undertake relevant needs analysis including consideration of higher density development alongside long-term evacuation plan.
- Introduce off-road pedestrian & cycleway linking communities from Charleston to Barrytown.
- Following residential retreat of low-lying areas, consider temporary, eco-friendly accommodation (i.e. glamping) as an interim use until the land is eventually inundated.
- Gateway experience creating a sense of arrival to the Punakaiki area.
- DOC service hub at new Paparoa track ends (existing Pororari River track & Waikori Rd track) including cycle parking, toilet facilities, waste/rubbish disposal, shelter structures, drinking water fountains and visitor interpretation/information signage.
- Reduce existing speed limit to 50km/h from Pororari River to Razorback Point.
- Designated crossings & additional pedestrian safety measures at Punakaiki Cavern entrance and other high activity points.
- Maintain & expand seawall to protect road from coastal erosion.
- DOLOMITE POINT**
- New access road within Dolomite Point.
 - Enhance, re-design & increase parking provision. Remove RHS parking from visitor's centre.
 - New/enhanced visitor centre with civil defence capability, to support education, postal services & provide visitor information, bookings etc. Additional offers such as free WiFi, luggage storage & phone charging.
- State Highway 6: protection & enhancement of road reserve vegetation and directional signage/line-marking to reinforce driver safety.
- Managed freedom camping location at McMillan Road.
- Reduce speed limit from 100km/h to 80km/h.
- Park & Ride facility at Barrytown.
 - Provision of information signage.
 - Increased visitor accommodation at Barrytown.



Gateway treatment



Off-road pedestrian / cycleway



Interpretative signage & information



Service hub at track ends



New / enhanced visitor centre

ADDITIONAL INTERVENTIONS

- WATER & WASTEWATER**
- Retain existing source location at Smiths Creek, behind Dolomite Point, and roof water. Potential sourcing from Pororari or Punakaiki River.
 - Improvements to the existing water treatment including new treatment plant.
 - Increase existing water storage above Hartmount Pl, behind Dolomite Pt, Cattle Reserve & via tanks at each property.
 - Upgrade existing pipe network & introduce water metering system (user pays).
 - Introduce water conservation initiatives & education.
 - Improve compliance of wastewater systems and consider implementing a treatment plant at Village.
 - Retain individual wastewater systems, implement grey water diversion at Punakaiki Village and pump settled wastewater to new treatment plant.
- TRANSPORT**
- Shuttle services from Blackball / Greymouth / Westport. Provide EV charging at these locations and Dolomite Point.
 - Develop a long term plan for protection of State Highway access between Whitehorse Bay and Motukiekie.
 - Undertake safety improvements to reduce hazard risk from rock-fall, landslides etc.
 - Parking fees, time restrictions & enforcement.
- COMMUNICATION**
- Supply UFB & mobile phone coverage by all suppliers to entire site area.
 - Ensure civil defence communications and systems are in place.
 - Improve postal services including secure parcel collection location.
- FREEDOM CAMPING**
- Provide designated parking bays at permitted sites to manage numbers.
 - Engage with Motor Home association to achieve a consistent solution for the Punakaiki area and along Coast Road.
- MANAGE ACCESS**
- Ban vehicle access on all beaches & areas where habitats are under pressure.
 - Restrict access to LINZ land near Pororari River to allow for regeneration.
 - Ban dog access in protected areas but permit elsewhere when under control.
- NATURAL ENVIRONMENT**
- Revise District plan provisions to prioritise protection of the environment. Develop visibility guidelines including controls of height & colour sympathetic to the surrounding national park context.
 - Preserve habitat by protecting significant trees, limiting clear felling & ensuring management plans are enforced for road works.
 - Provide community transparency of rock quarry sources.
 - Introduce community & visitor trapping programme.
- RESIDENTIAL GROWTH**
- Allow for more permissive rural zoning to support residential growth
 - Limit development near petrel colony
- MANAGE VISITOR DEMAND**
- Winter concessions for Great Walk.
 - Broader range of activities during winter.
 - Marketing to promote other attractions.

Programme 3 is the most permissive programme that seeks to maximise investment to enable and benefit from tourist growth.

The following key moves for 'Programme 3a' include:

- ➔ Redirecting State Highway 6 to bypass around the back of Dolomite Point, enabling enhancement of the area as a tourist and community hub.
- ➔ Gradual retreat of residents from current low-lying areas such as Punakaiki Village and Punakaiki River to areas of higher ground.
- ➔ Enhancing Dolomite Point as a 'Community & Visitor Hub' through additional retail/commercial development & community/visitor amenities.

The following key moves for 'Programme 3b' comprise a long-term vision for the Punakaiki area and include:

- ➔ Retreat of all residences & accommodation from the Punakaiki area to service towns north and south of the area.
- ➔ Introducing a State Highway bypass inland, shifting vehicular movements away from the coast.
- ➔ Punakaiki becomes a wilderness area with only a 'light touch' of human presence / visitation.
- ➔ Conversion of existing State Highway corridor to a pedestrian & cycle corridor along the coast.
- ➔ Controlled visitor access into Dolomite Point & surrounding Punakaiki area via innovative, sustainable transport modes.



Scenario 3a



Scenario 3b