

# APPLICATION FOR LAND USE CONSENT

40452 / COAL CREEK / PREPARED FOR WESTCHEM  
INDUSTRIES LIMITED

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Davis Ogilvie & Partners Ltd

## QUALITY ASSURANCE

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**Title:** Application for Land Use Consent

**Applicant:** Westchem Industries Limited

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**GDC FORM 5 DECLARATION**



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## Form 5: Resource Consent Application Declaration

1. APPLICANT'S DETAILS		
Full Name:	Westchem Industries Limited	
Address for Service: (correspondence will be sent to this address)	C/- Davis Ogilvie & Partners Ltd 64b High Street Greymouth 7805	
Telephone:	03 768 6299 Ext. 3	
Email:	<a href="mailto:alyce@do.nz">alyce@do.nz</a>	
Applicant is the	Owner and occupier of the property.	(state whether owner/lessee etc)
Name and Address of Property Owner:	Westchem Industries Limited C/- Guy Robinson PO Box 708, Dunedin 9054	
Contact Details for Property Owner:	Telephone: 021 238 0839	Facsimile:
	Email: <a href="mailto:guy@westchem.co.nz">guy@westchem.co.nz</a>	
2. DECLARATION		
<p>I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct.</p> <p>I undertake to pay all actual and reasonable application costs incurred by the Grey District Council in processing the application regardless of whether or not the application is granted.</p> <p>In the event of a default in payment, the applicant will be charged interest on any overdue amount at the rate of 1.5% per month from the due date until full payment is made, and shall repay Grey District Council on demand any monies which Grey District Council may expend to make good any failure by the applicant to comply with the payment terms.</p> <p>If you do not make any payment when due, in addition to any other remedies, we may recover from you any costs, expenses or disbursements incurred by us in recovering money from you, including without limitation, debt collection agency fees and legal fees.</p>		
<p><b>Applicant's Signature:</b></p> 		
<b>Name:</b>	<p><b>ALYCE HEINE</b> Senior Planner (on behalf of applicant)</p>	<b>Date: 18 April 2024</b>

Please note:

- If the minimum Deposit Fee does not cover the full cost incurred by Council in processing the consent application(s), then the balance will be invoiced either on an interim basis, or at the time the decision on the consent application(s) is released;
- GDC reserves the right to suspend delivery of further goods and/or services if the terms of payment are not strictly adhered to by the applicant.

### 3. CHECKLIST

- |   | <b>Yes</b>                          | <b>No</b>                           |
|---|-------------------------------------|-------------------------------------|
| <ul style="list-style-type: none"> <li>• Indicate here by ticking yes if you would like to see draft conditions prior to a decision being issued on your resource consent application. In making this request you agree to an extension of the statutory processing time limits pursuant to section 37 of the Resource Management Act 1991 in order to accommodate this request.</li> </ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <ul style="list-style-type: none"> <li>• Indicate here by ticking yes if you require paper copies (i.e. posted) of correspondence relating to this application.</li> </ul>  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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**Appendix 1** - Record of Title

**Appendix 2** - Scheme Plan

**Appendix 3** - New Zealand Transport Agency Correspondence

**Appendix 4** - WCRC HAIL

**Appendix 5** - Sight Distance Diagram

## 1.0 INTRODUCTION

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The following report is an assessment of the actual and potential effects on the environment of a land use application for a non-rural activity occurring in the rural environment. Consent is sought for the transportation, storage and drying of forestry waste wood / slash, and on site-chipping of the wood on the site located at 312 State Highway 6, Coal Creek, Greymouth.

This application addresses the existing land use and character of the site; and land use; and the relevant provisions of the Grey District Plan (the Plan), the proposed Te Tai o Poutini Plan (TTPP) and the Resource Management Act 1991 (the Act).

### 1.1 Applicant's Details

Applicant: Westchem Industries Limited

The applicant is the owner and occupier of the property.

Address for Service: C/- Davis Ogilvie & Partners Ltd  
64b High Street  
Greymouth 7805  
Attention Alyce Heine  
P: 03 768 6299 Ext. 3  
E: [alyce@do.nz](mailto:alyce@do.nz)

Applicant's Contact Details: Westchem Industries Limited  
C/- Guy Robinson  
PO Box 708  
Dunedin 9054  
M: 021 238 0839  
E: [guy@westchem.co.nz](mailto:guy@westchem.co.nz)

### 1.2 Site Details

Site Address: 312 State Highway 6, Coal Creek, Greymouth

Legal Description: Lot 2 DP 377608

Valuation Ref: 25420/040.00

Record of Title: 311537 (copy attached as **Appendix 1**)

Net Site Area:

5.7353ha

Zoning:

Grey District Plan – Rural Zone

Te Tai o Poutini Plan – General Rural Zone

### 1.3 Consents Sought

**Land Use** consent is sought for the storage, drying, and chipping of forestry waste wood on the site as a non-rural activity.

An indefinite term is sought, with the standard lapsing period of five years as provided for by the Act.

### 1.4 Other Consents Required

No additional consents will be required from the West Coast Regional Council in conjunction with this proposed land use application.



## 2.0 DETAILS OF PROPOSAL

### 2.1 Site Description

The site is located at 312 State Highway 6, Coal Creek, approximately 3km north of Greymouth as shown in Figure 1 below.



Figure 1: Site Location (<https://app.grip.co.nz/>)

The 5.735 ha site is largely vacant except for an old piggery building retrofitted into a workshop, several small storage sheds, holding yards and manoeuvring areas..

The site has historically been used for farming and forestry activities. Specifically, the elevated northern half of the property currently contains vegetation from re-growth after recent pine tree milling, while the lower lying flatter land across the southern half contains open pastures.

A westward flowing meandering creek that is approximately 3-5 metres runs through the southern portion of the site.

Access to the site is from an existing entrance from State Highway 6. This entrance is located between Lot 1 DP 377608 and Lot 1 DP 755.

## **2.2 Surrounding Land Use**

The surrounding area is generally of a rural nature dispersed with a small number of lifestyle properties.

The Apostles View Motel is located approximately 130 metres to the south of the site, while a commercial firewood activity is located opposite the entrance to the site. Smart Environmental Limited is located approximately 1km to the northeast of the site. The wider surrounding area contains a combination of farmland and land managed by the Department of Conservation.

## **2.3 General Description of Proposal**

Westchem Industries Limited (Westchem) specialises in extracting oil from harvested forestry wood. Dead forestry wood (waste wood and slash) is harvested in bundles and transported to skid sites by helicopter. It is then loaded into a 3-axle truck and 4-axle trailer unit and transported to a site near Greymouth. Wood transported to the site is loose rather than being in logs. The net site load is usually about 12-15 tonnes across the truck and trailer unit. Once at the farm, the wood is stored for several years while it dries out before it is chipped into a truck and transported to Westchem's processing plant in Dunedin.

The current site used for storage has been put on the property market and so Westchem have purchased the site at 312 State Highway 6, Coal Creek for the purpose of storing the harvested forestry wood at this site. It is proposed to transport existing material to the application site once land use consent for the wood storage has been obtained.

A 110m<sup>2</sup> shed is proposed to be constructed to the west of the old piggery/workshop building. The location of this shed is shown on page 2 of the Scheme Plan attached as **Appendix 2**. This shed will be for the purpose of storing the wood.

### **2.3.1 Chipping of the wood**

The chipping of wood into the trucks will occur no more than once per month, between the hours of 10am to 2pm Monday to Friday and will take approximately two hours. No wood chipping will occur outside of these hours. Noise levels at the time of undertaking the wood chipping is expected to be approximately 65dBA L10 at the notional boundary of Lot 1 DP 755, and approximately 50 dBA L10 at the notional boundary of Lot 1 DP 2038 which contains the Apostles View Motel. The chipping will be undertaken by Westchem's West Coast Manager, Ronald McGee who owns the adjacent Lot 1 DP 755.

### 2.3.2 Vehicle Movements

The relocation of product from the existing site to the application site is expected to take approximately four weeks with approximately 5 truck and trailer trips per day to the site. These will only occur between standard working hours, Monday to Friday.

Upon completion of the above, vehicle movements are anticipated to be a maximum of 3 truck and trailer loads per day and will only occur once the harvesting of forestry wood has been undertaken. Harvesting usually occurs approximately three times a year. In some cases, a small utility vehicle will accompany the truck and trailer unit. Generally, the vehicle movements occur for a period of one week at the end of the harvest period and then no vehicle movements for a few months.

Vehicle movements from the storage site to Dunedin will be a maximum of one truck per month.

Vehicle movements mentioned above have been estimated on the highest number of vehicle movements likely resulting from moving the wood to the site and transporting harvested wood to the site. Actual vehicle movements are expected to be less than stated.

All vehicle movements will be undertaken Monday to Friday between standard business hours.

### 2.3.3 Access

Access to the site is from an existing entrance from State Highway 6. This entrance is located between Lot 1 DP 377608 and Lot 1 DP 755 and has an existing carriage width of 3 metres.

The pull over area on the western side of the existing entrance currently complies with Diagram E of Chapter 24 of the Grey District Plan. The existing entrance on the eastern side of State Highway 6 will be upgraded to comply with Diagram E. This entrance will be used intermittently by heavy vehicles. The existing entrance also complies with the 250m sight distance required by the District Plan. The existing entrance complies with Diagram E in the northern direction and will be upgraded to Diagram E in the southern direction.

Consultation with New Zealand Transport Agency (NZTA) has been undertaken in relation to this proposal. Correspondence received from NZTA, dated 15 March 2024, and attached as **Appendix 3** confirms the need for the entrance to be upgraded to Diagram E of the District Plan.

#### 2.3.4 Future Subdivision Consent

A separate resource consent application is currently being prepared for a proposal to subdivide Lot 2 DP 377608 into three new allotments and undertake two boundary adjustments with two adjoining properties. The Scheme Plan attached as **Appendix 2** shows the proposed subdivision. NZTA were informed of the proposed subdivision at the time of consultation. Their feedback acknowledges the proposed subdivision. This application will be processed independently of this consent.

### 2.4 National Environmental Standard Requirements

#### 2.4.1 National Environmental Standard for Assessing and Managing Contaminants in Soil

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) applies if any activities listed on the Ministry for the Environment's Hazardous Activities and Industries List (HAIL) have ever been undertaken on the site. The NES requires territorial authorities to enforce the regulations for 'land' and 'activity' criteria.

Based on a review of the Selected Land Use Register held by West Coast Regional Council (refer attached email dated 26 October 2023, **Appendix 4**), there is no evidence of ground contamination or of activities described Hazardous Substances and Industries List (HAIL) occurring or having occurred on the site. Furthermore, no activities listed have been undertaken on this land to the applicant's knowledge. Based on the above, it is considered there is no potential for site contamination. Accordingly, the NES does not apply to the activity.

#### 2.4.2 National Environmental Standard for Plantation Forestry

The National Environmental Standard for Plantation Forestry (NESPF) is for the purpose of managing activities in relation to the planting and growing of forestry trees. The storing of forestry wood and transporting the wood from the site for processing purposes is not covered by the NESPF. Therefore, the NESPF does not apply to this proposal.

### 2.5 Consultation

Consultation with New Zealand Transport Agency (NZTA) has been undertaken due to the site having access from State Highway 6. On 15 March 2024, NZTA have provided their affected party approval under s95 of the Resource Management Act 1991 (**Appendix 3**). The affected party approval has been provided subject to three proposed consent conditions. Conditions 1 and 2 require the existing entranceway to be upgraded to Diagram E standard as outlined in the NZTA Planning Policy Manual (2007). Condition 3 is in regards any future building development to be constructed to comply with the requested noise levels. Westchem Industries Limited have

reviewed the proposed consent conditions and have agreed for all three consent conditions to be included in the final consent. While condition 3 is aimed at future building development occurring on the allotments post the intended subdivision occurring, including condition 3 on the land use consent will ensure any future residential building complies with the requested noise level requirements. Please include all three proposed consent conditions as conditions on the final consent document.

## **2.6 Affected Parties**

In addition to NZTA, the following adjoining landowners/occupiers are considered potentially affected by the proposed land use due to noise levels created by the wood chipping. Affected party approval has been requested and will be provided once received.

- Dwayne John Honey and Narelle Maree Dobson – Lot 1 DP 377608 (314 State Highway 6, Coal Creek)
- Ronald William McGee – Lot 1 DP 755 (310 State Highway 6, Coal Creek)

No other parties are considered to be affected by this proposed land use.

### 3.0 ASSESSMENT UNDER THE GREY DISTRICT PLAN AND THE PROPOSED TE TAI O POUTINI PLAN

This proposal has been assessed under the relevant objectives, policies and rules of the Grey District Plan, as discussed below.

#### 3.1 Operative Grey District Plan

##### 3.1.1 Part 19 – Rural Environmental Area

Table 1 below outlines the rules within the Rural section (Chapter 17) of the Grey District Plan that are relevant to this proposal.

Table 1: Rural Environmental Area Rules	
Rule	Compliance Comment
<p><b>Rule 19.7.3 Setbacks</b></p> <p>(i) Buildings and forestry are permitted if:</p> <p>(a) the minimum setback from internal boundaries is:</p> <ul style="list-style-type: none"> <li>• 5m for principal residential buildings</li> <li>• 5m for other buildings greater than 5m<sup>2</sup> in gross floor area.</li> <li>• 3m for other buildings less than 5m<sup>2</sup> in gross floor area.</li> </ul> <p>(b) The minimum setback from the road boundary is:</p> <ul style="list-style-type: none"> <li>• 10m for buildings except that this shall not apply to buildings less than 5m<sup>2</sup> in gross floor area.</li> </ul> <p>(c) The following setbacks are complied with:</p> <ul style="list-style-type: none"> <li>• No buildings are erected within 100 metres of MHWS.</li> <li>• No building for residential or commercial purposes is erected within 150 metres of the boundary of any oxidisation pond.</li> <li>• No building is erected within 20m of a margin of a lake or within 25m of a wetland greater than 2 ha.</li> <li>• No building is erected within 10m of a bank of a river or stream which is more than 3m in width.</li> </ul>	<p>The new shed proposed to be constructed on the allotment will be constructed at a location shown on the Scheme Plan (<b>Appendix 2</b>) where it complies with all setback requirements.</p> <p style="text-align: right;"><b>Complies</b></p>
<p><b>19.7.16 Non-Rural Activity</b></p> <p>(i) Non rural activities are permitted if:</p> <p>(a) The maximum floor area for any non-rural activity is a maximum of 100m<sup>2</sup> provided that this shall not apply to fire stations.</p> <p>(b) The maximum number of permitted vehicle trips generated by an activity on a site is: Heavy Vehicles 20 per day Other Vehicles 100 per day</p> <p>(c) Any activity shall be conducted such that the following noise limits are not exceeded at any point within the notional Boundary of any dwelling in the Rural or Rural Residential Environmental Area and</p>	<p>(a) The proposed shed is to be a maximum of 110m<sup>2</sup>.</p> <p style="text-align: right;"><b>Does not comply Discretionary Activity</b></p> <p>(b) The maximum number of heavy vehicle trips generated by moving forestry wood at the site will be less than 20 per day. Other vehicle movements generated by the moving of forestry wood to the site will be less than 100 per day. Traffic movements to the site from forestry sites and traffic movements from the site to</p>

<p>at the boundary of a site in the Residential and Township environment areas, other than the site from which the noise is created.</p> <p>(i) Rural Environmental to Rural Environmental and Township Environmental</p> <p><b>Monday to Saturday</b> 0700 hrs to 2200 hrs 55dBA L10 2200 hrs to 0700 hrs 45dBA L10</p> <p><b>Sunday</b> 45dBA L10</p> <ul style="list-style-type: none"> <li>75 dBA Lmax all days between 2200 hrs and 0700 hrs and</li> </ul> <p>(ii) Rural Environmental to Residential Environmental and Rural Residential Environment</p> <p><b>Monday – Friday</b> 2200 hrs to 0700 hrs 45dBA L10 0700 hrs to 2200 hrs 55dBA L10</p> <p><b>Saturday</b> 1700 hrs to 0800 hrs 45dBA L10 0800 hrs to 1700 hrs 55dBA L10</p> <p><b>Sundays</b> 45dBA L10</p> <ul style="list-style-type: none"> <li>75dBA Lmax all days between 2200 hrs and 0700 hrs</li> </ul> <p>Except where expressly provided elsewhere in this rule, sound shall be measured in accordance with the provisions of NZS 6801:1999 Acoustics Measurement of Environmental Sound and assessed in accordance with the provision of NZS 6802:1991 Assessment of Environmental Sound.</p>	<p>Dunedin will result in less than 20 heavy vehicle movements and less than 100 other vehicle movements per day.</p> <p style="text-align: right;"><b>Complies</b></p> <p>(c) Noise levels when using the chipper will exceed 55dBA L10 levels at the notional boundary of Lot 1 DP 755. All chipping will occur between the hours of 0800 hrs and 1600hrs, Monday to Friday.</p> <p style="text-align: right;"><b>Does not comply Discretionary Activity</b></p>
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Rule 19.7.1 states:

*Any activity is a permitted activity provided that it does not contravene any other rules in this Environmental Area.*

Pursuant to Rule 19.7.16, and having regard to the assessment above, the proposal is a **discretionary activity** with regards to the relevant zone rules.

**3.1.2 Part 24 – Transportation Rules**

Table 2 below outlines the rules within the Transport section (Chapter 24) of the Grey District Plan that are relevant to this proposal.

Table 2: Transportation Rules	
Rule	Compliance Comment
<p><b>24.3 Access</b></p> <p><b>24.3.4 Access to Strategic Routes</b></p> <p>An access to a Strategic Route shall comply with the following:</p>	

<ul style="list-style-type: none"> <li>(i) No legal access is available from another road.</li> <li>(ii) The traffic generated through the access to the Strategic Route is less than 100 equivalent car movements per day (ecm/d).</li> <li>(iii) Compliance with the performance criteria given in Table 24.5 below, regarding sight distance, clearance from intersections, and minimum access spacing. Posted Legal Speed Limit .....100km/hr Sight Distances.....250m</li> <li>(iv) For an access with less than 30 equivalent car movements per day (ecm/d), the vehicle crossing is to be designed and formed in accordance with Diagram C in 24.8.6.</li> <li>(v) For an access with between 30 and 100 emc/d, the vehicle crossing and localised road widening is to be designed and formed in accordance with Diagram D in 24.8.6.</li> <li>(vi) Provision for manoeuvring on site, so that reverse manoeuvring onto the State highway is not required. <ul style="list-style-type: none"> <li>• there shall be no more than 5 individual accesses along any 1 km section of State highway (on both sides), measured 500m either side of a proposed access.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>(i) There is no legal access to the site from another road.</li> <li>(ii) The proposed land use will result in less than 100 equivalent car movements per day.</li> <li>(iii) The existing entrance is located within a posted speed of 100km/hr and complies with the 250-metre sight distance requirement in both directions as shown in the diagram attached as <b>Appendix 5</b>.</li> <li>(iv) Condition is not relevant to this proposal as the vehicle movements will be more than 30ecm per day.</li> <li>(v) The existing entrance will be constructed to comply with Diagram E of NZTA Planning Policy Manual (2007) as per the affected party approval received from NZTA dated 15 March 2024 and attached as <b>Appendix 3</b>.</li> <li>(vi) An existing turning bay within the site boundaries will be used for turning the truck and trailer units around within site boundaries to ensure no manoeuvring onto the State Highway is required. <ul style="list-style-type: none"> <li>• No new entrances are proposed as part of this proposal. Rather the existing entrance will be upgraded. The existing entrance is the fifth entrance within 1km section of the State Highway.</li> </ul> </li> </ul> <p style="text-align: right;"><b>Complies Permitted Activity</b></p>
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Pursuant to Rule 24.3.4, and having regard to the assessment above, the proposal is a **permitted activity** with regards to the relevant Transport rules.

### 3.1.3 Objectives & Policies

The following objectives and policies in the Grey District Plan are considered relevant to the proposed subdivision:

#### Chapter 12 Transport

##### **Objective 12.3.2**

*The safe and efficient use of the district's transport infrastructure.*

##### **Policy 12.4.1**

*Access, off-street parking and loading, and the intensity of activities should not adversely affect vehicle and pedestrian safety and efficiency.*



In terms of satisfying requirements of the above, the District Plan seeks to reduce, or ideally avoid adverse effects on the road network by protecting the road network from adverse effects of high traffic generators, requiring a minimum amount of off-street parking for each activity that is adequate for normal demands and manoeuvring and access standards.

The following assessment demonstrates, parking and loading and manoeuvring can be provided in a functional manner and will not compromise the safety and efficiency of the road network. Consultation with NZTA has been undertaken as part of this application to ensure the safety of the State Highway corridor is retained.

Overall, it is considered that the proposal is consistent with the Transport related objectives and policies.

## **Chapter 19 Rural Environmental Area**

### **Objective 19.3.2**

*The retention of the character of the rural environment in which existing amenities include its openness and spaciousness, natural features and presence of indigenous vegetation.*

### **Policy 19.4.1**

*Activities should not significantly reduce the long-term potential or availability of the natural and physical resource.*

### **Policy 19.4.2**

*New activities should not adversely impact on the operation of established activities provided that any effect generated by the established activity does not give rise to a nuisance that would not normally be expected in a rural working environment.*

### **Policy 19.4.3**

*A wide range of activities are carried out in a manner that avoids, remedies or mitigates adverse effects, including those referred to in Policies 4 - 5.*

### **Policy 19.4.5**

*Activities should not adversely affect the amenities of the rural area or adjoining properties in terms of such matters as effluent disposal, noise, traffic generation, air emissions, odour, shading and visual impact.*

In relation to the above policy, it is reiterated that the rural character and amenity values in the location are to a degree impacted by the proximity and operation land uses within the surrounds (immediate and other including quarries and timber yard and processing operations).

Nonetheless, whilst the activity being the establishment of a wood storage and processing activity, there are a number of factors which result in the effects of this activity on the environment being less than minor. In particular, the proposal seeks the storage of raw materials, movement of machinery and vehicles which are not incongruous within rural activities, commensurate with a rural environment such that potential effects are less obvious.

The proposal retains a rural amenity and character through open space, low density of buildings and absence of urban form. In relation to the above it is noted that the proposal results in a large amount of the site being undeveloped. As mentioned previously the sites periphery provides extensive screening and limited visual permeability which screen the site from the adjacent properties and public vantage points minimising the visual impact and retaining the rural character of the site and surrounds.

As discussed above, it is considered that the proposal is in general accordance with the relevant objectives and policies in the Plan.

### **3.2 Proposed Te Tai o Poutini Plan**

#### **3.2.1 Objectives & Policies – Proposed Te Tai o Poutini Plan**

Section 104(b)(vi) Resource Management Act 1991 requires that Council must have regard to any relevant provisions of a plan or proposed plan. Section 86A (2) allows Council to give weight to objectives and policies in proposed plans before the plan becomes operative. The proposed Te Tai o Poutini Plan (TTPP) was notified on 14 July 2022 and therefore the following assessment of relevant objectives and policies in the TTPP is provided.

#### **Transport**

##### ***Objective TRAN-5***

*To ensure that the provision of safe and efficient parking, loading and access is consistent with the character, scale and intensity of the zone, the roading hierarchy and the activity being undertaken.*

##### ***Policy TRAN-P9***

*Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:*

- a. The safe, effective and efficient operation of roads including State Highways; or*
- b. Pedestrian access and amenity; or*
- c. Safe and functional access.*

As mentioned above, parking and loading and manoeuvring can be provided in a functional manner and will not compromise the safety and efficiency of the road network. The existing entrance will be upgraded, and on-site manoeuvring and parking provided, ensuring the safety

and efficiency of the road network is retained. Heavy vehicle movements to and from the site will be less than 20 per day with all other vehicle movements being less than 100 per day, complying with permitted activity requirements.

### **General Rural Zone**

#### **Objective RURZ - O1**

*To provide for a range of activities, uses and developments that maintain the amenity and rural character values of the rural environment, while retaining highly productive land and rural activities, and supporting a productive rural working environment.*

#### **Objective RURZ-O3**

*To maintain and enhance the distinctive rural character and amenity of West Coast/Te Tai o Poutini settlements while:*

- a. Allowing settlements to grow and adapt as economic activity changes;*
- b. Providing for commercial and industrial land uses in larger settlements where these landuses provide for local community and rural services.*

#### **Rural Amenity and Character**

##### **Policy RURZ - P1**

*Enable a variety of activities to occur within RURZ - Rural Zones while maintaining rural amenity and character. Outside of settlements, activities should:*

- (a) For buildings and structures have a bulk and location that is characteristic of rural environments;*
- (b) Maintain privacy and rural outlook for residential buildings;*
- (c) Be compatible with existing development and the surrounding area;*
- (d) Have appropriate setbacks from the road and significant natural and cultural features;*
- (e) Minimise adverse visual effects if sited on prominent ridges or immediately adjacent to public roads; and*
- (f) Have awareness of cultural landscapes and avoid activities being located on the ridgelines and peaks of ancestral mountains.*

#### **Production Values**

##### **RURZ-P5**

*Recognise that there are only small areas of highly productive land and soils for agricultural production on the West Coast/Te Tai o Poutini and where possible locate non-agricultural activities outside of these highly productive locations.*

As detailed above, the proposal seeks to establish a wood storage yard and processing of a small-scale activity which supports the rural environment. The site is largely undeveloped and features gorse such that the proposal will not diminish the productive value of the site.

The proposal does not impede upon natural and or physical resources nor the rural character of the site. The proposal does not displace any existing rural activities from the site, nor does it preclude the site from being reverted back to a rural activity upon its cessation.

Activities within the general rural zone should have a direct relationship to the resource provided in the rural landscape or be functionally reliant on those resources. It has been demonstrated the wood processing has a correlation to the rural resources.

Overall, the proposal is consistent with the objectives and policies within the TTPP.

### **3.3 Conclusion as to District Plan Assessment**

In summary, the proposed land use is a **discretionary activity** under Rule 19.7.16 of the Grey District Plan, and therefore be processed on a non-notified basis under S104B Resource Management Act 1991. The proposal is consistent with the objectives and policies within the Grey District Plan and the proposed TTPP.

## **4.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS**

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Section 88(2)(b) Resource Management Act 1991 requires that any application for a resource consent must include an assessment of the activity's effects on the environment. Schedule 4 of the Act sets out the matters which must be addressed in this assessment, and states that the assessment should provide sufficient detail to satisfy the purpose for which it is required.

### **4.1 Social and Economic Effects**

Enabling the storage and chipping of harvested forestry wood at this site will provide a local easily accessible site for the wood to be stored before it is transported to Dunedin for processing.

Wood chipping at the site will be undertaken approximately once per month and will occur within standard business hours to minimise noise effects on neighbouring properties. The number of traffic movements to and from the site will vary depending on whether the harvesting of wood has occurred or not but will be below permitted thresholds. The upgrading of the existing access will ensure the continued safety of the road network.

Overall, the proposal will have positive economic effects for Westchem, and will have less than minor effects on neighbouring properties.

### **4.2 Effects on Indigenous Flora, Fauna & Habitat**

The site does not contain any significant indigenous flora and fauna. The site has previously been cleared and some of the site has been turned into rough farming pasture with the balance covered in gorse. The proposal will not have adverse effects on flora and fauna at the site. The proposed shed will be located well away from creeks throughout the site.

### **4.3 Traffic**

In terms of traffic generation, the permitted standard allows for up to 100 vehicle movements per day. The thresholds specified are not intended to prevent activities from occurring rather they seek to ensure the traffic volumes can be accommodated by the road network whilst recognising in rural zones, residents and other road users should expect, and be used to, higher volumes of traffic.

Movements of this activity are anticipated to be around 10-15 vehicle movements. Being; the movement of the existing wood to the site from the current wood storage site is expected to be approximately 5 truck and trailer units per day for four weeks. Heavy vehicle movements are expected to be a maximum of three per day once the harvesting of wood has been undertaken. Harvesting of wood occurs approximately three times per year. Transport of chipped wood to

Dunedin is expected to be a maximum of one truck per month. All vehicle movements to and from the site will be undertaken Monday to Friday between standard business hours. Therefore, all vehicle movements will be well below the 20 heavy vehicle movements and 100 standard vehicle movements per day permitted by the District Plan.

Given, traffic generation will be in accordance with the permitted baseline any effects associated with noise, vibration and general nuisance would be imperceptible from that of a permitted activity. Based, on the above it is considered that the rural location of the proposed activity is more appropriate to that of a traditional urban environment.

The existing entrance will be upgraded to comply with Diagram E of NZTA Planning Policy Manual (2007) as per the correspondence received from NZTA and attached as **Appendix 3**. The existing entrance has a sight distance of approximately 290 metres to the north and approximately 260 metres to the south, easily complying with the 250-metre sight distance requirement of the Grey District Plan as per the sight distance diagram attached in **Appendix 5**. The upgrading the entrance, coupled with the provision for on-site manoeuvring and parking ensures the safety and efficiency of the road network.

It is considered that adverse effects resulting from the additional traffic potentially generated by this development will not be more than minor and can be adequately mitigated by upgrading the existing entrance as per NZTA requested consent conditions.

#### **4.4 Noise**

It is considered noise generated from the activity will be limited to noise from vehicle movement on site and machinery associated with the chipping of the wood. It is important to note that noise associated with vehicle movements on the road network cannot be considered, and the proposed operation will be for the most part indistinguishable given this existing noise environment. Notwithstanding this, it is considered that the relatively small-scale operation has effects which are comparable (or less than) permitted rural activities; in particular the use of farm machinery and equipment would generate similar effects in terms of noise, vibration and vehicle movements and will not generate any additional noise over and above that expected in a typical rural zone.

Irrespective noise effects generated by the chipping of the wood, will be limited to approximately once per month and will occur between standard working hours of between 8am and 4pm, Monday to Friday. It is noted affected party approval from the owners of Lot 1 DP 377608 and Lot 1 DP 755 has been requested and will be provided once obtained and therefore any effects can be disregarded.

It is considered that adverse effects resulting from the wood chipping activity will not be less than minor and can adequately be mitigated by undertaking the activity within standard working hours.

#### **4.5 Historic & Cultural Effects**

The site is not considered to hold any significant historic or cultural significance.

#### **4.6 Conclusion as to Environmental Effects**

Overall, it is considered that adverse effects from this proposal are no more than minor and can be mitigated as described throughout this application.

## 5.0 PART 2 RESOURCE MANAGEMENT ACT 1991

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**Section 5** contains the overriding purpose of the Act, which is to promote the sustainable management of natural and physical resources in a way that enables people and communities to provide for their social, economic and cultural wellbeing so that the reasonably foreseeable needs of future generations can be met, whilst safeguarding the life-supporting capacity of air, water, soil and ecosystems, and avoiding, remedying or mitigating adverse effects of activities on the environment.

The effects of this proposal have been explored earlier in this report and it has been concluded that the overall effects will not be more than minor and can be adequately mitigated. The proposed land use is therefore considered to meet the purpose and principles of the Act.

**Section 6** sets out the matters of national importance that must be recognised and provided for. No s6 matters are considered relevant to this proposal.

**Section 7** details matters to which particular regard must be had. Section 7 matters considered relevant to this proposal are:

- (b) the efficient use and development of natural and physical resources:*
- (c) the maintenance and enhancement of amenity values:*
- (f) maintenance and enhancement of the quality of the environment:*

Permitting the storage of harvested forestry wood and the chipping of this wood to occur at this site is considered appropriate as the activities utilise an existing allotment that is not being used for agricultural purposes.

**Section 8** requires the Treaty of Waitangi to be taken into account when exercising functions, powers or duties under the Act. This proposal raises no matters of relevance to local iwi.



## **6.0 CONCLUSION**

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The proposed activity is consistent with the purpose of the Resource Management Act; that is, promoting the sustainable management of natural and physical resources. Overall, it is considered that the proposed land use of this site is an efficient and appropriate use of the site in accordance with the Objectives, Policies and Rules of the Grey District Plan as they relate to the Rural Environmental Area and the relevant Objectives and Policies of the proposed Te Tai o Poutini Plan. Actual and potential adverse effects on the environment are not considered to be more than minor and can be adequately mitigated as described throughout this application.

**APPENDIX 1**

Record of Title

---



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R. W. Muir  
Registrar-General  
of Land

**Identifier** 311537  
**Land Registration District** Westland  
**Date Issued** 08 June 2007

**Prior References**

WS3D/450 WS5C/85

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**Estate** Fee Simple  
**Area** 5.7353 hectares more or less  
**Legal Description** Lot 2 Deposited Plan 377608

**Registered Owners**

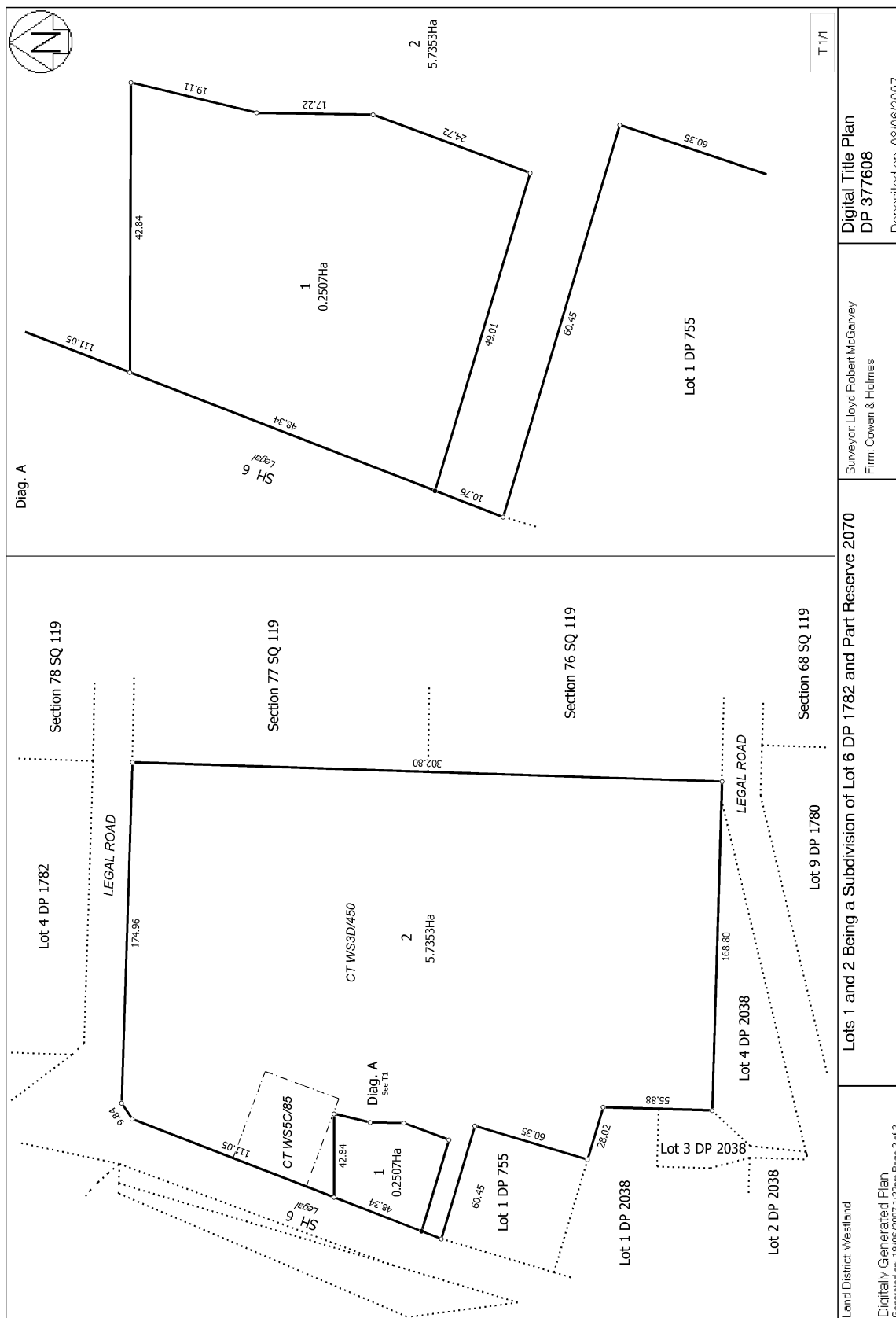
Westchem Industries Limited

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**Interests**

57623 Completion Certificate - 11.3.1980 at 2.07 pm (affects part formerly Lot 6 DP 1782)

7408593.1 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 8.6.2007 at 9:00 am



Land District: Westland  
Digitally Generated Plan  
Generated on: 19/06/2007 11:22pm Page 2 of 2

Lots 1 and 2 Being a Subdivision of Lot 6 DP 1782 and Part Reserve 2070

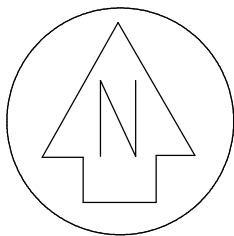
Surveyor: Lloyd Robert McGarvey  
Firm: Cowan & Holmes  
Deposited on: 08/06/2007

T/1/1

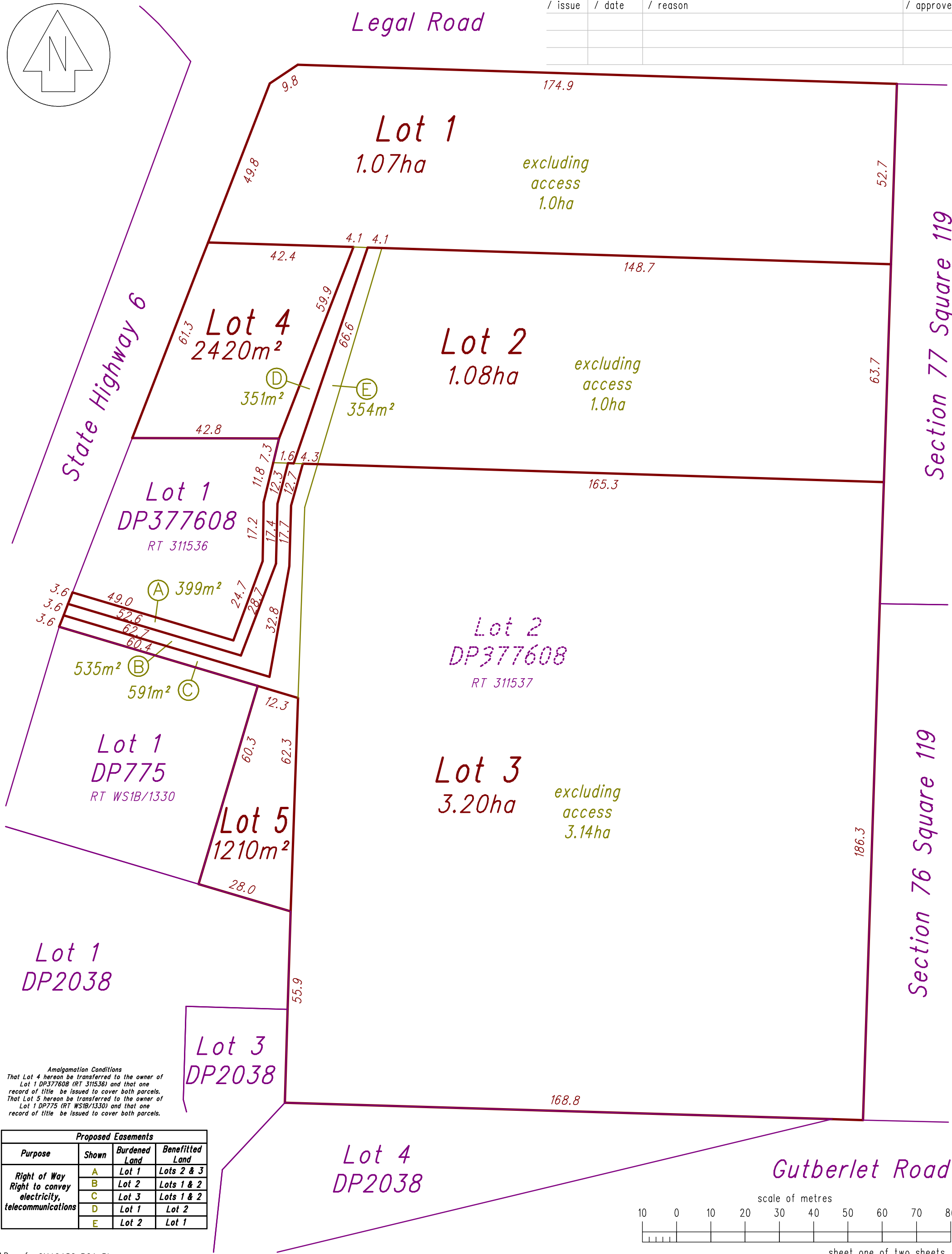
## **APPENDIX 2**

### Scheme Plan

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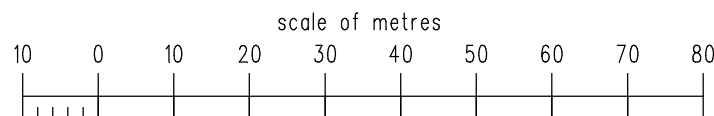


/ issue	/ date	/ reason	/ approved



**Amalgamation Conditions**  
 That Lot 4 hereon be transferred to the owner of Lot 1 DP377608 (RT 311536) and that one record of title be issued to cover both parcels.  
 That Lot 5 hereon be transferred to the owner of Lot 1 DP775 (RT WS1B/1330) and that one record of title be issued to cover both parcels.

Proposed Easements			
Purpose	Shown	Burdened Land	Benefitted Land
Right of Way Right to convey electricity, telecommunications	A	Lot 1	Lots 2 & 3
	B	Lot 2	Lots 1 & 2
	C	Lot 3	Lots 1 & 2
	D	Lot 1	Lot 2
	E	Lot 2	Lot 1



sheet one of two sheets

CAD ref: GM40452 RCA Plan

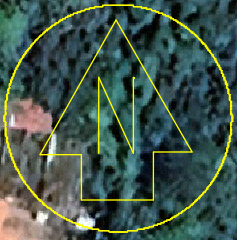


Davis Ogilvie & Partners Ltd - Ph. 0800 999 333

# Proposed subdivision of Lot 2 DP377608

/ drawn Mike Robbins / dwg 101  
 / scale A3 / date 10/23 / file GM40452 / issue A

Issue	Date	Reason	Approved



Legal Road

State Highway 6

Section 77 Square 119

Section 76 Square 119

Lot 1  
1.07ha

excluding access  
1.0ha

Lot 4  
2420m<sup>2</sup>

Lot 2  
1.08ha

excluding access  
1.0ha

Lot 1  
DP377608

RT 311536

Lot 2  
DP377608

RT 311537

Lot 1  
DP775

RT WS1B/1330

Lot 3  
3.20ha

excluding access  
3.14ha

Lot 5  
1210m<sup>2</sup>

Lot 1  
DP2038

Lot 3  
DP2038

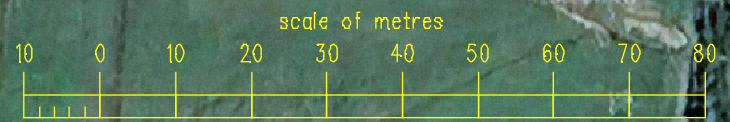
Lot 4  
DP2038

Gutberlet Road

Arrangements Conditions  
That Lot 4 hereon be transferred to the owner of Lot 1 DP377608 RT 311536 and that all record of title be issued in either both records.  
That Lot 5 hereon be transferred to the owner of Lot 1 DP775 RT WS1B/1330 and that all record of title be issued in either both records.

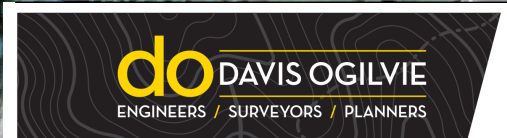
approx. location of proposed shed

Purpose	Proposed Easements		
	Shown	Benefiting Land	Benefitted Land
Right of Way	A	Lot 1	Lots 2 & 3
Right to convey electricity, telecommunications	B, C, D, E	Lots 1 & 2	Lots 1 & 2



sheet two of two sheets

CAD Ref: GM40452 RCA Plan



# Proposed subdivision of Lot 2 DP377608

/ drawn Mike Robbins / dwg 101  
/ scale A3 / date 10/23 / file GM40452 / issue A

**APPENDIX 3**

New Zealand Transport Agency Correspondence

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NZ Transport Agency Waka Kotahi Reference: 2023-1533

15<sup>th</sup> March 2024

Westchem Industries Limited  
C/- Alyce Heine  
Davis Ogilvie & Partners Limited  
16 Arapuhi Street  
GREYMOUTH 7805

Sent via Email: [alyce@do.nz](mailto:alyce@do.nz)

Cc: Grey District Council - [planning@greydc.govt.nz](mailto:planning@greydc.govt.nz)  
Maintenance Contract Manager - [moira.whinham@nzta.govt.nz](mailto:moira.whinham@nzta.govt.nz)

Dear Alyce

**PROPOSED FIVE LOT SUBDIVISION AND LAND USE – 312 STATE HIGHWAY 6, COAL CREEK – WESTCHEM INDUSTRIES LIMITED**

Thank you for your request for written approval from the New Zealand Transport Agency Waka Kotahi (NZTA) under section 95E of the Resource Management Act 1991. Your proposal has been considered as follows:

**Proposal**

Resource consent is sought for the following activities:

- To undertake a five-lot subdivision at 312 State Highway 6<sup>1</sup>, Coal Creek. The proposed allotments will be configured as follows and as shown in the subdivision plan attached to this letter (Attachment 1):
  - Proposed Lot 1 will have an area of 1.07 hectares and will be used for rural/residential purposes.
  - Proposed Lot 2 will have an area of 1.08 hectares and will be used for rural/residential purposes.
  - Proposed Lot 3 will have an area of 3.2 hectares and will be used for the storage of forestry wood.
  - Proposed Lot 4 will have area of 2420 m<sup>2</sup> and will be amalgamated with Lot 1 DP 377608.
  - Proposed Lot 5 will have an area of 1210 m<sup>2</sup> and will be amalgamated with Lot 1 DP 775.
- Land use consent is also required under the Operative Grey District Plan for the storage of forestry wood on proposed Lot 3.

**Assessment**

In assessing the proposed activity, NZTA notes the following:

- This section of State Highway 6 (SH6) has a speed environment of 100 km/hr and an annual average daily traffic volume of approximately 3443 vehicles (7% of these being heavy). This section of SH 6 is classified as an 'Arterial' road under the One Network Framework.
- Access to Lots 1, 2 and 3 will be via the existing vehicle crossing onto State Highway 6 (SH6).
- The existing vehicle crossing is located on the western boundary of the property which fronts SH6 between Lot 1 Deposited Plan 377608 and Lot 1 Deposited Plan 755.

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<sup>1</sup> Lot 2 Deposited Plan 377608

- This proposal will result in an intensification of vehicles movements utilising the vehicles crossing. As noted previously, Lots 1 and 2 are intended for residential purposes (anticipated 10.4 equivalent car movements (ecm) each per day) and Lot 3 for forestry wood storage (anticipated at maximum during normal operation of 30.6 ecm per day).
- A planning assessment report was completed by WSP on 16 January 2024. This report concluded that the spacing between the site access and adjacent accessways does not comply with the Planning Policy Manual Appendix 5B Accessway Standards and Guidelines (PPM). This causes a concern for safety given the number of turning movements within close proximity to each other. However, it is noted that there is no safe alternative access location and as such, the existing vehicle entrance location is considered the most appropriate in this instance. Given the expected number of vehicle movements and the close proximity of adjacent accessways, NZTA consider that a Diagram E formation is required in accordance with the PPM. Currently, the accessway does not meet this standard and will need to be upgraded.
- The sight distance in the southbound direction does not comply with the PPM. The construction of a Diagram E accessway will partially mitigate this as there will be sufficient space for vehicles to manoeuvre past one another when entering and existing the upgraded access.
- Noise effects can interrupt amenity and enjoyment, as well as the ability to sleep which can have significant impacts on people's health and wellbeing. Lots 1-3 are within the effects area for noise sensitive activities from the state highway network. To address any potential effects on human health for any future dwelling or noise sensitive activity within the effects area, the applicant has agreed to volunteer a condition to achieve appropriate indoor noise levels in all habitable spaces.

Subject to the below conditions, NZTA consider that the proposal will not adversely affect the safety and efficiency of the state highway network.

### **Conditions**

In discussion with NZTA your client has agreed to include the following conditions as part of your client's resource consent application. The legal name of NZTA is the **New Zealand Transport Agency**; therefore, our full legal name is referred to in the conditions and approval.

1. That vehicle crossing located on the western boundary of Lots 1, 2 and 3 that fronts State Highway 6 shall be upgraded in accordance with New Zealand Transport Agency Diagram E standard as outlined in the Planning Policy Manual (2007) and to the satisfaction of the New Zealand Transport Agency Network Manager. The vehicle crossing design must include a culvert, with a minimum diameter of 375mm. Detailed design plans of the upgraded vehicle crossing shall be submitted to the New Zealand Transport Agency for review and approval prior to construction.

#### *Advice Note for Condition 1*

*It is noted that the access design will need to be a modified Diagram E due to the proximity of the existing accessways either side of the proposed access.*

2. Prior to the issuing of a certificate pursuant to Section 224(c) of the Resource Management Act 1991, the consent holder shall provide to Council, correspondence from New Zealand Transport Agency confirming that works to the state highway, including vehicle crossings, have been constructed to New Zealand Transport Agency standards.
3. A consent notice pursuant to Section 221 of the Resource Management Act 1991 shall be registered against the title of proposed Lots 1, 2 and 3 of the subdivision of land shown on Scheme Plan Proposed Subdivision of Lot 2 DP377608, dated October 2023 and reference number GM40452, that addresses potential reverse

sensitivity effects resulting from the normal operation of State Highway 6. This consent notice shall read as follows:

*Any dwelling or other noise sensitive location on the site in or partly within 100 metres of the edge of State Highway 6 carriageway must be designed, constructed and maintained to achieve an indoor design noise level of 40 dB  $L_{Aeq}(24hr)$  inside all habitable spaces.*

### **Determination**

On the basis of the above assessment of the proposed activity, and the conditions volunteered by the applicant, the New Zealand Transport Agency provides written approval under section 95E of the Resource Management Act 1991.

### **Advice Notes**

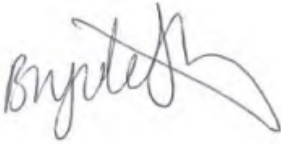
Before you undertake any physical work on the state highway, including the formation of any vehicle crossing, you are legally required to apply to the New Zealand Transport Agency for a Corridor Access Request and for that request to be approved. Please submit your CAR via [www.submitica.co.nz](http://www.submitica.co.nz) a minimum of fourteen working days prior to the commencement of any works on the state highway; longer is advised for complex works.

### **Expiry of this approval**

Unless resource consent has been obtained this approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from the New Zealand Transport Agency.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact Brynlea Stocks via email at [Brynlea.stocks@nzta.govt.nz](mailto:Brynlea.stocks@nzta.govt.nz) or you can contact the environmental planning team at [environmentalplanning@nzta.govt.nz](mailto:environmentalplanning@nzta.govt.nz).

Yours sincerely



Brynlea Stocks  
Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.

Enclosed:

- Attachment 1: Proposed Scheme Plans
- Attachment 2: Diagram E Access Standard

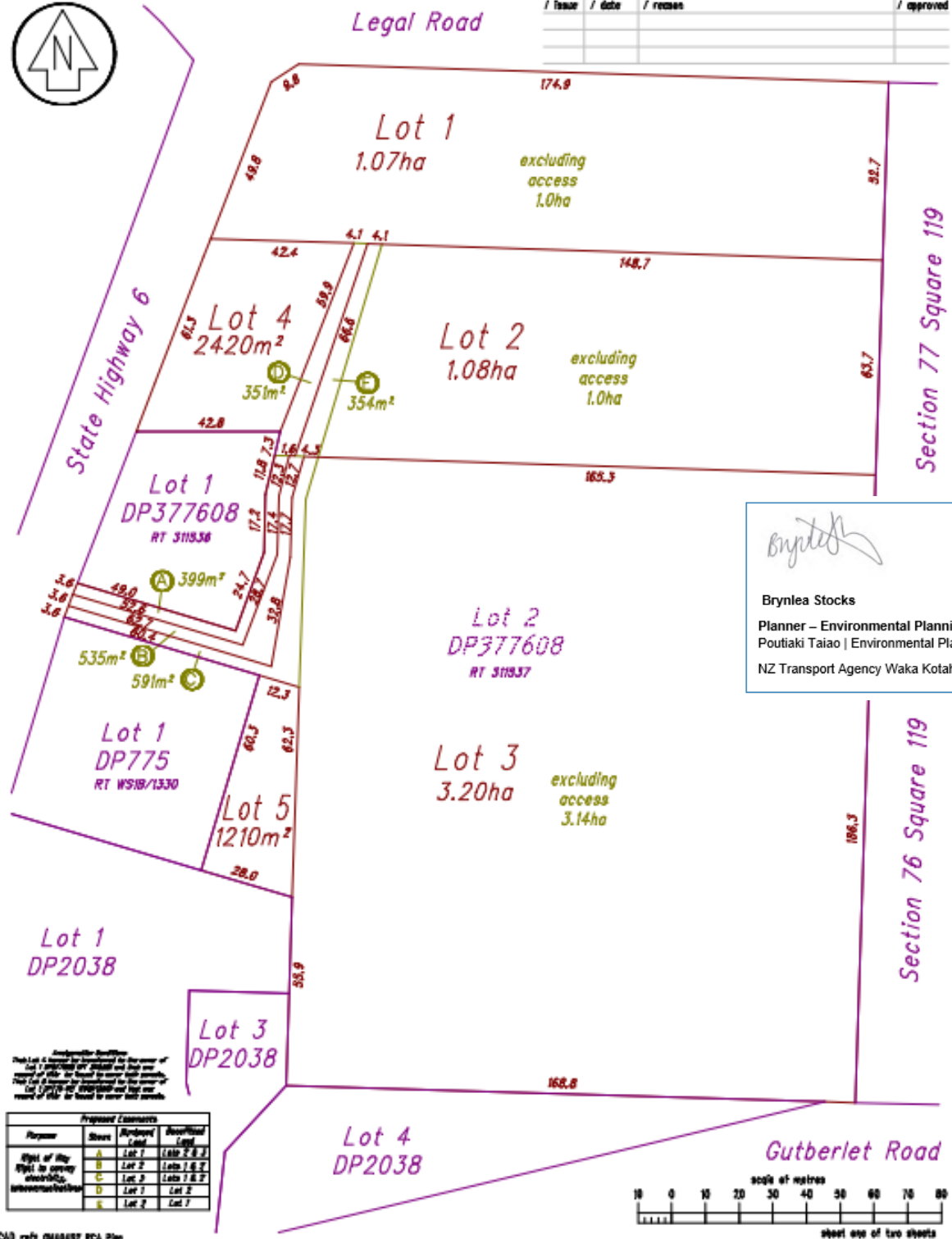
Attachment 1: Proposed Scheme Plans

Disclaimer: This document shall only be reproduced in full with approval from a Davis Ogilvie engineer

contractor to locate all existing services & verify all dimensions before commencing work



/ Issue	/ date	/ reason	/ approved



*Bryntek*  
 Brynlea Stocks  
 Planner – Environmental Planning (South)  
 Poutiaki Taiao | Environmental Planning  
 NZ Transport Agency Waka Kotahi (NZTA)

**Important Note:**  
 This Lot 1 is subject to the provisions of the Resource Management Act 1991 and the Environmental Planning Act 2011. It is proposed to be used for residential purposes. The use of this Lot 1 is subject to the provisions of the Resource Management Act 1991 and the Environmental Planning Act 2011. It is proposed to be used for residential purposes.

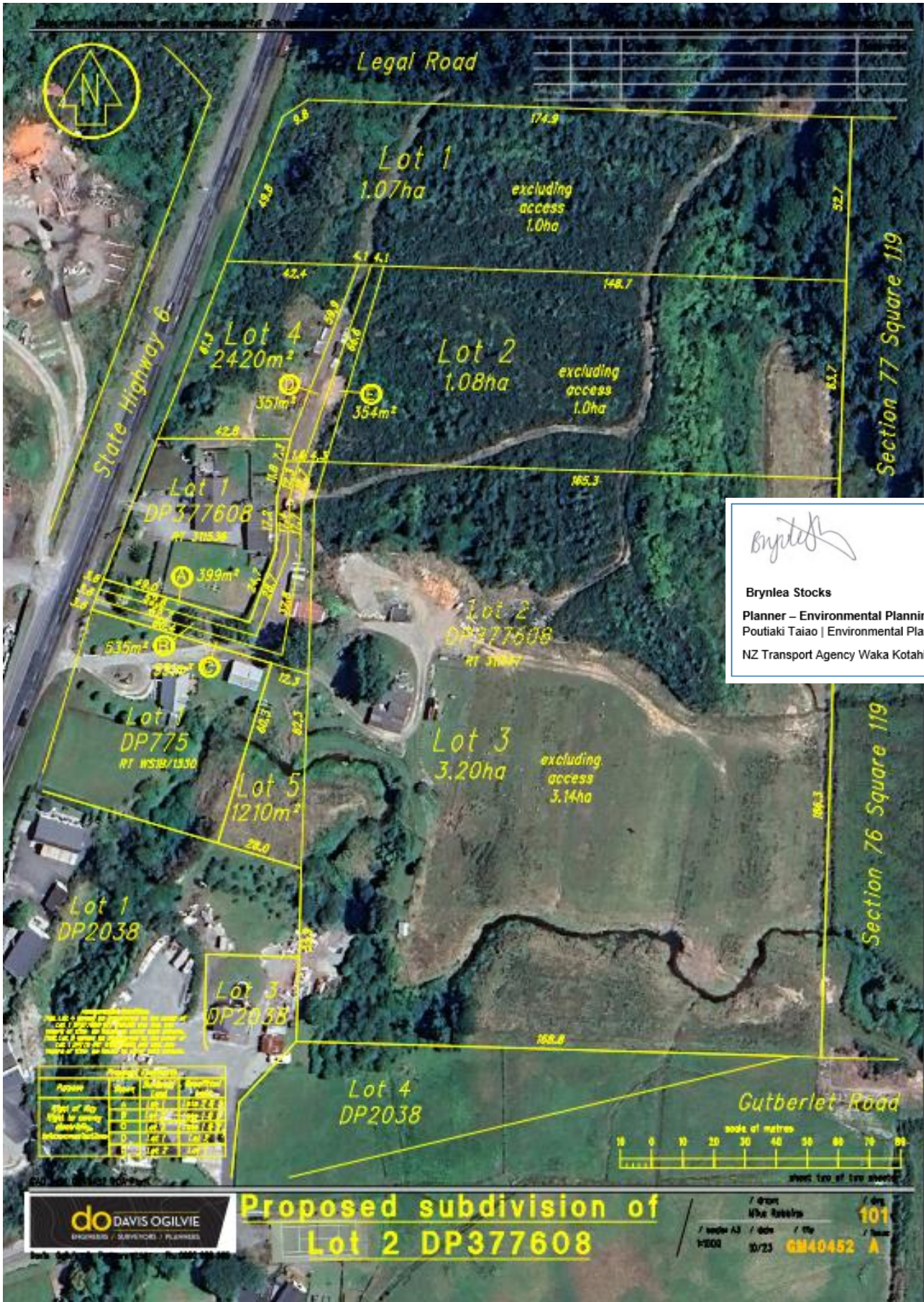
Proposed Comments	Sheet	Approved Lot	Disciplined Lot
Right of Way	B	Lot 1	Lots 2 & 3
Right of Way	C	Lot 2	Lots 1 & 3
Accession	D	Lot 2	Lot 3
Accession	E	Lot 2	Lot 3

CUA ref: 045452 PCA Plan



**Proposed subdivision of  
 Lot 2 DP377608**

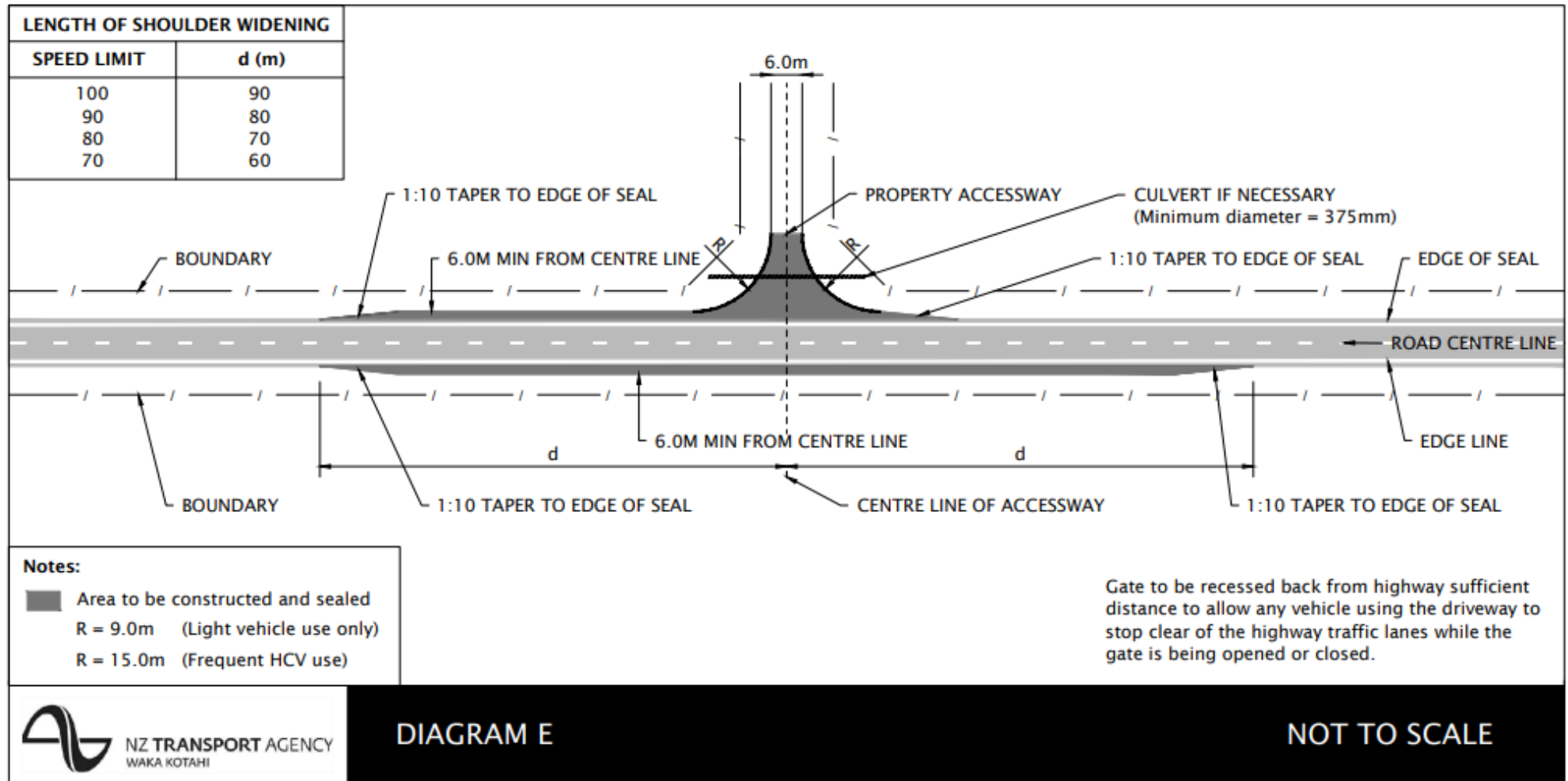
/ Draw / dep  
 M.K. Robbins / 101  
 / sheet A3 / date / file  
 1/000 10/23 GM40452 A



*Bryntea*

**Bryntea Stocks**  
Planner – Environmental Planning (South)  
Poutiaki Taiao | Environmental Planning  
NZ Transport Agency Waka Kotahi (NZTA)

Attachment 2: Diagram E Access Standard



## **APPENDIX 4**

WCRC HAIL

---

## Alyce Heine

---

**From:** Kayla Sims <kayla.sims@wrc.govt.nz> on behalf of WCRC Hail Requests <hail@wrc.govt.nz>  
**Sent:** Thursday, 26 October 2023 11:18 am  
**To:** Alyce Heine; WCRC Hail Requests  
**Cc:** Emma Perrin-Smith  
**Subject:** RE: [#DO40452] HAIL check - Westchem

### Please be cautious with links and attachments

This email was sent outside of Davis Ogilvie

---

Good Morning Alyce

Valuation Number 25420/040.00, 25420/052.00, 25420/048.03 Do not appear to be on the WCRC Hail register.  
If you have any further questions please get in contact.

Kind regards  
Kayla

---

**From:** Alyce Heine <alyce@do.nz>  
**Sent:** Wednesday, October 25, 2023 10:38 AM  
**To:** WCRC Hail Requests <hail@wrc.govt.nz>  
**Subject:** [#DO40452] HAIL check - Westchem

Hi

Would you please check your HAIL sites database in respect of the attached scheme plan? Our client is intending to store harvested forestry wood on Lot 2 DP 377608 and undertake a three-lot subdivision of this allotment in the future. Two boundary adjustments between Lot 2 DP 377608, Lot 1 DP 377608, and Lot 1 DP 755 are to occur in addition the forestry wood storage and subdivision activity.

The proposal includes the following three allotments

Appellation	Record of Title	Valuation Number
Lot 2 DP 377608	311537	25420/040.00
Lot 1 DP 377608	311536	25420/052.00



Please do not hesitate to contact me if you have any queries.

Kind regards,

Alyce

**Alyce Heine** / Senior Planner / [alyce@do.nz](mailto:alyce@do.nz)

**Davis Ogilvie & Partners Ltd**

Engineers / Surveyors / Planners

03 768 6299 Ex.3 / 0800 999 333 / [www.do.nz](http://www.do.nz)

64b High Street / PO Box 156 / Greymouth 7840

Offices in Christchurch, Nelson, Greymouth and Timaru



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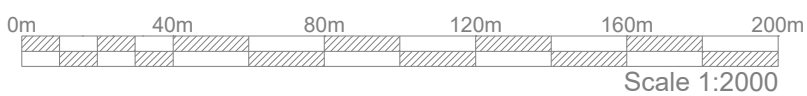
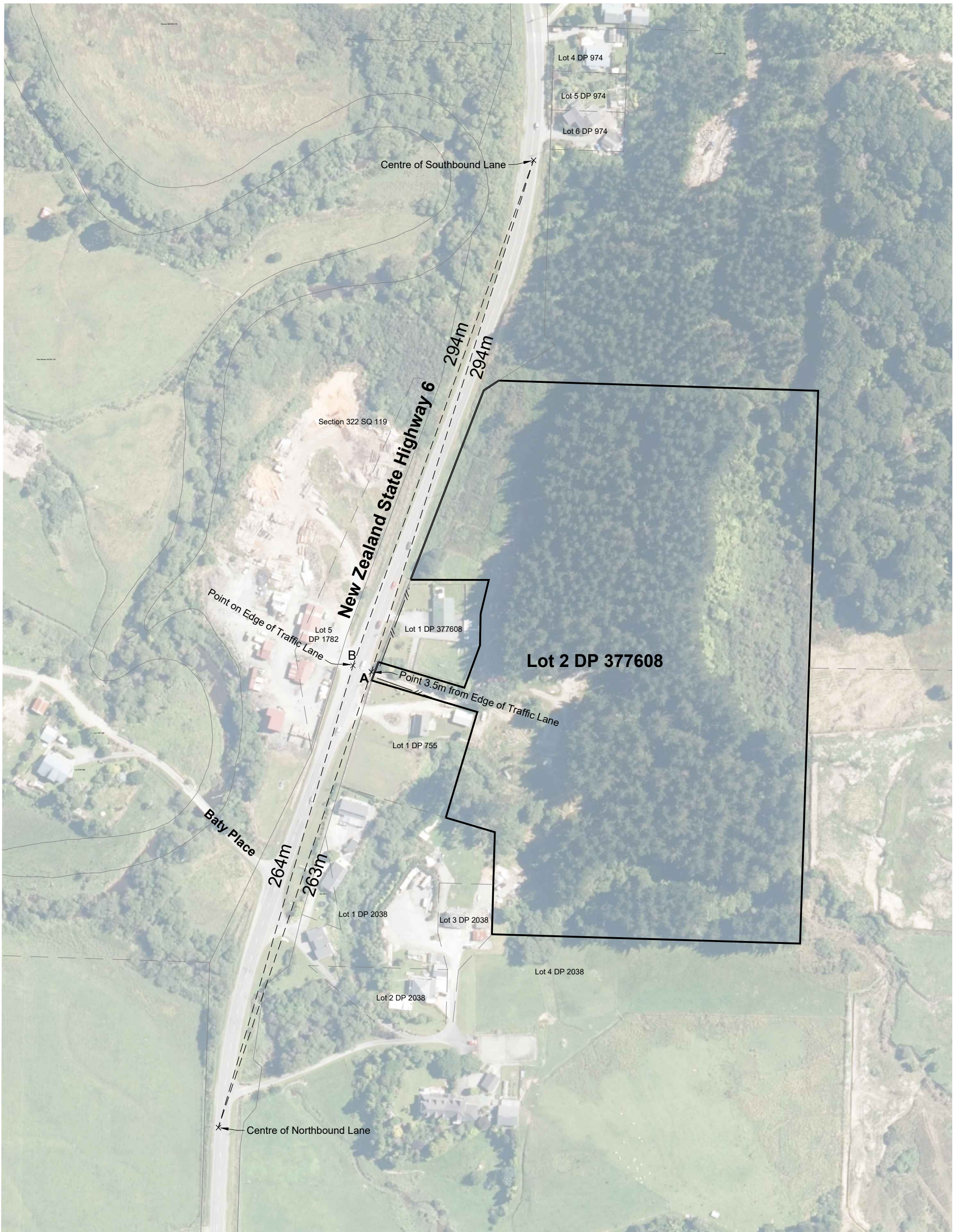
## **APPENDIX 5**

### Sight Distance Diagram

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/ issue	/ date	/ reason	/ approved
A	10/23	Sight Distance Plan	MR



CAD ref: 40452 Westchem sight distances



Davis Ogilvie & Partners Ltd - Ph. 0800 999 333

## Sight Distances Plan, Lot 2 DP 377608

### 312 State Highway 6, Coal Ck, GREYMOUTH

/ surveyed SH	/ drawn SH	/ QA check MR	/ dwg <b>S301</b>
/ scale @ A3 1:2000	/ date 10/23	/ file <b>40452</b>	/ issue <b>A</b>