

Canterbury Regional Coastal Environment Plan

Plan Change 4 Kaikoura Marine Facilities Zone

Operative 11 June 2011



Everything is connected

Plan Change 4 to the Regional Coastal Environment Plan for the Canterbury Region

OPERATIVE

11th June 2011

Report No. R11/22

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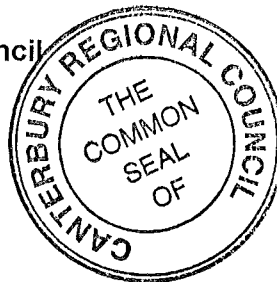
This is the approved Plan Change 4 to the Regional Coastal Environment Plan, by the Canterbury Regional Council

The change to the Regional Coastal Environment Plan as a result of decisions on Plan Change 4 was publically notified on Saturday 28 May 2011 and became operative on Saturday 11 June 2011.

The Common Seal of the Canterbury Regional Council was fixed in the presence of:



Wayne Thomas
Acting Chief Executive
Canterbury Regional Council



Dame Margaret Bazley
Chair
Canterbury Regional Council

26 May 2011

Change 4 to the Regional Coastal Environment Plan for the Canterbury Region (Kaikoura marine facilities zone)

Amendments and/or changes are indicated by underlined text (and includes a new map).

Amend Policy 9.1 page 9-141 to 142 and its explanation as follows:

Policy 9.1

- (a) ***New habitable buildings should be located away from areas of the coastal environment that are, or have the potential to be, subject to sea water inundation or coastal erosion.***
- (b) ***Any new development in the coastal environment should be designed or located in such a way that the need for coastal protection works, now and in the future, is minimised.***
- (c) ***The continued use and protection of essential infrastructure and services should be provided for, where no reasonable alternative exists, in areas subject to coastal hazards, provided adverse effects on the coastal environment are avoided, remedied or mitigated.***
- (d) ***New coastal protection works for existing use and development should only be considered where they represent the best practical option for natural hazard mitigation or avoidance, and adverse effects can be avoided, remedied or mitigated.***
- (e) ***Natural features that buffer the effects of coastal hazards should be protected.***
- (f) ***Any significant adverse effects from the location, type and design of coastal hazard damage minimisation measures should be avoided, remedied or mitigated.***
- (g) ***Environment Canterbury will provide information, including information on the incidence of natural occurrences, to encourage people to avoid locating in hazard prone areas.***
- (h) ***New coastal protection works should be assessed, and measures taken or advocated as appropriate, to remedy or mitigate any significant adverse effects or remove redundant structures, to assist in restoration and rehabilitation of the natural character of the areas concerned.***
- (i) ***To recognise and provide for the existing fuel storage facilities at South Bay in Kaikoura, shown on Map A as the Kaikoura Marine Facilities Zone, provided any coastal hazard risk is mitigated by maintaining a buffer between the fuel tanks and active beach.***

Explanation

The forces that create hazards along the coast originate from the sea but, in terms of costs, largely impact on assets along the coastline. A consistent regional approach should give a

clear indication of what uses are appropriate within areas, which, on extrapolated trends, will be at risk from erosion within defined periods or may themselves intensify damage from natural occurrences.

Experience has demonstrated that engineering works to protect development that takes place in high risk areas are often an expensive and short term remedy; defining and avoiding risk prone areas is more cost effective. Other works such as sand mining and removal and dune re-contouring can increase the level of damage from natural occurrences.

The definition of Hazard Zones in this Plan has been used in order to provide clarification to prospective developers, local people and territorial local authorities, Councils and other bodies. Experience has indicated that the provision of information about coastal hazards has not been sufficient of itself to deter development from risky coastal locations.

The fuel storage tanks at South Bay form an important part of the operation of the Kaikoura Marine Facilities Zone. The site is susceptible to coastal erosion from tsunami and individual or a series of storm events. The rate and magnitude of coastal erosion is however low, and any risks to the existing fuel facilities can be successfully mitigated by maintaining a buffer between the fuel tanks and the active beach. Therefore the plan requires a resource consent for the storage of hazardous substances in the fuel storage tanks along with effective measures to mitigate the coastal hazards risk to the storage tanks.

Principal Reason

To deal with an issue extending beyond the Coastal Marine Area through a consistent regional approach in order to control development in areas with significant coastal hazards

Insert a new Rule 9.5 and 9.6 as follows:

Rule 9.5 Restricted Discretionary Activity for fuel storage facilities at South Bay

Notwithstanding Rule 9.3, the storage of 1000 litres or more of hazardous substances, within the existing underground fuel tanks, in place since 1997, at South Bay in Kaikoura, as shown on Map A, is a discretionary activity for which Environment Canterbury has restricted the exercise of its discretion.

Restriction of Discretion for Rule 9.5

Environment Canterbury restricts its discretion to the following matters when considering an application for a resource consent in accordance with Rule 9.5 of this plan and in imposing conditions in accordance with Section 108 of the Act:

- (a) The effectiveness of the proposed measures to maintain the buffer between the fuel tanks and active beach and mitigate the coastal hazards risk to the fuel storage tanks. Effectiveness will be assessed having regard to the initial establishment of mitigation measures and the ongoing management of the site and maintenance of the measures;**
- (b) The length of term of the consent having regard to (a) above.**

Rule 9.6 Restricted Discretionary Activity for (Beach Re-nourishment) Measures to Mitigate the Risks to the Fuel Storage Facilities from Coastal Hazards

Notwithstanding Rule 9.2, the deposition of any material exceeding 5 cubic metres per 100 square meters of land area for the purpose of maintaining the buffer between the existing fuel tanks and the active beach, within the Kaikoura Marine Facilities Zone at South Bay, as shown on Map A, is a discretionary activity for which Environment Canterbury has restricted the exercise of its discretion.

Restriction of Discretion for Rule 9.6

Environment Canterbury restricts its discretion to the following matters when considering an application for a resource consent in accordance with Rule 9.6 of this plan and in imposing conditions in accordance with Section 108 of the Act:

- (a) Whether the activity is likely to exacerbate coastal erosion;**
- (b) Whether the activity is likely to lead to adverse effects from natural hazards on any other property;**
- (c) The effectiveness of the proposed measures to maintain the buffer between the fuel tanks and active beach and mitigate the coastal hazards risk to the fuel storage tanks; Effectiveness will be assessed having regard to the initial establishment of mitigation measures and the ongoing management of the site and maintenance of the measures. and;**
- (d) The potential for the activity to lead to adverse effects on the existing amenity values of South Bay.**

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*Promoting quality of life through
balanced resource management*

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Environment Canterbury offices

Christchurch

PO Box 345
Christchurch 8140

P: 03 365 3828

F: 03 365 3194

Timaru

75 Church Street
PO Box 550
Timaru 7940

P: 03 687 7800

F: 03 687 7808