

Freshwater - Fresh Thinking

Enhancing impact assessment in water management



Thur 28 & Fri 29 Nov 2013 Caccia-Birch House, Palmerston North

The following material is provided courtesy of the author following presentation at the New Zealand Association for Impact Assessment 2013 Annual Conference.

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Freshwater and other reforms: Strategic perspectives and the role of impact assessment

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Reprint
as at 4 September 2013



Resource Management Act 1991

Public Act 1991 No 69
Date of assent 22 July 1991
Commencement see section 1(2)

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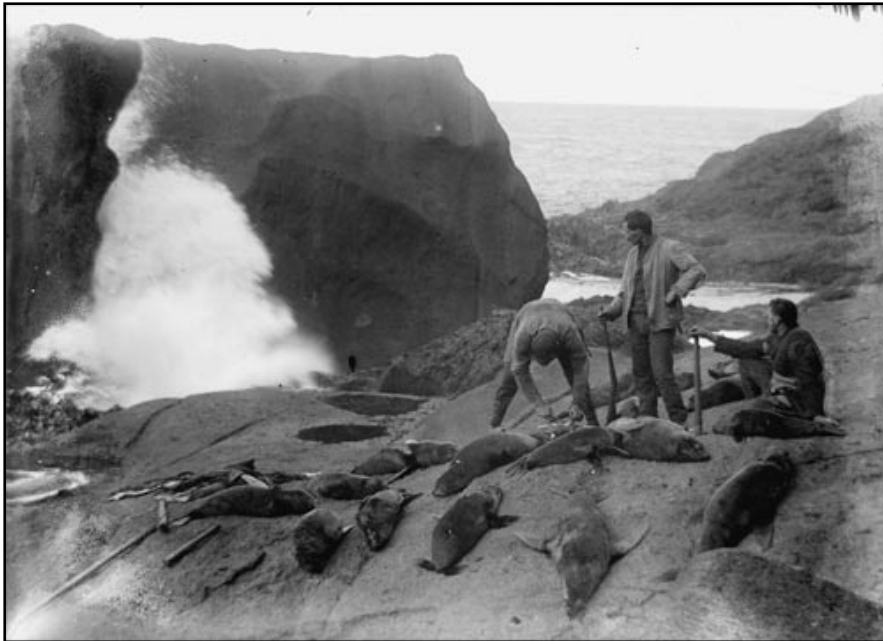
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Note

Changes authorised by subpart 2 of Part 2 of the Legislation Act 2012 have been made in this reprint.

Note 4 at the end of this reprint provides a list of the amendments incorporated.

This Act is administered by the Ministry for the Environment.

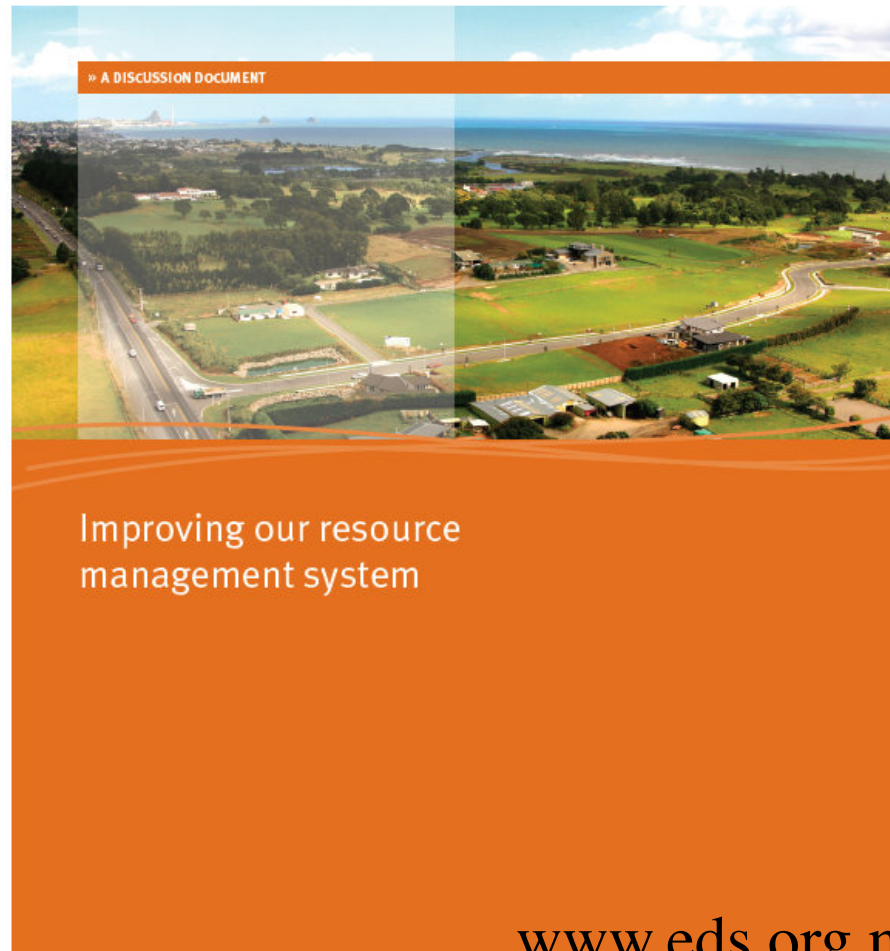


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Office of Hon Amy Adams

Member of Parliament for Selwyn

Minister for the Environment

Minister for Communications and Information Technology

Associate Minister for Canterbury Earthquake Recovery

20 SEP 2013

13-O-01730

Nicola de Wit
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Environmental Defence Society
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Dear Ms de Wit

Thank you for your email of 22 August 2013, which noted the following:

'During your announcement on 10 August 2013 you referred to the following consenting issues:

- *A \$3500 consent being needed to do an \$800 job to remove a chimney to help quake safe a home,*
- *Or \$7000 in consent costs to add a further 4m to an existing deck,*
- *Needing a resource consent and an arborist's report to trim a tree in your own backyard,*
- *Heritage protections applied to a 14 year old Lockwood home,*
- *A consent being needed for a sea plane to do a one-off touch and go landing on a harbour,*
- *And visual streetscape rules applied to a back section not visible from the street.'*

You then ask:

'Could you please provide the following information regarding these examples:

- *the plan and rule which the activity breached or would breach,*
- *a copy of each resource consent application (where applicable), and*
- *records of the charges levied (where applicable).'*

The examples I used in my announcement are cases I have been made aware of as Selwyn's Member of Parliament and as Minister for the Environment. In my announcement on 10 August, I illustrated some examples of the real issues New Zealanders have faced during the resource consent application process. These cases were brought to my attention through letters, emails and informal interactions with me and the general public.

Having considered your request for consent applications, rules and records relating to these matters, according to the provisions of the Official Information Act 1982 (OIA), I can confirm that I hold no documents covered by the scope of your request. As I do not hold this information - and have no grounds to believe that the information is held by another department, Minister of the Crown, organisation, or local authority - I have refused your request under section 18(g) of the OIA.

Section 6: Matters of National Importance

- (a) **Preservation** of the *natural character* of the coastal environment, wetlands, lakes and rivers and their margins and **protection** from inappropriate subdivision, use and development
- (b) **Protection** of *outstanding natural* features and *landscapes* from inappropriate subdivision, use and development
- (c) **Protection** of areas of *significant indigenous vegetation* and *significant habitats* of indigenous fauna

‘recognise and provide for’

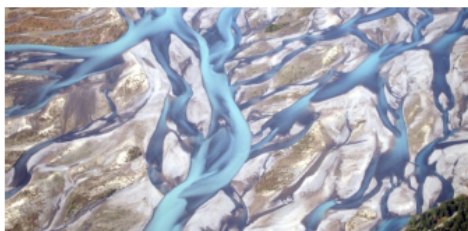
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- 1 • (d) **Maintenance and enhancement** of *public*

Second Report of the
Land and Water Forum

Setting Limits for Water Quality and Quantity
Freshwater Policy- and Plan-Making Through
Collaboration

April 2012



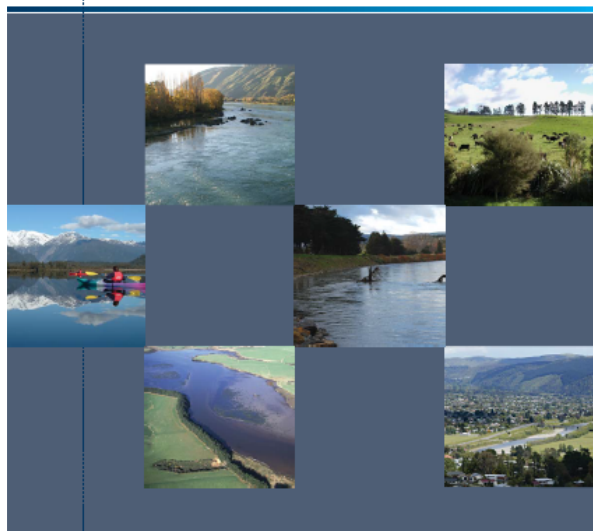
Third Report of the
Land and Water Forum

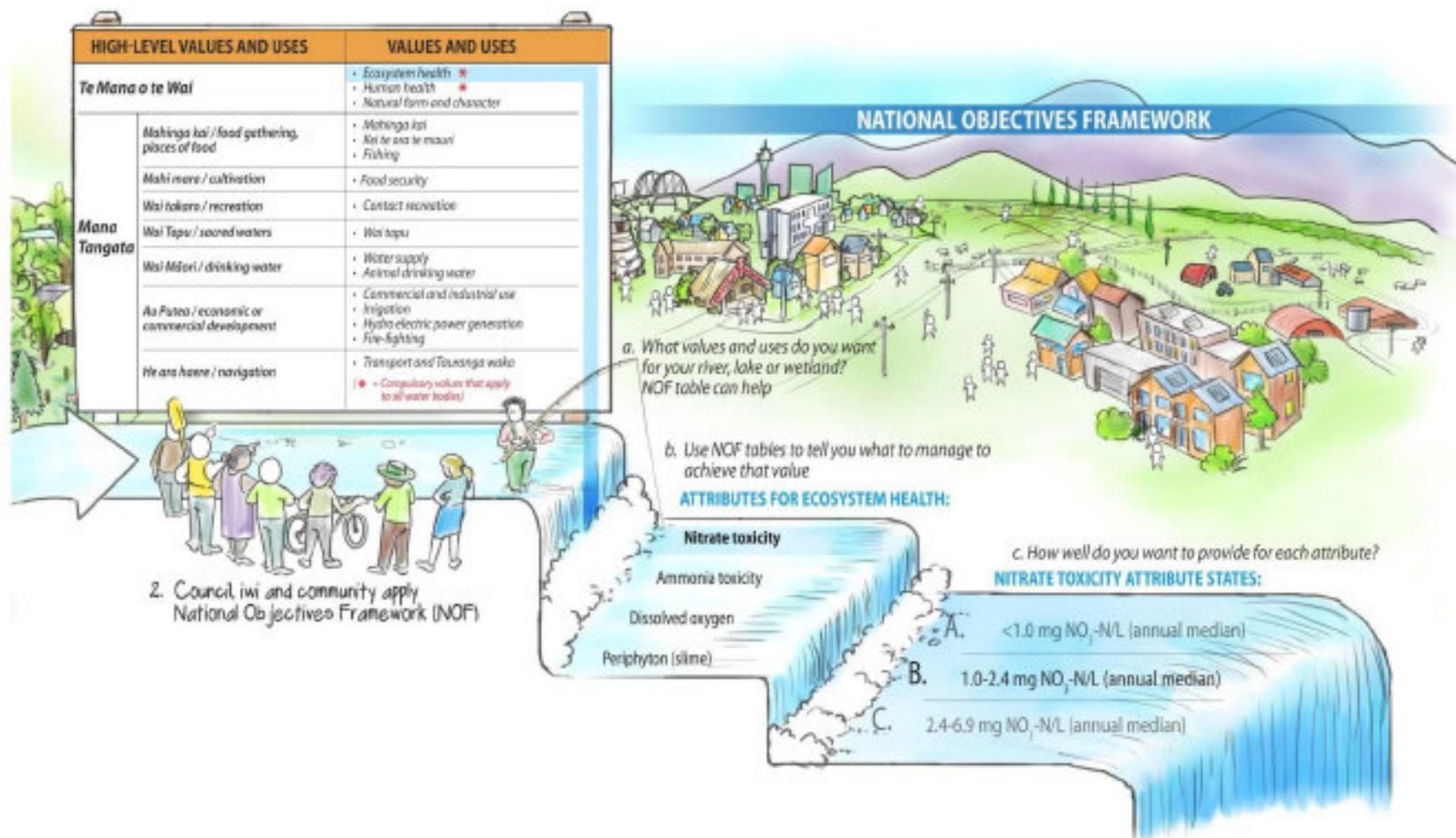
Managing Water Quality and Allocating Water

October 2012



Report of the
Land and Water Forum:
A Fresh Start for Freshwater



















Amy Adams

8 AUGUST, 2013

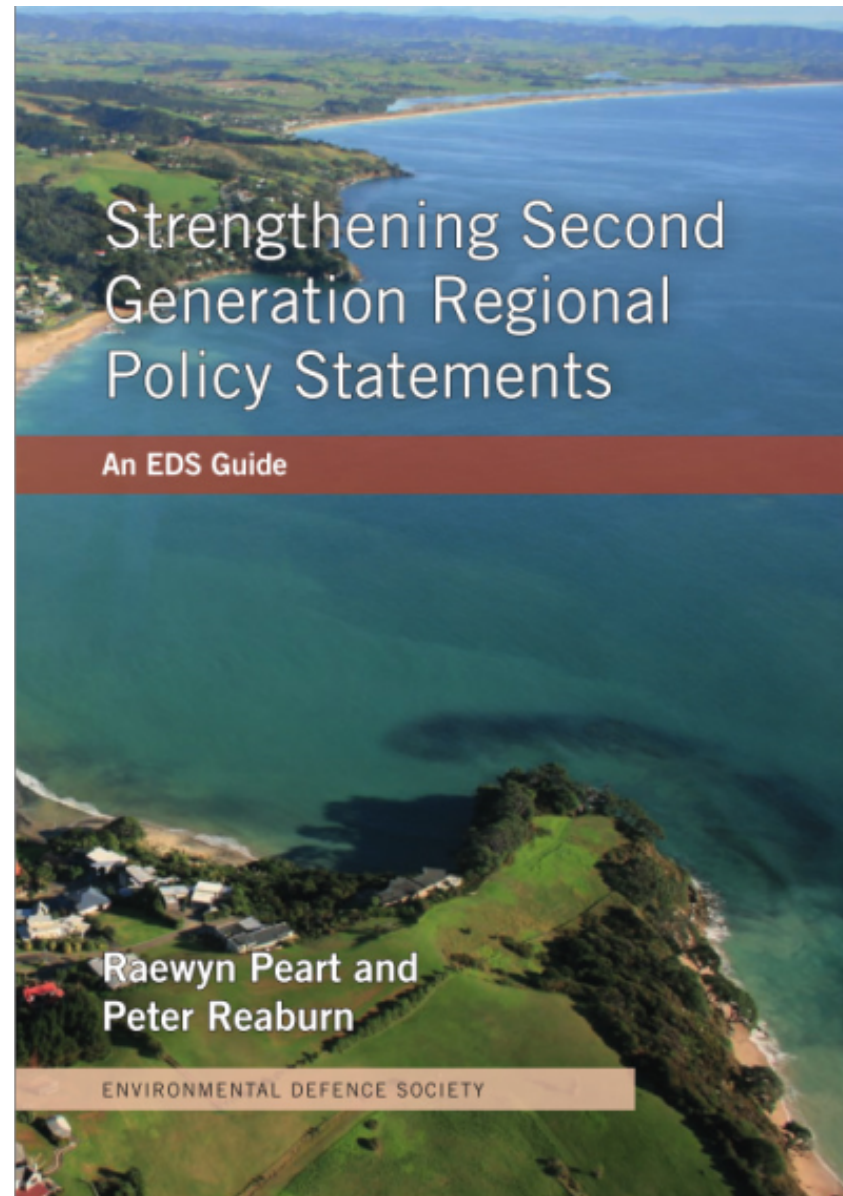
Environmental Defence Society conference

Good morning. It is a pleasure to be here to talk to you on the second day of the EDS conference.

Today, I am pleased to announce that this Government is committed to implementing strong measures to improve environmental reporting, for the benefit of all New Zealanders.

Later this year, it is my intention to introduce an Environmental Reporting Bill to Parliament. This Bill will legislate comprehensive, mandatory and regular environmental reporting to keep the New Zealand public informed about the state of our environment.

The Bill will provide New Zealanders with a guarantee of robust, relevant information about their environment on a regular basis, independent from political interference.



Proposed National Policy Statement on Indigenous Biodiversity

Preamble

This national policy statement sets out the objective and policies to manage natural and physical resources so as to maintain indigenous biological diversity (biodiversity) under the Resource Management Act 1991 ("the Act").

New Zealand has a unique natural heritage. Our land is young and geologically unstable. It has been separated from other major land masses for some 80 million years. In this isolation and geological instability our ecology has evolved to be genuinely unique. We have high endemism (species found nowhere else on the planet) and, in the absence of land mammals, such distinct ecosystems that New Zealand has been described as the closest scientists will come to studying life on another planet.

Yet in just 700 to 800 years, humans have wrought huge change through our use of land and other natural resources, and through our introduction (deliberate or otherwise) of exotic species that have become pests outside their natural environments.

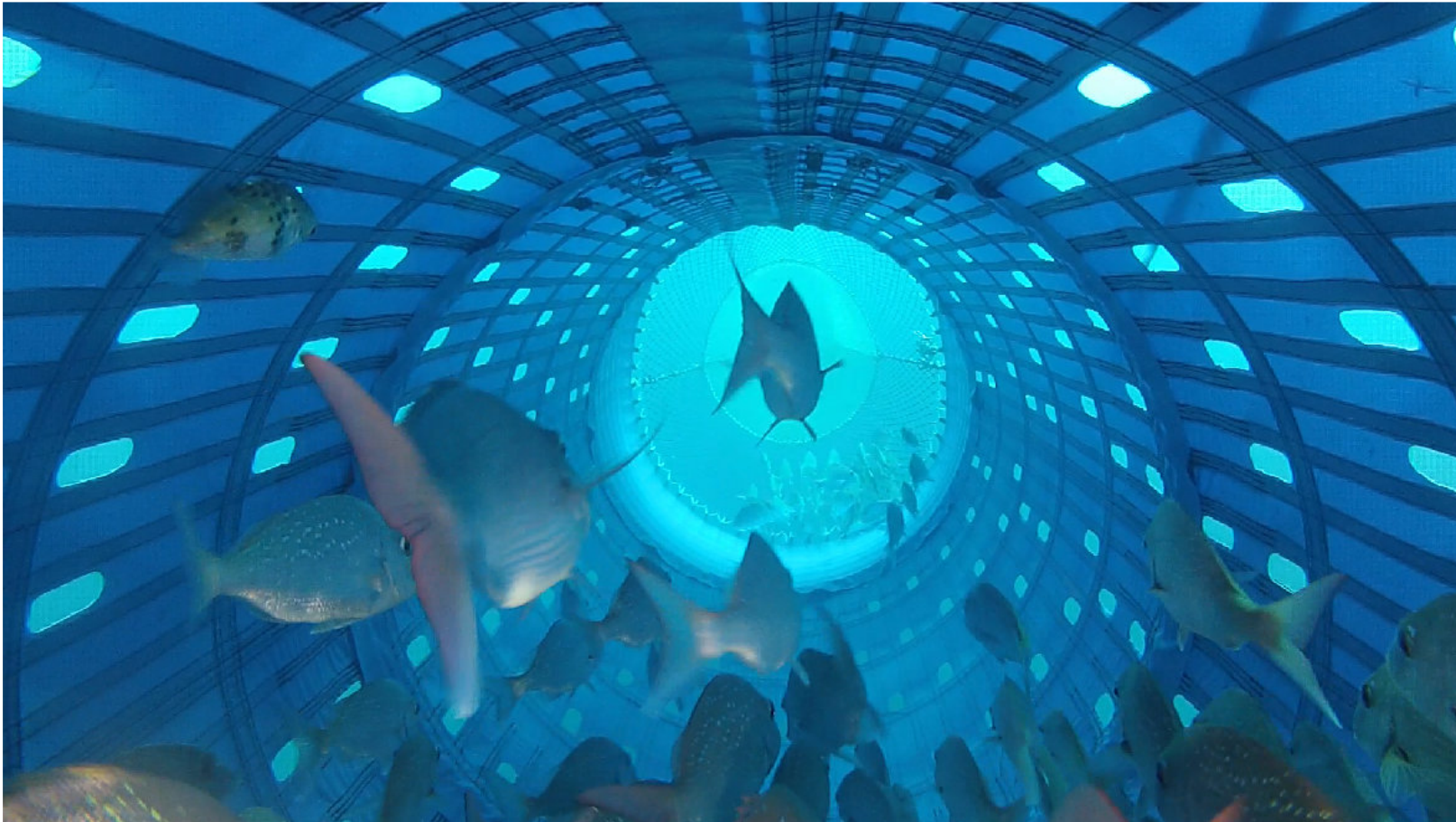
As a consequence, many indigenous species have been lost and many that remain are now highly vulnerable and may also be lost unless we intervene to protect them from the many threats they face. We do this because biodiversity plays an important part in the quality of our environment and in the social, economic, and cultural well-being of New Zealand.

However, maintaining our biodiversity is one of our greatest environmental challenges. In 2000, a national strategy (prepared in accordance with the International Convention of Biological Diversity) identified, and sought to respond to, a decline in indigenous biodiversity. Government responses to the decline have been many and varied. One was to strengthen the Act's (and thereby local authorities') role in biodiversity protection. Delivering on that role has, however, proved challenging for local authorities for the following reasons:

- areas and habitats of indigenous species occur on private land and there can be tensions between the aspirations of private landowners for land use and development and the need to protect those areas habitats
- ecosystems are not always confined to definable sites; maintaining indigenous biodiversity requires more than the protection of sites of especially high biodiversity value
- the need to have regard to biodiversity is pervasive. Biodiversity will be relevant in the exercise of a wide range of functions under the Act
- there is a specific function within the Act for both regional councils and territorial authorities to maintain indigenous biological diversity. This is the only function within the Act that has embedded within it an objective ("maintain")
- the costs of protecting areas and habitats are local and often specific to an individual yet the benefits are local, regional and national
- the distribution of remaining indigenous vegetation and habitat types the responsibility for maintaining biodiversity does not fall uniformly across all regions and districts
- although there is a specific function within the Act, responses under the RMA are just part of a wider programme of actions by both public and private entities engaged in funding and managing protection, restoration, and recovery programmes

Indicative timeline as at August 2013
Board of Inquiry Process for the Tukituki Catchment Proposal





A video player interface for a presentation titled 'Sea Change'. The background image is split horizontally: the top half shows a bright, sunny landscape with green hills and a blue sky, while the bottom half shows an underwater scene with a diver and a large fish. The title 'Sea Change' is written in large, white, 3D block letters across the top. Below it, the subtitle 'HAURAKI GULF MARINE SPATIAL PLAN' is in blue. The main text describes the project's purpose and provides a link to sign up for updates.

Sea Change

HAURAKI GULF MARINE SPATIAL PLAN

The Hauraki Gulf, known by many as Tikapa Moana and by others as Te Moananui ā Toi, is a national taonga. Over the next two years we'll be creating a marine spatial plan, called Sea Change, to safeguard this treasure.

Ultimately, it's about securing a healthy, productive and sustainable resource for all users.

The project is being led by a partnership between mana whenua, and central and local government. Everyone who has an interest in the Hauraki Gulf will have an opportunity to participate.

Stay in the loop

If you'd like to get up to date information about Sea Change, [sign up here](#) and we'll add you to our mailing list.

ROAD PRICING ON EXISTING ROADS

This can take two forms:

1. Network charging, where vehicles are charged no matter where they are on the city's roading network. Practicality means that charging points, and the technology needed for them, would be placed on motorways and major arterials. It is not primarily designed to deal with congestion by discouraging use of congested parts of the network; its main function is to raise revenue.

Because the charge is payable across the whole network, it is unlikely to alter where firms and households choose to locate.

Fairness - network charging if designed well will charge all road users the same amount. Charging those coming on and off the network can be limited to a maximum amount per day. Alternatives such as effective public transport need to be available as an alternative to private vehicle use.

Efficiency - network charging can be quite efficient because it captures large numbers of vehicles across the whole roading network, allowing costs to be spread. Increasing the cost of private vehicle use will also reduce congestion to a limited extent.

Transparency - network charges are very transparent because people know how much they are paying and what they are paying for.

Neutrality - because network charges are payable by all vehicles on the network, the amount charged per vehicle can be relatively low.

Capacity - there are over 1.5 million trips of around 10 kilometres in Auckland every working day, so charges would not have to be high to generate significant amounts of revenue.

2. Congestion charging is primarily designed to reduce traffic on congested parts of the network. Charging points therefore need to be placed at the entrances to, or within, congested areas. It is used, for example, in London and Singapore.

If it is effective, the congestion charge will cause some firms and households to locate outside of the tolled area. This can lead to undesirable development patterns and cause the city as a whole to be less economically efficient.

Fairness - travelling on congested parts of the network at peak time, imposes a cost on everyone else travelling alongside. Charging people for the scarce resource of peak period capacity is a means of rationing this capacity and getting motorists to face the costs they impose on each other.

Efficiency - congestion charging can be efficient providing it is understood that its purpose is to reduce congestion and how well it achieves this purpose. It is unlikely to be efficient at raising revenue for wider transport projects because it only charges for use of congested parts of the network.

Transparency - congestion charges are transparent in that people know how much they are paying. The reason people are required to pay it might, however, be difficult for some to understand.

Neutrality - congestion charges are designed not to be 'neutral'. That is, they are designed to change driver behaviour, discouraging them from driving during peak traffic times.

Capacity - revenue raising capacity is not the primary purpose of congestion charging. It is designed to get private motorists to face the cost of using up peak period capacity and to make alternative choices such as travelling at different times, or using alternative transport.

