

4.1.3.5. Explanation/Reasons

Objectives and policies are explained as being necessary in terms of promoting sustainable management and fulfilling the Council's functions and responsibilities under the Act.

4.1.3.6. Intended Environmental Outcomes

These state the environmental outcomes relating to an issue which the Council intends to achieve or work towards through implementation of the stated objectives and policies. Outcomes are based on community expectations with regard to the environment, and the expected result from the policies and methods in the Plan. They are also intended to form a measurable basis for monitoring the effectiveness of the District Plan in achieving the overall goal of sustainable management.

4.1.3.7. Monitoring

The monitoring which the Council will undertake is based on the intended environmental outcomes.

4.2. Infrastructure**4.2.1. Key Issue**

4.2.1.1. The need to provide for the efficient development, use and maintenance of infrastructure, in a manner which has regard to the avoidance, remediation, or mitigation of adverse effects, and the need to protect infrastructure services from the adverse effects of other activities.
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4.2.2. Transport, water supply, electricity, telecommunications, stormwater, sewage and waste disposal are all key services required for the efficient functioning of the District. While not all of these activities are the Council's responsibility, each can have adverse effects on the environment, which in turn can be controlled through the District Plan process. The significance and ease of mitigation of effects will be part of the criteria used to assess the urgency or priority of works and services.

4.2.3. Waste disposal especially at landfills is also of concern, especially where leachate enters rivers or other water bodies. Other services such as transmission towers and roading, can have an adverse effect on scenic landscape and/or visual amenities.

4.2.4. Infrastructure, service and communications resources represent a significant financial investment and are also highly valued by the community, and business and industry. Activities which impact on this resource in a detrimental manner should therefore be controlled.

4.2.5. Objectives

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

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

4.2.6. Policies

4.2.6.1. *Development in areas which, due to physical characteristics, are difficult to service shall be permitted where appropriate technical solutions are provided to avoid, remedy or mitigate against adverse effects.*

4.2.6.2. *To ensure that services are provided in a manner which does not have adverse effects on the environment, and which enables communities to provide for their health and safety.*

4.2.6.3. *To utilise a roading hierarchy which enables the effects of activities on the roading resource to be avoided, remedied or mitigated depending on the status of the road in the hierarchy.*

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

4.2.7. Methods of Implementation

4.2.7.1. Support Regional Council initiatives and policies on waste management.

4.2.7.2. Support the development of a regional facility for the collection, recycling, storage, treatment or disposal of hazardous substances.

4.2.7.3. Promote the concept and benefits of waste minimisation, energy conservation and recycling and encourage community participation in any programme.

4.2.7.4. Programme works and service maintenance and construction into the annual budget.

4.2.7.5. Liaise with New Zealand Transport Agency on matters related to the state highway network.

- 4.2.7.6. Provide information on technical aspects of service provision, in particular for on-site sewage disposal and water supply.
- 4.2.7.7. Include rules in the District Plan to ensure the safe and efficient operation of Westport Airport.
- 4.2.7.8. Rules and performance standards.
- 4.2.7.9. Recognition of appropriate industry Codes of Practice.
- 4.2.7.10. Liaison with infrastructure service providers, in particular New Zealand Transport Agency, Tranz Rail, Westport Airport, Westport Harbour Committee, Telecom New Zealand and Transpower New Zealand.

4.2.8. Explanation/Reasons

- 4.2.8.1. The Council's annual budget identifies and prioritises the further provision (and/or upgrading) of services, taking into account human health and safety, environmental effects and financial criteria. Appropriate servicing is critical to ensuring that development does not have adverse environmental effects. In this respect, the Council will require that an approved sewage disposal system is installed with any new residential or commercial development, that an adequate potable water supply is available to the site and that stormwater flows are channelled off-site (unless otherwise specified) in a manner which does not cause scouring or flooding on neighbouring properties. These aims shall be achieved through the enforcement of a number of regulations, which together will ensure that an effective and appropriate level of servicing is provided to a site.
- 4.2.8.2. The provision and maintenance of services and infrastructure in the District is addressed throughout Section 5 of the Plan, in particular in Sections 5.2 to 5.5, Part 6, Part 7 and Part 8.

4.2.9. Intended Environmental Outcomes

- 4.2.9.1. Development of areas where services can be provided easily, in terms of cost and environmental effects.
- 4.2.9.2. The efficient use of existing resources where services are not utilised to their full capacity.
- 4.2.9.3. Protection of existing infrastructure from damage or destruction by other activities.

4.2.10. Monitoring

- 4.2.10.1. Council staff will prepare reports to Council at appropriate intervals identifying areas where services are not utilised to their full capacity and reviewing the cost and effects of new services provided by the Council.
- 4.2.10.2. A register will be kept of damage to infrastructure as a result of land use activities in order to assess whether further controls are needed to protect infrastructure resources.

4.3. The Built Environment**4.3.1. Key Issue**

4.3.1.1 Avoidance, remediation, or mitigation of the adverse effects of inappropriate development on the distinctive character and heritage values of Buller settlements.

- 4.3.2. The District's largest settlements are Westport (5,006 people) and Reefton (1,046 people) (1996 Census).
- 4.3.3. Both Westport and Reefton are historic towns and have retained much of their original historic character, particularly in relation to commercial main street character. The two main street commercial centres act as focal points for the towns and exhibit considerable harmony in terms of their commercial architecture. Generally speaking, in Reefton it is the character of the town that is important rather than individual buildings. In Westport, however, particular buildings are also significant. The main street commercial centre in Westport is defined as those blocks on Palmerston Street from Rintoul to Henley Streets, and in Reefton as those blocks on Broadway from Bridge to Sinnamon Streets.
- 4.3.4. The northern-most part of Buller District is serviced by Karamea, approximately 95km north of Westport. In addition to its rural servicing functions, Karamea is the Buller base for the north-west Nelson region and is the last settlement before the Heaphy Track and Oparara River cave system. The town is increasing in importance as a base for adventure and nature tourism.
- 4.3.5. Other settlements in the District include the belt of coastal settlements north of Westport which have a rich mining history. These include Waimangaroa, Ngakawau, Hector and Granity. Inland mining towns include Millerton, Stockton, Denniston and Seddonville. Coastal holiday/retirement settlements in Buller are principally Punakaiki, Ross Subdivision, Charleston, Little Wanganui, Tauranga Bay and Carters Beach. Carters Beach is located close to Westport, and also provides an alternative permanent residential living opportunity to persons working in Westport.