

THE WEST COAST REGIONAL COUNCIL

MINUTES OF THE ANNUAL GENERAL MEETING OF
THE FRANZ JOSEF RATING DISTRICT
HELD AT THE FRANZ JOSEF COMMUNITY HALL, FRANZ JOSEF
ON WEDNESDAY, 17 APRIL 2002 COMMENCING AT 1.00 P.M.

PRESENT

S. Robinson, K. Gibson, C. Brooks, K. Williams, M. Williams, D. Green, T. Skinner, S. Matthews, R. Kiwi, M. Morris, L. Gibson, K. McCarthy, A. Hume, B. Matthews, J. Schooler.

IN ATTENDANCE

West Coast Regional Council
J. Wood, D. Davidson (Councilors)
W. Moen (Staff)
N. Higgs (Opus)

APOLOGIES

J. Clayton, R. Lowe (West Coast Regional Council)
P. Connors, L. Wyber

BUSINESS

J. Wood opened the meeting and welcomed those present.

Moved: *“That the minutes of the previous Annual General meeting held on 4 April 2001, be adopted as a true and accurate record of that meeting.”*

T. Skinner / W. Moen - Carried

MATTERS ARISING

W. Moen advised those present that the Corporate Services Manager had indicated that the Franz Josef Loan Repayments would be completed in July 2002. He also pointed out that Transit had applied for 4 new resource consents to raise the bridge and extend the Camping Ground stopbank. Submissions to these closed on 18 April 2002.

FINANCIAL REPORT

W. Moen presented the financial statements for the 2001 financial period from 1 July 2001 to 31 December 2001.

Moved: *“That the Financial Report for the 2001 financial period ending 31 December 2001 be adopted.”*

B. Jenkins / T. Skinner – Carried

MATTERS ARISING

W. Moen explained that the second installment of the current rate strike had to be Added to give a more accurate total to the balance
This left a current credit balance of approximately \$86,000

ELECTION OF OFFICERS

Moved: ***“That the following individuals be the committee for the 2002 / 2003 financial year:***

Chris Brooks

K. Gibson / T. Skinner

Kevin Gibson

C. Brooks / B. Matthews

Mark Williams

K. Gibson / C. Brooks

Sheena Matthews

K. Gibson / R. Kiwi

Gary Blackburn”

M. Morris / C. Brooks

Moved: ***“That the appointment of the spokesperson to be advised as soon as possible.”***

M. Morris / S. Matthews

RATES 2002 / 2003

Discussion took place on the proposed rate strike.

T. Skinner felt that the current rating base was not a fair one.

He felt that the people in the area should have an input into the level of rate strike.

W. Moen outlined the procedures for setting the rate.

He explained that the figure set by the Annual General Meeting was a only a recommendation to Council.

When asked what the cost of a reclassification would cost, W. Moen indicated an approximate figure of between \$3,000 to \$5,000 of staff time.

He also indicated that this was only a rough estimate.

Moved: ***“That the rates strike for the 2002 / 2003 financial year be set at \$30,000 + GST.”***

K. Gibson / C. Brooks – Carried

GENERAL BUSINESS

Further discussion ensued on the possibility of a reclassification.

Moved: ***“That a reclassification of the Franz Josef Rating District be undertaken to reflect the extension of town development, especially in the Cron Street area.”***

T. Skinner / S. Robinson – Unanimous

T. Skinner asked what Transit N.Z.'s long term plans for the area were?

N. Higgs briefly outlined Transit N.Z.'s position, pointing out that Transit would withdraw from all works in the area if there was a move to seek Transit funding in order to strengthen the Upper Camping Ground stopbank.

He pointed out that, in his personal view, Franz Josef people would be “shooting themselves in the foot”, if they objected to Transit N.Z.'s resource consent application, especially with the north bank eroding.

He suggested that the main highway could be cut for up to 4 to 6 weeks and highlighted that Transit N.Z. would not protect Franz Josef without a lot of local financial input.

N. Higgs clarified the three roading options available to Transit N.Z., namely,

- 1) A new road around the hill to Docherty's Creek,
- 2) A new road through the farming area to Docherty's Creek, or
- 3) Retaining the existing road alignment

D. Davidson pointed out that the Davies' report created a stalemate situation and suggested that specified direction from central government would be crucial.

D. Green asked if the “sand model” idea had been advanced?

J. Wood explained that nothing had been done due to the lack of funding for the project.

T. Skinner explained that the Camping Ground stopbank had suffered damage and asked if Transit N.Z. had any responsibility as a result of the upstream spurs on the north bank.

N. Higgs replied pointing out that, in his view, the spurs on the north side do not divert the flood waters onto the south side, but if the spurs were taken out that this would pose an even bigger problem to the north side, by exposing the town to a greater potential erosion threat than they have at present.

He also advised that future Transit N.Z. works in the Wombat Creek area would directly protect the Canavan’s Knob stopbank from floodflows.

Further discussion took place on a reclassification.

Moved: “That in addition to the new reclassification, possible donations be sought from northern properties outside the township as an appreciative gesture.”

S. Robinson / K. Gibson

J. Wood introduced the discussion on Council quarrying activities.

He was concerned that the quarrying operations had run at a deficit for the last two years and that the general ratepayer had been subsidising the operations.

He felt that it should be run on a “break even” scenario, or else sold off and privatized.

D. Davidson felt that the West Coast should have a steady, reliable source of rock for river protection as this was essential to all areas.

Those present felt that it was essential that Franz Josef had a guaranteed, steady and economic supply of rock for the future and were very comfortable with the status quo remaining.

N. Higgs commented that the actual costs should be on a “user pays” basis, but that the Council should keep control of the rock sources to enable an economic supply to all contractors.

It was asked if copies of the latest cross sections could be supplied to the chairperson when they were appointed.

W. Moen undertook to supply these.

There being no further business, the meeting concluded at 2.40 p.m.

W. Moen
Senior Engineering Officer