

**AGENDA AND SUPPORTING PAPERS
FOR COUNCIL'S SEPTEMBER MEETINGS**

**TO BE HELD IN THE OFFICES OF THE WEST COAST REGIONAL COUNCIL
388 MAIN SOUTH ROAD, GREYMOUTH**

TUESDAY, 9 SEPTEMBER 2008

The programme for the day is:

**10.30 a.m.: Resource Management Committee
Meeting**

On completion of RMC Meeting: Council Meeting

RESOURCE MANAGEMENT COMMITTEE

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that a meeting of the **RESOURCE MANAGEMENT COMMITTEE** will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Paroa, Greymouth on **Tuesday, 9 September 2008**

P. EWEN
CHAIRPERSON

S. MORAN
Planning and Environmental Manager
C. DALL
Consents and Compliance Manager

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2.	1 – 4	MINUTES 2.1 Confirmation of Minutes of Resource Management Committee Meeting – 12 August 2008
3.		PRESENTATION
4.		CHAIRMAN'S REPORT
5.		REPORTS
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	5 – 8	5.1.1 Planning & Environmental Manager's Monthly Report
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THE WEST COAST REGIONAL COUNCIL

**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 12 AUGUST 2008 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.37 A.M.**

PRESENT:

P. Ewen (Chairman), R. Scarlett, D. Davidson, B. Chinn, A. Robb, T. Archer, A. Birchfield, T. Scott (arrived 11.28)

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), S. Moran (Planning & Environmental Manager), C. Dall (Consents & Compliance Manager), R. Mallinson (Corporate Services Manager), T. Jellyman (Minutes Clerk)

1. APOLOGIES

Moved (Scarlett / Davidson) *that the apology from R. Barber be accepted.*

Carried

2. MINUTES

Moved (Scarlett / Archer) *that the minutes of the previous Resource Management Committee meeting dated 8 July 2008, be confirmed as correct.*

Carried

Matters Arising

There were no matters arising.

3. CHAIRMAN'S REPORT

The Chairman reported that it had been a relatively quiet month. He advised that he has been pursuing the coal levy business and associated matters with the Chief Executive, Cr Scarlett and MP Auchinvole. The Chairman spoke of the press statement and rebuttal he issued regarding Mr Duynhoven response. This matter will be pursued further this afternoon when MP Gerry Brownlee and MP Auchinvole visit.

The Chairman reported there has been some advancement on the Hokitika Oxidation Pond hearing that he chaired. The Westland District Council has provided further data therefore WCRC in now is a position to reduce the outstanding matters relating to the hearing process. A date for reconvening is yet to be set.

Moved (Ewen / Davidson) *that the Council receive this report.*

Carried

5. REPORTS**5.1. PLANNING AND ENVIRONMENTAL GROUP****5.1.1 PLANNING AND ENVIRONMENTAL MANAGER'S MONTHLY REPORT**

S. Moran spoke to his report advising that staff met with representatives from MfE last week to progress the drafting of a report on the Proposed National Environmental Standard for Ecological Flows and Water Levels. S. Moran is seeking an exclusion from the parts of the NES that do not apply to the West Coast.

Proposed National Environmental Standard for On-site Wastewater Systems: S. Moran reported that this will apply to property owners in areas that are considered to be "hotspots", where there is an issue with old systems or poor soakage and it would be up to this council to identify the "hotspot" areas. Cr Archer stated that he hopes a carte blanche approach isn't taken. C. Ingle expressed that he is confident that this will be handled sensibly. S. Moran invited councillors to

attend a workshop on the 25th of August. The Chairman voiced his concern that all parties including the health sector handle this in a consistent matter. C. Ingle stated that his concern is what process does this council go through to determine which areas are in and which are not in and which agencies will be involved. Cr Archer spoke of the systems that are installed in good soakage areas but may not be operating particularly well. These systems may be outside of the "hotspot" area but may still need attention. S. Moran advised that submissions close on the 26th of September and a report would be brought to the September meeting. C. Ingle stated that this is very much an area where we can add value.

Civil Defence Emergency Management: S. Moran reported that staff attended Tsunami workshops. He added that the West Coast is considered to be a low risk area but it is important that staff keep up with this at a national level. Cr Davidson stated that there are no warning systems on the west coast and only on the east coast. Cr Archer stated that there has been a very robust process of evaluation of all hazards that the west coast is exposed to and Tsunami is ranked at thirteen.

S. Moran reported that there was one minor flood event during the reporting period.

Air Quality: S. Moran advised there have been 18 exceedances of the NES for PM10 in total, five of these have occurred since the last report. Cr Archer asked if there has been a good response rate to the air quality survey from the Reefton residents. S. Moran stated that it was not as successful as hoped. Cr Birchfield stated that he had surveyed contacts in Reefton and there was no concern regarding air quality in Reefton.

Water Quality: S. Moran advised that staff have been assisting with the Development West Coast Education for Enterprise programme. This is aimed at increasing the knowledge base and interest in sciences. Cr Archer commended those involved in this and stated that it is a great way of getting information out into the community.

S. Moran reported that in 2005 there was an approach from district councils and tourist operators alongside State Highway 73 requesting to rename the highway from The Arthurs Pass Highway to The Alpine Highway. This was agreed to by this committee at the time. New signs with the new title will be installed over the next few weeks.

Moved (Archer / Chinn) *that Council receive this report.*

Carried

5.1.2 END OF YEAR REPORT FOR THE TOTAL MOBILITY PROGRAMME

S. Moran spoke to this report advising that it is a requirement from Land Transport New Zealand to provide a report on passenger services. He advised there was a 68% response rate to the survey sent to patrons of this service. The Chairman asked if the decline in service related to the period when there was no taxi service available in Hokitika. S. Moran confirmed this would have contributed to the decline in use.

S. Moran reported that the West Coast Shuttle was the only provider that has signed up for the Total Mobility Pilot Shuttle Service.

Moved (Robb / Archer) *that Council receive this report.*

Carried

5.1.3 REGIONAL TRANSPORT COMMITTEE CONSTITUTION

S. Moran spoke to this report. T. Scott asked if a letter has been received from Makaawhio objecting to the cultural interest being shared as he represents Makaawhio in the southern area. R. Barber represents Ngati Waewae which is the northern area. The Chairman advised that the Terms of Reference under the Act is not our choice and only one Iwi representative is allowed and that he hoped the two Iwi would get together and have a discussion among themselves to resolve this. S. Moran advised that in the legislation there are six appointed members to the committee. Extensive discussion ensued, the Chairman asked all councillors for their opinions. It was agreed that the outside organisations would be instructed to nominate their own appointees and then report back to council once confirmation is ascertained.

Moved (Scarlett / Robb)

RECOMMENDATION

1. *That the Council adopt the Terms of Reference for the Regional Transport Committee.*
2. *That the Council consider the nominees and appoint those nominees put forward for the Environmental Sustainability, Economic Development, Safety and Personal Security, and Public Health categories to the new Regional Transport Committee in accordance with Section 105 of*

The Land Transport Management Amendment Act 2008. The nominations for Cultural Interest and Access and Mobility categories to be referred back to their respective organisations with a request to bring a nominee to the next Council meeting.

3. *That the Council confirm the Chair of the RTC as Cr Ross Scarlett, and Deputy Chair as Cr Peter Ewen.*

Carried

5.2 CONSENTS AND COMPLIANCE GROUP

5.2.1 CONSENTS MONTHLY REPORT

C. Dall spoke to this report. He drew attention to the hearing for Meridan Energy's consent application which is scheduled to commence on the 25th of August. The hearing will be held in Westport.

C. Dall advised that the mediation for West Sand Company Limited has failed and will now proceed to the Environment Court.

Cr Birchfield stated that it was good to see the Meridan consent application go through quickly.

Moved (Robb / Chinn) *that the August 2008 report of the Consents Group be received.*

Carried

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Dall spoke to this report noting that 71 site visits have been carried out. C. Dall stated that the Arahura Bridge replacement project is running smoothly with no major issues encountered to date.

C. Dall reported that there have been some issues with Solid Energy's Rapahoe site. He is currently dealing with the company and will proceed to formal enforcement action if things don't improve.

C. Dall advised that both consents and compliance staff have been dealing with recent AHB Aerial 1080 operations. There were no issues of concern during this time.

Cr Birchfield asked for more information regarding a complaint of discharge to water in the Greymouth area. C. Dall advised that there has been a problem with the adequacy of the bund in the wetbed gravel extraction operation near the Cobden Bridge. Cr Birchfield requested to be kept informed on this matter. C. Dall advised that Fish & Game and DoC are also involved with this consent.

Cr Scarlett raised the matter of enforcement action and asked why aren't we fining these people first. Then giving them ten days to clean up their act and then issue them with an abatement notice if they don't act. C. Dall advised that an abatement notice force people to stop the activity. C. Ingle advised that these are people that have been spoken to for the first time and they are acting quickly to fix the problem.

Cr Ewen drew attention to the three farms in Whataroa that have been issued abatement notices where discharge of dairy effluent to land where it may enter water. He asked if this is the same complainant. C. Dall confirmed that these three farms are all the same owner and that this does not rule out further action but the first step is the abatement notice. Cr Scarlett suggested that fining people does make them sit up and take notice. Cr Birchfield stated that first time offenders should be given the opportunity to rectify matters first. Cr Scarlett stated that by and large most farmers do the right thing. C. Dall and C. Ingle agreed to meet with compliance staff to discuss this matter further.

C. Dall advised that the hearing for Aden Farms prosecution would take place next week.

Moved (Scarlett / Davidson)

RECOMMENDATION

1. *That the August 2008 report of the Compliance Group be received.*
2. *That the Council approves the release of the bond for Resource Consent RC06266.*

Carried

LATE ITEM

4

C. Ingle confirmed that this paper should be received as a Notice of Motion signed by him as CEO.

Moved (Archer / Ewen)

Carried

NOTICE OF MOTION

DEFERRAL OF BOND RELEASE FOR RESOURCE CONSENT RC94077

Cr Chinn asked for some background on this matter. C. Dall advised that we believed Mr Alborn is seeking unreasonable rehabilitation of the site. One of the major issues Mr Alborn was looking at, we believed had been adequately addressed. Considerable discussion ensued with Crs Archer and Scarlett contributing. C. Dall advised that the consent has expired therefore there is no an option to apply for a variation to the consent. Cr Birchfield stated that it looks as though there is only a day's work for a digger involved to remedy the situation. C. Dall advised that it is the contractor who is the bondholder. Cr Scarlett asked who legally has to fix it, C. Dall confirmed that it is the consent holder does but there is an agreement between the consent holder and the contractor as the contractor has the bond. C. Dall stated that this matter is the subject of Ombudsman enquiries. C. Dall advised that there is an access agreement in place which is a lot more vigorous and stronger than the consent. C. Dall stated that council needs to go back to the consent requirements, as it is not our job to enforce the access arrangement. The Chairman stated that it is unfortunate how this event has come into play but Mr Alborn has to be pragmatic about the matter.

Cr Archer asked if Council wrote to the parties following the February meeting advising them that Council has resolved to refund the bond. C. Dall confirmed we did write to them but we had to write back to advise that we had deferred release of the bond due to noncompliance with one of the consent conditions.

Moved (Scarlett / Archer)

RECOMMENDATION

That Council revokes its decision to release the bond for Resource Consent RC94077.

Carried

6. GENERAL BUSINESS

There was no general business.

The meeting closed at 12.02 pm

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Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: S. Moran – Planning and Environmental Manager
 Date: 29 August 2008

Subject: **PLANNING & ENVIRONMENTAL MANAGER'S MONTHLY REPORT**

PLANNING

Proposed National Environmental Standard (NES) on Environmental Flows and Water Levels.

The Ministry for the Environment (MfE) are currently analysing and summarising all submissions into a Report on Submissions; however, this report will not provide the recommendations in response to submissions made. MfE will then undertake an appraisal of the costs and benefits of the revised proposal and once that is completed the report and recommendations will be presented to the Minister for the Environment, including the MfE's proposed final version of the NES.

Proposed NZ Coastal Policy Statement

Hearing dates and times are being scheduled for submitters on the NZ Coastal Policy Statement. Staff will attend a hearing in September in either Nelson or Christchurch.

Proposed National Environmental Standard for On-Site Wastewater Systems

A workshop run by MfE that was to be held on 25 August on the Proposed National Environmental Standard for On-Site Wastewater Systems was postponed until early September.

Proposed National Policy Statement on Freshwater Management

A proposed National Policy Statement (NPS) for Freshwater Management has been released for consideration, however, the Board of Enquiry is yet to advise when the NPS will be formally notified. The NPS proposes, amongst other things, a requirement that regional policy statements have provisions which determine and timetable priorities for when regional plans will set Water Quality Standards and Environmental Flows and Levels for all freshwater resources in the region.

Proposed National Policy Statement on Renewable Electricity Generation

MfE has announced a Board of Inquiry to consider an NPS which would recognise the significance of renewable electricity generation. The Board will call for submissions in the upcoming weeks.

TRANSPORT

Appointments to the Regional Transport Committee (RTC)

At the August Council meeting the nominations for the new RTC were presented to Council. For the representative for Access and Mobility two nominations were put forward. In response to Council's preference for one representative to be nominated Gloria Hammond has been identified as the nominee from CCS Disability Action to represent the interest of Access and Mobility.

Staff are awaiting notification from the West Coast Runanga as to their preferred representative.

Regional Transport Committee

The first Regional Transport Committee (RTC) meeting was held on 28 August 2008. The Ministry of Transport and the New Zealand Transport Agency provided a series of presentations in the morning session to bring the new committee up to date with the

changing legislation and the increased role of the RTC's. A meeting of the RTC followed with the following issues discussed:

West Coast Regional Land Transport Strategy – Deferral of Review

Each Regional Council is responsible for preparing a land transport strategy for its region. This strategy must be renewed at least once every 3 years as per section 176(1)(b). The Regional Council adopted the West Coast RLTS on the 14th of February 2006, which means that the RLTS requires reviewing by February 2009.

With the changing legislation and the uncertainty around the time and resources required to develop the first of the Regional Land Transport Programmes, it would be prudent to delay this review. This also provides an opportunity to better understand the new transport documents that have been released and resulting requirements the new RLTS will need to incorporate.

Under Schedule 2 of Section 23(3) of the Land Transport Amendment Act 2008, the Minister may approve the extension of a regional land transport strategy prepared under the Land Transport Act 1998 by a period of 18 months. The RTC has recommended that the Regional Council send a letter to the Minister seeking an extension for the review of the RLTS.

Draft West Coast Regional Walking and Cycling Strategy

The Draft West Coast Regional Walking and Cycling Strategy was presented to the RTC for their support in principle. The Steering Group is set to meet on 11 September to review the final draft, particularly the Action Plan, before sending out to the RTC for endorsement for public consultation.

Port of Greymouth Funding

A paper was presented by the Grey District Council on behalf of the Port of Greymouth which outlined potential options to access funding to assist the development, maintenance, and operation of the Port. There is now a contestable fund set up through the recent 'Seachange' policy for initiatives involving coastal shipping to which they can make an application. The RTC supported the drafting of an application for funding from the National Land Transport Programme.

Update on State Highway Projects

- **Arahura Bridge Replacement**
Work is well underway on this project. Currently the New Zealand Transport Agency (NZTA – formerly Transit and Land Transport NZ) is procuring a contractor for the road approaches.
- **Gates of Haast**
Geotech staff are looking to undertake drilling and testing for Gates of Haast investigations. This is hoped to be done prior to Christmas, otherwise it will be after February following the peak tourist period.
- **Buller Gorge Signals**
Work is progressing with the traffic control signals for Iron Gate and Hawke's Crag.
- **Goat Creek Bridge Replacement**
Having thought they had alignment finalised, there is now concern over the volume of debris coming downstream. Replacement is now not likely to happen this year. They will need to review the designs.
- **McKendries Corner**
Progress is being made with landowners. Will probably not be completed this summer.
- **Minga Bluff to Rough Creek – State Highway 73**
Draft scheme assessment will be completed this month. Solutions will be expensive. Have looked at 'nibble and tuck' solutions but will need a significant solution to address issues. This will need to go back to the NZTA Board.
- **State Highway 6 Strategic Study**

Had very good feedback during consultation phase. Identified 24 problem areas ranging from slow landslides to erosion. A meeting will be held on the 29th of August to agree the way forward.

- Passing Lanes/Opportunities Strategic Study
NZTA continue to explore opportunities for sites. Not likely to be full passing lanes but road widening and slow vehicle bays instead.

Update on the R Funding of Glacier Valley Pedestrian & Cycle Access Routes

Tom Hopkins from the Department of Conservation thanked the RTC for their commitment of R funds to the Glacier Valley Pedestrian and Cycle project. An update was provided on accessing the remainder of the funding required and the work that is about to commence with the project.

Technical Workshop

Following the RTC meeting, staff from the Councils, Department of Conservation, and the Greymouth Port met with NZTA staff to discuss in more detail the development of the Regional Land Transport Programme (RLTP). A new requirement under the Land Transport Management Amendment Act 2008, all funding requests for transport activities must be listed in the RLTP to receive funding, including State Highway projects. These are put together by the Regional Council through the information submitted by each of the approved organisations. These are developed every three years with a 10-year forecast of activities. Consultation on the Draft RLTP can be undertaken in conjunction with the LTCCP or separately.

Civil Defence and Emergency Management

Weather Radar

There has been some desktop research completed on possible sites for weather radar, and MetService's contracted data supplier at Hokitika has had a preliminary look at some possible sites. The target operational date for the West Coast radar is April 2011.

EMO/CDO Competency Workshop

Staff from MCDEM's Professional Development team will be at the Council on 3rd September to run a workshop on the Emergency Management and Civil Defence Officer roles undertaken at the Group and Local level. The workshops will identify the functions these staff perform in their role, as well as the skills, knowledge, and attributes required. This will assist with developing training to improve the abilities of these staff throughout the country. Members of the CEG, and Chairs of the Lifelines and Welfare Advisory Group have been invited to attend.

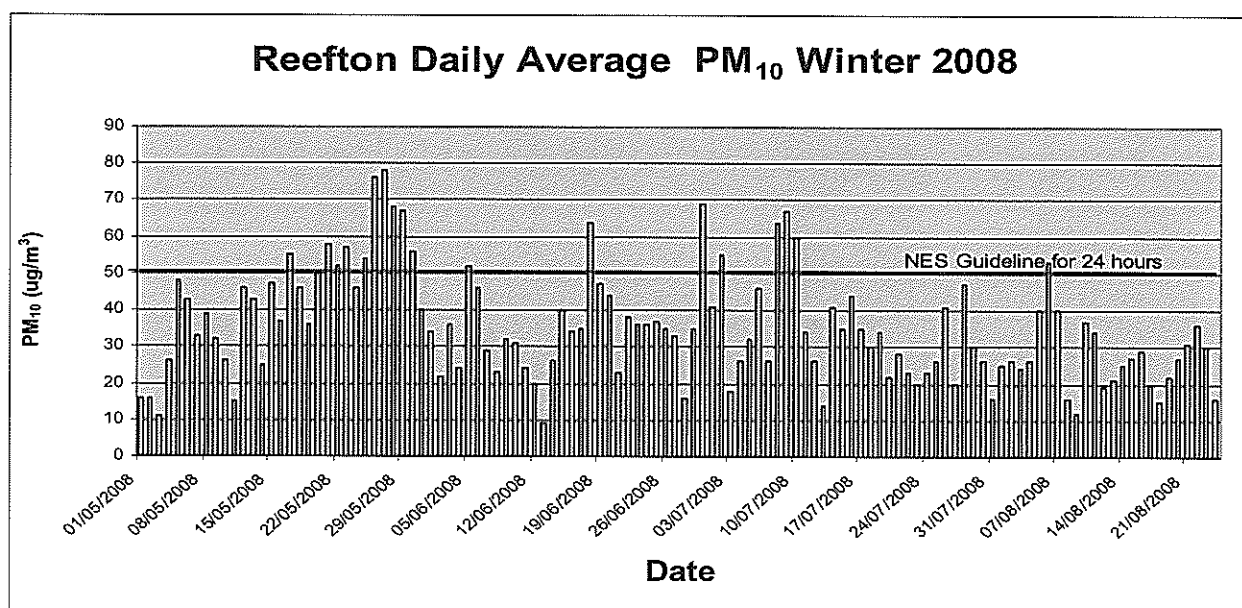
RESOURCE SCIENCE

Hydrology/Flood Warning

There were no floods during the reporting period.

Air Quality

There have been 18 exceedences of the National Environmental Standard for PM10 this winter. The highest recorded exceedance so far is 78ug/m³ for a 24 hour period which was recorded on the 25th of May. Since the last reporting period there has only been 1 exceedance.



Water Quality

The Environmental team is now undertaking the monitoring of Lake Brunner. This was previously conducted by NIWA and while they did an excellent job the succession of this programme to our staff represents a significant saving of cost and convenience. Trial runs were completed and the first 'real' sampling took place on the 28 of August.

RECOMMENDATION

1. *That the report is received.*
2. *That the Council consider the nomination for Access and Mobility Interests and appoint Gloria Hammond as the representative on the Regional Transport Committee.*
3. *That the Council seeks an extension of time to review the current Regional Land Transport Strategy.*

Simon Moran
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee

Prepared by: Nichola Costley

Dated: 9 September 2008

Subject: **REGIONAL LAND TRANSPORT STRATEGY ANNUAL REPORT**

Purpose

To ask the Committee to receive and adopt the 2007/2008 West Coast Regional Land Transport Strategy Annual Report.

Background

Every Regional Council is required to prepare an annual report on the progress in implementing the RLTS under Section 182(1) of the Land Transport Act 1998. This Report fulfils that purpose by detailing and commenting on the progress made in the third year of the implementation of the 2006-2016 West Coast RLTS and covers the period from July 2007 to June 2008.

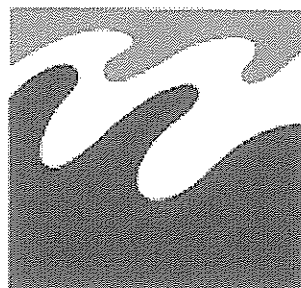
Once adopted by the Council this Report will be forwarded to the New Zealand Transport Agency, the Commissioner of Police, the Secretary of Transport, Transit New Zealand, and will be made available to the public. This Annual Report incorporates comments and feedback from members of the previous Regional Land Transport Committee.

The RTC made comments and additions to the Report, which were incorporated before endorsing the Report. A copy of the Report is appended to this paper.

Recommendation

1. *That Council receive this report.*
2. *That the Council approve the West Coast Regional Land Transport Strategy 2007/2008 Annual Report.*

Simon Moran
Planning and Environmental Manager



THE WEST COAST
REGIONAL COUNCIL

WEST COAST REGIONAL LAND TRANSPORT STRATEGY

ANNUAL REPORT

2007/2008

Draft
August 2008

Overview and Summary

The West Coast RLTS provides the framework that incorporates the vision local communities and organisations have about our land transport system, providing a direction for the development of the transport system for the next 10 years. This Annual Report provides an outline of the progress and implementation of the West Coast Regional Land Transport Strategy (RLTS) for the 2007/08-year.

This is the third year of the RLTS, which was adopted by the Regional Council in February 2006. Over this past year progress has continued to further improve the transport network and user safety as detailed throughout this report.

Improving the integrity and safety of the transport network is paramount. Continued development and growth in the region through tourism and other industries can only be supported through robust transport networks.

A close working relationship has continued between the agencies on the Regional Land Transport Committee and I thank them for their contributions and commitment to the transport sector over the past year.

The following organisations have assisted the Regional Council to complete this Annual Report and their assistance is gratefully acknowledged:

- Buller District Council
- Development West Coast
- Grey District Council
- Land Transport New Zealand
- Ontrack
- Port of Greymouth
- Port of Westport
- Transit New Zealand
- Westland District Council

I would like to thank all members who were a part of the last Regional Land Transport Committee as we move forward to the new Regional Transport Committee format.

Ross Scarlett
Chairman
West Coast Regional Land Transport Committee

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1. Introduction

1.1 Background

The Land Transport Act 1998 requires each Regional Council to establish a Regional Land Transport Committee (RLTC). The primary responsibility of this committee is to prepare a Regional Land Transport Strategy (RLTS) to set the strategic direction for a region's land transport network. Every RLTS must contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system.

The current RLTS was developed in consultation with the major agencies involved in transport, business, and the community, and was adopted by the West Coast Regional Council on 14 February 2006. The Strategy identifies the land transport outcomes sought by the region and the strategic options for achieving those outcomes.

1.2 Annual Report on the Regional Land Transport Strategy

Section 182(1) of the Land Transport Act requires the preparation of an Annual Report, which documents progress in implementing the RLTS. This report fulfils that purpose by detailing and commenting on the progress made in the third year of the implementation of the 2006-2016 West Coast RLTS and covers the period from July 2007 to June 2008.

A copy of this Report must be forwarded to the Land Transport New Zealand Board, the Commissioner of Police, the Secretary of Transport, Transit New Zealand, and is to be made available to the public within three months after the close of the financial year to which it relates.

In preparing this report, the Council has asked those organisations with responsibilities in relation to the Strategy to report on the actions and activities that they have taken over the last year to implement the Strategy. This feedback has been incorporated into the Report.

1.3 Vision

The vision for transport on the West Coast is for:

"A transportation system supporting increased prosperity, safety, and sustainable quality of life for future and current generations"

The goals, policies, and methods documented within the RLTS work towards achieving this vision, and the report measures progress towards achieving the overall vision.

1.4 Report Structure

Section 2 of this Report summarises the progress made over the past three years in achieving the Goals set for 2016.

Section 3 identifies the work that has been undertaken in regards to each of the policies and methods for the 2007/08-year. It also details the activities carried out by the key agencies such as the West Coast Regional Council and Regional Land Transport Committee, Transit New Zealand, the three District Councils, and other interest groups.

Section 4 of the Report highlights future issues that will require consideration by the new Regional Transport Committee.

2. Report on Progress in Achieving Goals

This Report measures the progress achieved against each of the Goals set in the Strategy. These were to be achieved by 2016 and in some cases the Goals have been achieved in full, in part, and/or are ongoing. Examples provided are predominantly from the 2007/08-year, except where they have been achieved in earlier years.

2.1 Economy: Freight and Tourism

The movement of freight and tourism traffic underpins much of the economic activity on the West Coast. With substantial growth occurring, and expecting to continue to occur in the future, there is a need to ensure route reliability is achieved and efficiency retained. In addition, improving the quality of experience for visitors is also necessary. The following goals are aimed at progressing this. These goals are ongoing in nature, therefore examples of where actions have been undertaken in the 2007/08-year are listed for each.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) Appropriate protection, improvement, and development of key routes to gateways and markets within the West Coast region and inter-regionally.	<ul style="list-style-type: none"> - SH 6 Gates of Haast investigation. - SH 73 – RLTC and WCRC lobbied for work to be undertaken. Further investigations for Minga Bluff underway. Strategic Route Security study being prepared. - SH 6 Route security study initiated for inter-region protection of routes.
b) Development of freight hubs with efficient inter-modal transfer facilities.	<ul style="list-style-type: none"> - Discussions underway to access funding for 'future proofing' Port of Greymouth and Port of Westport under Seachange Strategy initiative. - Pike River Coal Company are developing a new truck to rail freight hub at Ikamatua to allow coal to be transported via the Midland Line to Lyttelton Port. - Truck to rail freight hub recently upgraded at Stillwater for Francis Coal Company (Roa Mine) to transport coal via the Midland Line.
c) Rail network upgrading, improvement, and risk reduction.	<ul style="list-style-type: none"> - Upgrade of rail on Stillwater-Westport line replacing lighter rails with heavyweight rail. - Arahura road rail bridge on the Hokitika branch replacement commenced. - Smaller bridges either replaced or had spans replaced as part of annual programme. - Large active slip at Tawhai tunnel near Reefton required extensive earthworks in 2008 such that it is no longer a threat to the line.
d) Supporting replacement or upgrading of substandard bridges on key routes.	<ul style="list-style-type: none"> - Arahura road rail bridge replacement has commenced 2008. - Goat Bridge replacement investigation complete, and design has commenced. - Strengthening of three SH6 suspension bridges in Westland completed February 2008.
e) Continued development of an integrated and high quality travel experience for visitors and West Coast residents in relation to roadside services for travelers (e.g. information, and scenic rest areas).	<ul style="list-style-type: none"> - Punakaiki improvements to parking and pedestrian access in area. - Review of stopping places and rest areas on the SH network. - Directional arrows implemented on network to indicate direction of travel at tourist stops.
f) Maintenance of a regional network of facilities/services for travelers and road users	<ul style="list-style-type: none"> - Visitor Waste Management Strategy developed. - Pamphlet for campervan discharge facilities

Goals for this Strategy by 2016	Actions undertaken to achieve goals
(toilets, campervan discharge facilities, and stock truck effluent disposal sites).	developed and reviewed annually. – Investigation into appropriate sites for stock truck effluent disposal sites ongoing.
g) Consistent high quality visitor information signage on regional routes.	– Electronic variable messaging signs for SH 73 and SH 7 installed 2007/08. – Development West Coast and Transit finalising Terms of Reference to review regional tourism signage as part of Tourism Major Regional Initiative.
h) Appropriate District Plan and other mechanisms in place to recognise the need for and enable 'freight hubs' and marshalling activities to take place. That they also recognise that noise and other activity appropriate to the activity may occur in order to avoid risks of these activities being curtailed due to adjoining more sensitive land uses.	– Plan change for an industrial subdivision on northern boundary of Westport approved. This will allow for development of freight bases amongst other activities. – Plan changes recognising mixed-use developments for Kaiata Park.

2.2 Transport Choice

The RLTS promotes the potential for more trips to be made by walking and cycling. The following goals aided in the achievement of this:

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) 12% of journeys to work made by walking (9.9% or 1206 people's work trips were by foot in 2001).	The 2006 Census indicated that 10.9% of journeys to work were made by foot. Current activities promoting walking as a modal choice include the Health Eating Healthy Action initiative.
b) 5% of journeys to work made by cycle (3.8% of journeys to work were made by cycle in 2001).	– 2006 Census – 3.4%. – Bike Wise Week promotes the benefits of cycling and is held annually in March. – Health Eating Healthy Action – promotes more active lifestyle choices.
c) Increased use of walking and cycling for short trips.	Regional Walking and Cycling Strategy under development. The Strategy will look at how to eliminate barriers to increase walking and cycling trips.
d) Improved satisfaction with access options from smaller urban centres to health care and other essential services.	Not measured at this time.

2.3 Roads: Efficiency, Safety, and the Environment

The RLTS recognises the need to improve the road network and the way in which it is used. The following goals are aimed at improving the efficiency and safety of the roading network. The majority of the goals in this section are ongoing and examples from the 2007/08-year are provided for reference.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) A fully developed network of passing bays/lanes on the State Highway and recognised local road heavy transport routes.	Passing Opportunities Strategic Study to be undertaken by Transit in 2008/09. R Funding has been set aside for constructing these in the future.
b) Ongoing investments to improve the reliability and security of service of regional routes (including Klondyke corner to Arthurs Pass and the replacement of the Arahura Bridge).	– Government is funding the replacement of the Arahura Bridge. – Issues for Arthurs Pass to Klondyke Corner have been lobbied by the RLTC and WCRC. More work is now being undertaken and expected over coming years.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
c) Ongoing investment to improve the reliability and security of critical road and rail bridges.	<ul style="list-style-type: none"> - Arahura bridge replacement commenced. - Ontrack annual maintenance programme is continuing. - Preliminary investigation completed on Rough River Bridge.
d) Safer driving conditions and amenity through continuous improvements to key tourist and freight routes, and glacier roads.	<ul style="list-style-type: none"> - Design progressed on the McKendries Corner SH project. - Glacier Road sealing with associated walking and cycling development, endorsed by the RLTC for R Funding contribution, will improve safety for all users.
e) Improvement to safety of approaches to current one-lane bridges. Where provisions of additional crossing capacity is the solution there is also need to recognise and if possible contribute their contribution to the West Coast's character and heritage.	<ul style="list-style-type: none"> - RLTC called for strategic approach to the elimination of remaining one-lane bridges on the SH network. - Signalisation of SH 6 Iron Bridge and Fern Arch to be undertaken in 2008/09. - Old bridge spans of the Cobden Rail Bridge and Arahura Road Rail Bridge to be used in heritage park(s).
f) Feasibility investigations completed for alternative or new freight and tourism routes.	<ul style="list-style-type: none"> - Port, ship design, and resource consents were completed for the transport of coal via Port of Greymouth to the Port of Taranaki. However, coal is now being railed to Port of Lyttelton. - Options identified for road and rail links to Port of Greymouth. - Investigations initiated for multi-cargo coastal shipping services from Greymouth. - Port of Westport Coal loading facility study completed to promote a single export point for potential coal producers.
g) Contain network wide carbon dioxide emissions to no more than 10 percent above 2001 levels.	No measurements have been taken to date.
h) By 2010 reduce the 5-year average of deaths per year from road crashes to below 5 (9 deaths from 1 January 2004 to 31 December 2004).	<p>Currently the 5-year average is at 6 deaths (6 deaths from 1 January 2007 – 31 December 2007).</p> <p>Transit has continued to provide edge protection, junction improvements, and seal widening and/or realignment to reduce the likelihood and severity of loss of control accidents.</p>
i) Reduce deaths and hospitalisations from road crashes to 70 or below by 2010 (5 year average to 2004 is 79).	<p>Achieved for 2007 year. Deaths and hospitalisations were 70 from 1 January 2007 to 31 December 2007. (Currently the 5-year average is at 75 deaths and hospitalisations).</p>
j) Implementing safety management systems in each territorial authority.	<p>Achieved: Implemented for Buller, Grey and Westland District Councils and adopted by the respective Councils in 2006. Regional review to be carried out in 2008/09 subject to availability of staff.</p> <p>Transit continues to maintain and update the database of crashes and attended incidents for the SH network. This identifies future schemes for inclusion in the Capital Works Programme.</p>

2.4 Demand Management

Demand management policies are a way of reducing conflicts between heavy vehicles and other traffic, or reducing the demand for travel. In the West Coast context, traffic congestion is not a key issue and many people have few alternatives to using a motor vehicle. Therefore the RLTS has focussed on reducing conflicts between heavy and private vehicles. The following goals are aimed at reducing this conflict and are ongoing. Examples of where actions have been undertaken in the 2007/08 year are listed below for each.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
a) Where appropriate, support the use of heavy freight using rail.	– Pike River Coal Company have decided to transport coal via the Midland Line from the West Coast to Lyttelton (Canterbury).
b) Where appropriate, support the use of increased gross tonnage of heavy trucks.	– Costs and benefits are being assessed to transport coal from Pike River coal mine to a new truck to rail freight hub at Ikamatua. Report due August 2008 with proposed increased gross tonnage of heavy trucks.
c) Where appropriate, support the increased use of coastal shipping.	<ul style="list-style-type: none"> – Investigations are underway for commencing a smaller-scale, multi-cargo coastal shipping service from Greymouth. – Discussions have commenced with Ministers of Transport and Finance, Ministry of Transport and NZ Transport Agency regarding financial support for sustaining the Port of Greymouth as an element of the New Zealand transport infrastructure. – A Charter has been signed with Port Taranaki, Port of Westland, Port Tarakohe, and Southport to promote coastal shipping along a Western "Blue Highway".
d) Have appropriate District Plan and other mechanisms in place to enable consideration of all transport modes.	<ul style="list-style-type: none"> – Likely that the Grey District Plan will need to be reviewed to more adequately address all transport modes in line with recent legislation changes. – Grey District Plan provisions require that the subdivisions provide for: <ul style="list-style-type: none"> o Safe and effective vehicle and pedestrian access; o Adequate provision for open space and reserves, including pedestrian linkages. – Resource consents in place for port development, and road-sea freight interface at the Port of Greymouth.
e) Where appropriate, support the development of cycle/walkway routes e.g. pilot project of the Karoro to Greymouth Coastal Cycle Path.	<ul style="list-style-type: none"> – RLTC overseeing the development of a Regional Walking and Cycling Strategy for the West Coast. RLTC support of the Coastal Pathway (in principle). – Grey District Council is supporting development of the Coastal Pathway initiative. – Feasibility review of Coastal Pathway underway

2.5 Land Use Planning

The RLTS recognises the need to promote the ability to service local needs locally (thereby reducing the amount of travel between destinations) and for the integration of transport networks and for local and regional growth and development. The following goals are aimed at achieving this.

Goals for this Strategy by 2016	Actions undertaken to achieve goals
<p>All District Plan's include appropriate designations and criteria for land use assessments to ensure opportunities for use of rail, increased gross freight tonnage of heavy trucks, and coastal shipping, as well as ensuring walking and cycling are enabled and supported to the extent appropriate to the circumstances.</p>	<p>Partly achieved:</p> <ul style="list-style-type: none"> - All existing local roads in Grey District designated. All existing SH's in Grey District designated. With the exception of the Greymouth-Rapahoe rail-line, all other existing rail lines through Grey District designated. Greymouth airport designated. - Resource consents are in place for port development and the road-sea freight interface at the Port of Greymouth. Protection of rail-sea interface provided on Port land, but the rail to port link protection has not been achieved.
<p>Encouragement of good urban designs to provide safe and direct connectivity for walking and cycling.</p>	<ul style="list-style-type: none"> - Not currently in Grey District Council Plan, but information has been presented to Council. Likely the good urban design principles may be included in future District Plan reviews. - Coastal Pathway initiative will link communities between the Taramakau Rover and the Greymouth urban area when complete.

3. Report on Progress under the Policies of the RLTS

This section outlines the broad policies and methods and how they have been implemented over the course of 2007/08. It also details the activities carried out by the key agencies under each of these.

3.1 Economic Well-being

Over the last financial year much work has been undertaken which has had an effect on assisting with economic development in the region. This work has been tagged to the relevant policies and methods in the RLTS, which are identified below.

Policy 5.1 - Assist economic development in the West Coast region.

Method 5.1.1

Protect the primary function of the strategic land transport network via District Plan strategic network provisions and adequate ongoing investment in maintenance and network development.

Transit

Transit has continued their upgrade programme of the West Coast State Highway network. The long-term security of the network remains an issue, particularly at key locations as detailed below:

- Emergency works have again been a key work area due to heavy rainfall, coastal erosion, and significant damage to the road surface due to frost. At Bruce Bay, continued monitoring and replacement of the rock works has ensured that State Highway 6 remains open. At Rapahoe, similar work has been undertaken to maintain and/or extend the rock works to protect the coastal road. Extensive rock armouring has been required at State Highway 6 Woodpecker Bay to ensure that this route is maintained. This section of low-lying coastal road has seen rapid loss of the verge in the June/July swells.
- A strategic study of key vulnerable locations, to encompass sites such as Bruce Bay, Woodpecker Bay, and Rapahoe and areas prone to slips or dropouts is underway so that Transit can determine an asset management and possible capital investment strategy.
- A contract for the Gates of Haast Investigation work will shortly be let to explore possible options.
- Work has been undertaken at State Highway 73, Rough Creek to Mingas Bluff, to remove some of the key pinch points. The design work of realignment is currently in its early stages.
- Information to users of the State Highway links to other regions have been improved through the provision of new road signing improvements over State Highway 7 Lewis Pass. Similar signs will be erected over State Highway 73 imminently, and will enable better real time display of the conditions on the alpine passes, which can be vital to commercial operators. Future plans for such signage to be extended elsewhere within the region is under consideration, where the ability to influence travel for safety or minimising disruption is feasible.
- Have continued to improve road condition reporting systems to ensure that closures are well known and accurately conveyed to the media. Planned closures are advertised in advance so that commercial operators, emergency services, and tourists know to make alternative arrangements as required.
- Transit and Buller District Council have completed a study to look at funding for intersection improvements.

Buller District Council

- Road maintenance has continued within the District in accordance with recognised and acceptable maintenance practices.

Grey District Council

- General maintenance to preserve the integrity of the 620kms of road network at an investment of just over \$2.067 million.
- Renewal works (reseals, pavement reconstruction and heavy bridge repairs) cost \$1.83 million.
- \$644,000 was spent on essential emergency work repairs to reinstate roads that were affected by storms and flood damage.

Greymouth Port activity includes:

- Review of future operation at Greymouth Port including seeking funding from Government under "Seachange Strategy" initiative.
- Resource consents are in place for port development and the road-sea freight interface at the Port of Greymouth. Protection of rail-sea interface provided on Port land, but the rail to port link protection has not been achieved. Protection on port land is also now at risk due to lack of port finance and need to dispose of land.

Westland District Council

- The Westland District Plan recognises the strategic importance of the roading network. LTCCP and Land Transport New Zealand (LTNZ) funding ensures ongoing investment on the network.
- A high level of service continues to be achieved with little or no disruption to traffic occurring during the year. A few minor slips in South Westland restricted some roads to single lane, but these were cleared within 24 hours.

Ontrack

- Ontrack is continuing to invest heavily in the railway network on the West Coast with an extensive programme of bridge replacements and track upgrading that will ensure that the railway continues to meet the needs of its customers into the future.

Method 5.1.2

Proactively invest in priority strategic land transport network developments that improve flows of people, goods and services in the West Coast, and the quality of the travel experience

- The replacement of the Arahura Road Rail Bridge has commenced. This is a joint project to be undertaken between Transit and Ontrack and expected to be complete in 2010.
- Transit has initiated a Route Security Study for State Highway 6, which will also consider passing opportunities and cycling pinch-points. A Rest Areas and Stopping Places Strategy is also to be developed.
- The Buller District Council commenced a seal extension programme in the 2007/08 year for sections of the Arapito Road.
- Port of Westport has been party to a Charter signed with Port Taranaki, Port of Westland, Port Taranaki and Southport to promote coastal shipping along a Western "Blue Highway".
- The Grey District Council has undertaken various works including:
 - Extensions to kerb and channel (Jacks Road – South Beach), and new footpath in Ward Street, Runanga, plus other minor improvements cost \$160,000.
 - Due to other commitments, the planned new footpaths in Kaiata (\$300,000) have been carried forward into 2008/09.
 - Subdivision developments will involve transfer of new roads to Council. Approximately 500m of new road and 1km of footpaths were added. Other subdivision developments are still in their maintenance period with Council assuming responsibility once this period expires.
- Greymouth Port activity includes:
 - Port, ship design, and resource consents were completed for an alternative export route via the Port of Greymouth to the Port of Taranaki for the transport of coal.
 - Negotiations are underway for commencing a smaller-scale, multi-cargo, coastal shipping service from Greymouth.
 - Discussions have commenced with the Ministers of Transport and Finance, the Ministry of Transport and the New Zealand Transport Agency regarding financial support for sustaining the Port of Greymouth as an element of the New Zealand transport infrastructure.
- Westland District Council has developed its land transport network using 100% ratepayer funding due to projects not meeting LTNZ funding criteria. New road has been constructed at Jacksons Bay.
- Ontrack is currently constructing a coal loading siding at Ikamatua for loading Pike River Coal Co coal. This is due to be operational in November 2008 and will handle 1.3 million tonnes per annum.

Method 5.1.3

Regulatory decision-making and public investment recognises the need for economic development and seeks to avoid the costs that inefficiencies and unnecessary duplication can impose

- Buller District Council approved resource consents for coal handling facilities at Ikamatua for Pike River Coal, which allows for transportation of coal by rail to ports.
- In the Grey District, Pike River Coal Company decided to transport coal via the Midland line from the West Coast to Lyttelton (Canterbury). The Council has commenced investigation into the option of 66.8 tonne gross laden trucks transporting coal from Pike River to the Ikamatua Rail siding.

Method 5.1.4

Minimisation of transport related energy consumption through integrated land use planning, route alignment improvements, and new links.

- Transit continues to aim for State Highway information to be more accurately and timely conveyed so that alternative routes can be chosen in advance. Variable Message signs to be engaged to show real-time availability of alpine passes for the same.
- The Grey District Council has continued with general maintenance to preserve the integrity of the 620km of road network at an investment of just over \$2.067 million. Renewal works (reseals, pavement reconstruction, and heavy bridge repairs) cost \$1.83 million. Both these basic tasks avoid increasing vehicle operating costs including energy consumption.
- Negotiations are underway for commencing smaller-scale, multi-cargo coastal shipping service from Greymouth. This will provide for new transport links via coastal shipping.

Method 5.1.5

Investment in more effective management of existing transport systems and promotion of integration of all major modes to be recognised as being important as new investment solutions.

- As reported previously, investigation is underway into having heavier truck weights for transporting coal in the Grey District.
- Westland District Council is proposing to combine all roads in the District under a single management regime to improve effectiveness and efficiency.

Method 5.1.6

Identify and give funding priority to West Coast transportation infrastructure and/or services with emphasis on:

- *Ensuring efficient freight movements:*
 - Ontrack and Toll have successfully trialled increasing the size of coal trains to 45 wagons from the current 30 wagons. This is an increase in capacity of the network of 50% and will ensure that rail is able to continue to meet current and anticipated customers needs well into the future.
 - Grey District Council commenced investigation into heavier truck weights for transporting coal on local routes (Pike River Coal to Ikamatua rail siding).
 - Financial support is being sought for sustaining Port of Greymouth into the future.
 - Port of Westport Coal loading facility study completed to promote a single export point for potential coal producers.
- *Reinforcing the quality of the travel experience for visitors and residents alike;*
 - Transit and the Councils have continued their programme of maintaining the roading network on the West Coast. For Westland, transport infrastructure is council's largest expenditure item and priority is given to this funding.
 - Having been party to the development of a visitor waste management strategy. Transit has instigated a review of the stopping places and rest areas on the West Coast, principally those on the State Highway network. Transit has already undertaken some work at several sites including the State Highway 6 Monument, and Paringa access improvements. Direction arrows have been implemented across the network to further indicate direction of travel to international visitors when leaving known visitor interest spots.

- At Punakaikī, in conjunction with the Buller District Council there have been improvements made to the State Highway to provide better parking and access. In the first season of use all the facilities functioned as expected.
- In the Grey District, general maintenance, street cleaning, and renewal of primarily footpaths and related facilities, at an investment of \$330,000 (locally funded) have been undertaken.
- *Mobility assistance support;*
 - The Buller and Westland District Councils support the continuation of the Taxi Services in their Districts, which in turn provides an opportunity for mobility assistance in the District.
 - The Regional Council continues to provide funding and administration of the Total Mobility Programme.
 - The Regional Council initiated the Pilot Service of allowing shuttle services to provide the Total Mobility Service to those travelling between the West Coast and neighbouring regions.
- *Walking and cycling;*
 - A Regional Walking and Cycling Strategy is under development. This will identify measures to increase the prevalence of walking and cycling on the West Coast through the elimination of current barriers and development of infrastructure to support modal shift.
 - Feasibility study on the Coastal Pathway is under development.
 - Footpath construction and improvements continue throughout the three Districts.
 - In the Grey District extensions to kerb and channel (Jacks Road – South Beach), and new footpath in Ward Street Runanga plus other minor improvements at a cost of \$160,000. Due to other commitments the planned new footpaths in Kaiata have been carried forward into 2008/09.
- *Regional economic development and alternatives to road (including the economic and social benefits of rural road sealing projects);*
 - Review of regional tourism signage is under development.
 - Buller District Council has commenced a seal extension programme in the 2007/08 year for sections of the Arapito Road.
 - Westland District Council has a seal extension programme identified over the next 8 years. This will be funded by through Regional (R) funds supplemented with a local share component.
- *Safety (including strengthening or developing additional 'lifeline' routes); and,*
 - Alternative or additional routes are limited in the West Coast due to the geography and topography of the region. A Strategic Study on State Highway 6 has been commenced to look at securing this route from natural hazards including coastal erosion, river flooding, rock falls and slips.
 - Transit continues to undertake minor safety initiatives, strategic seal widening, and safety retrofitting and dealing with out of context curves to improve safety on the State Highway network.
 - Lifeline reports for the region and each of the districts were completed in June 2006 on the impact an Alpine Fault Earthquake would have on the networks integrity. Work on vulnerable aspects of the network are reported to biannual meetings of the West Coast Engineering Lifelines Group.
- *Eliminating all weight restrictions of state highway bridges.*
 - South Westland suspension bridges on State Highway 6 are all now at Class 1 capacity as of February 2008.
 - All Grey District Council bridges have been maintained at a minimum of Class 1 loading.

3.2 Environmental Well-being - Sustainability

Policy 5.2 - Ensure transport decisions promote environmental sustainability

Method 5.2.1

Promoting alternatives to roads as a means of reducing traffic growth through improving integration between transport and land-use.

- Development of the Coastal Pathway linking communities between the Taramakau River and Greymouth will provide an alternative route to roads. This is currently in its investigation phase.
- The Grey District Council private plan changes and resource consents for Kaiata Developments and Paroa Estates have been required to consider the safe and effective access for pedestrians and vehicles, and for the adequate provision for open space and reserves, including pedestrian linkages as part of the Subdivision section of the District Plan.

Method 5.2.2

Promote more efficient motor vehicle use through the implementation of Business Travel Plans.

- No action has been undertaken towards adopting this method to date, as funds have not been budgeted.

Method 5.2.3

Reducing CO₂ emissions through implementation of central government national policy directives.

- General maintenance of the roading network by all road-controlling authorities assists with reducing CO₂ emissions by reducing vehicle operating costs and minimising delays on the network.
- Development of the Regional Walking and Cycling Strategy and redevelopment of the Grey Port will also affect modal shifts which may assist with containing if not reducing carbon emissions.

Method 5.2.4

Using planning controls and design guides to reduce local environmental amenity impacts (noise exposure, safety perceptions).

- In consideration of resource consents regarding roading issues, the District Councils have standards within their own District Plans to ensure local environmental impacts are avoided, remedied, or mitigated.
- Transit advocates for setbacks for noise along urban areas of the State Highway.
- Transit is investigating using the financial contribution provisions in the Buller District Plan to fund future intersection upgrades.

Method 5.2.5

Make greater provision and use of low energy transport options through encouragement of safe and attractive walking and cycling environments.

- The Regional Walking and Cycling Strategy will address these issues and aid in developing safer and more attractive walking and cycling environments.
- General maintenance, street cleaning, and renewal of footpaths and related facilities in each district also aids in achieving this method.

Method 5.2.6

Promote use and development of energy efficient road networks and traffic management solutions.

- General renewal works undertaken by each road-controlling authority aids in general efficiency and traffic management solutions.

3.3 Social and Cultural Well-being

Policy 5.3 - Ensure transport related decision-making supports improvement in safety and personal security

Method 5.3.1

Improving safety outcomes across all modes through prioritised investment in identified risk areas.

Transit and the three District Councils undertook further road safety infrastructure works in the 2007/08-year as outlined below. All three Councils continue to maintain their roading networks in accordance with recognised roading standards.

- Transit continues to maintain the State Highway network to a high standard through early maintenance intervention and a comprehensive seal-surfacing programme. Due to the wet environment, skid resistance remains a key driver in Transits management of the roads. In the past year, 5.1 kilometres of road were rehabilitated and seal widening was undertaken, 89.7 kilometres were resealed. The use of a de-icer, Calcium Magnesium Acetate, continues to be successfully employed over the Lewis, Rahu, and Arthurs Passes and is being trialled on the Haast Pass in the 2008 winter to determine its effectiveness there as well.
- In Buller, minor safety works are used to prioritise safety works throughout the District. In 2007/08 guardrails have been added to corners on the Karamea Highway, and widening with corner realignment has minimised a dangerous section of Darkies Terrace Road.
- In Grey, capital works primarily focused on minor safety works such as intersection improvements (Atarau), visibility improvements (Te Kinga) and safety guardrails. Of significance is that while \$2.38 million of capital works were programmed only \$0.31 million was spent due to Pike River Coal Company deciding not to use the West Coast Coastal Shipping option but to transport coal via rail to Lyttelton.
- In Westland a number of minor safety works have been undertaken including removing the side of the Okuru Bridge in Haast and replacing them with guardrail, and alignment improvements to the Upper Kokatahi Road/Kowhitirangi Road Intersection. There has been a continued emphasis on maintaining and renewing the network of 705 kilometres of road, of which 299 kilometres is sealed, 269 bridges, and 65 kilometres of footpaths

Transit has made a number of discrete safety improvements over the past year, including:

- Seal widening and removal of two vertical curves (i.e. humps) on State Highway 6 Lawson to Mahers.
- Guardrail provision at State Highway 6 Lake Wahapo, and Newmans Lookout, and State Highway 73 Kelly's Creek, and Peg Leg corner.
- Seal widening and barrier work continues between Kaiata and Omoto on State Highway 7.
- Junction improvements at State Highway 7 Stillwater, State Highway 73 Moana turnoff, and State Highway 6, Alma Road and Dunollie.
- Tree removal in the Haast Valley has been undertaken to remove rotten and/or hollow trees.
- Goat Creek Bridge on State Highway 73 realignment and replacement is moving towards detailed design.
- McKendries Corner, on State Highway 7, design work is progressing well with an anticipated construction start on site within the next year.
- Contribution has been made to a stock underpass on State Highway 69 near Waiuta.
- Further study of the need for traffic control at Iron Bridge, Fern Arch, and Hawkes Crag in the Buller Gorge.

Method 5.3.2

Communicating the benefits that reduced dependence on motor vehicles can make towards improving safety to the community.

- Communicating these benefits is in its first stages with the development of the Regional Walking and Cycling Strategy.
- BikeWise Week enabled the promotion of safe bike use in the community throughout schools in the Greymouth, Grey Valley, and Reefton areas.

Method 5.3.3

Alignment of actions with 'Road Safety 2010'.

- Actions undertaken on the West Coast are consistent with those promoted within the 'Road Safety to 2010' document.
- The cornerstone of road safety works continues to be local authority involvement in the programming and budgeting of road safety projects. The Road Safety Co-ordinating Committee, comprised of the four local authorities, Police, Transit New Zealand, and Land Transport New Zealand, continued its oversight of the Road Safety Co-ordinator and road safety projects.
- One of the Road Safety goals identified in the RLTS is to reduce the 5-year average of deaths per year to below 5 by 2010. Currently the 5-year average for road fatalities on the West Coast is at 6. Crash numbers and severity for the West Coast are provided in Table 1 for a comparative analysis.

Table 1: Crash numbers and severity 2003 to 2007 – whole Region

	2003	2004	2005	2006	2007	Total	5-year Average
Fatal crashes (deaths)	5	10	6	4	6	31	6
Serious crashes	26	26	29	32	32	145	29
Minor crashes	80	64	72	86	85	387	77
Total injury crashes	111	100	107	122	123	558	113
Non-injury crashes	165	253	205	200	214	1037	

Source: Land Transport New Zealand

- Road safety programmes implemented on the West Coast for the 2007/08 year included speed, fatigue, intersections, alcohol, restraints, Bike Wise, and Safe Kids.

Method 5.3.4

Addressing the safety needs of vulnerable users through prioritised investment in suitable street lighting and urban design.

- Safety needs of all users are considered within each subdivision application within the requirements of the Grey District Plan.
- Street lighting continues to be reviewed throughout the Districts on a continual basis to ensure that existing standards are maintained.

Method 5.3.5

Addressing personal security concerns for pedestrians, cyclists, passenger transport users through identification of risks and targeted safety improvement investments.

- The Road Safety Coordinator continued to receive concerns from the public and present these to the relevant road controlling authority.
- Street lighting has continued to be funded and maintained.
- In Westland, the Safer Community Council addresses some of these issues.
- Minor safety improvements are carried out where appropriate throughout the region.
- The Draft Regional Walking and Cycling Strategy identified areas of concern with undertaking these active transport modes. These concerns can then be included, where appropriate, in transport programmes.
- The Regional Council undertook a Passenger Satisfaction Survey of users of the Total Mobility service, which assessed the security of passengers using the taxi services throughout the region. No concerns were noted, with personal security rating highly.
- The District Councils and Land Transport New Zealand have also completed a Safety Administration Programme. The Programme is designed to address road safety problems that are highlighted by accident statistics.

<p>Policy 5.4 - Ensure transport related decision-making recognises access and mobility needs</p>

Method 5.4.1

Consideration of access for the vulnerable and transport impaired.

- Considered through minor safety improvements and as part of new facilities such as the renewal, or development, of footpaths within the Grey District.
- The Buller and Westland District Councils continue to contribute to the funding of the taxi services within their Districts to provide a means of transport to the transport disadvantaged and also to provide an alternative to drink driving.
- Subsidised Total Mobility taxi services were provided to people who are transport disadvantaged in the main centres of Westport, Greymouth, and Hokitika. In 2007/08 a total of 16,829 passenger trips were taken, a reduction of 11% compared to the 2006/07-year. At the conclusion of the 2007/08-year, the Total Mobility Scheme had a client base of 626 permanent users, and 1 temporary user. There were 75 new users registered during the 2007/08 year.
- The Regional Council initiated the pilot service of shuttles being able to provide subsidised transport between the West Coast and neighbouring regions for Total Mobility users.

Method 5.4.2

Recognising roading space needs of users other than motor vehicles through encouragement of suitable designed and located walking and cycling routes (off road where possible) and through road safety campaigns.

- The development of the Draft Regional Walking and Cycling Strategy identifies the issues inherent with the sharing of the road network between walkers and cyclists with vehicles. A number of recommendations on how to resolve these issues will come out of the Strategy.
- Off road walking and cycling facilities are under consideration as discussed earlier in this report. The Coastal Pathway will be a major link for communities between the Taramakau River and Greymouth urban area.
- BikeWise week, undertaken by the Road Safety Coordinator, is an educational opportunity to teach school children how to use the road appropriately and share it with other road users.

Method 5.4.3

Acknowledging that access is an urban and rural issue (including affordability issues for some users and communities) through targeted reviews to determine potential opportunities to improve access opportunities.

- In the 2007/08-year, the Regional Council initiated the pilot of enabling shuttles to provide the Total Mobility service between the West Coast and neighbouring regions. Of the two services that took up the opportunity of providing for Total Mobility users, only West Coast Shuttle had passengers use the service. The offer has been made to all shuttle providers again for the 2008/09 year, however at time of writing, only West Coast Shuttle has signed up again to provide this service.
- No further reviews have been undertaken.

<p>Policy 5.5 - Ensure transport related decision-making protects and promotes Public Health.</p>

Method 5.5.1

Promotion of walking and cycling for short urban trips through land use planning, urban design, direct investment in quality footpaths, walkways and cycle ways, and marketing of 'healthy transport alternatives'.

As detailed previously:

- Work has been undertaken throughout all Districts to ensure the continued maintenance and integrity of quality footpaths.

- The Coastal Pathway project in the Grey District will further encourage walking and cycling in the district.
- The Draft Regional Walking and Cycling Strategy will assist in identifying ways of increasing walking and cycling particularly for short urban trips.
- Increasing costs of fuel may also impact on this modal shift for short trips.
- The West Coast District Health Board has also implemented the Healthy Eating Healthy Action (HEHA) initiative, which encourages more active modes of transport.

Method 5.5.2

Reducing dependence on private vehicles through land use planning that enables local needs to be met locally, providing a high level of network 'connectedness' to promote non-vehicle modes, and using parking availability to shift behaviour.

- Throughout the region, developers are required to provide footpaths in urban developments and encouraged to provide for walking/cycling connections. For example, the Grey District Council was involved with a number of subdivision developments, which will involve the transfer of new roads to Council. This also includes 1km of footpaths.
- District Councils continue with footpath maintenance and renewals.

Method 5.5.3

Encouraging modal shifts to enhance air quality and reduce exposure to transport noise or other aspects that can impinge on community and personal health.

- As reported on previously, the Draft Regional Walking and Cycling Strategy has been the primary means of achieving this at this point.
- Pike River Coal Company's decision to transport coal via rail over the Midland Line as opposed to through the Grey Port has resulted in less traffic movements through the urban area of Greymouth reducing exposure to noise for tourists, shoppers, and businesses along Mawhera Quay. There is also a reduction in the number of communities who would have had coal trucks travelling through.

Method 5.5.4

Reducing surface water contamination through promotion of appropriate storm water treatment designs (e.g. grass swales).

- Transit maintains existing facilities and upgrades these where there is an identified need or in combination with seal widening or realignment.
- Buller District Council maintains grass verges to provide for treatment of road runoff.
- The Grey District Plan has requirements for subdivisions for stormwater treatment.
- This is not considered an issue in the Westland District with low traffic volumes and high rainfall.

Method 5.5.5

Minimise noise conflicts between transport routes and adjoining land use by requirements as to appropriate locations and / or noise protection or mitigation as part of new developments.

- The Grey District Plan requirements deal with this issue.

Policy 5.6 - Ensure appropriate incorporation of cultural well-being issues into transport related decision-making

Method 5.6.1

Promote liaison and consultation processes that enable clear understanding of issues of significance.

- Iwi have had the opportunity to have a representative on the Regional Land Transport Committee.
- All Councils consult on Annual Plans and Long Term Council Community Plans.
- Transit is initiating more regular liaison with iwi.

Recent examples of incorporating cultural well-being issues include:

- Consultation on the Arahura Bridge project;

- The development of the Draft Walking and Cycling Strategy which included a waananga with local iwi to discuss relevant issues; and,
- Grey River Heritage Park Joint Committee of Greymouth Heritage Trust, Grey District Council and Te Runanga o Ngati Waewae provides a liaison mechanism for the Port of Greymouth development.

Method 5.6.2

Maintain suitable arrangements to enable identification of sites and activities of cultural significance.

- Transit has an archaeological risk model which it uses as part of the planning for its projects.
- Transit instructs all contractors working on the road network that an Accidental Discovery Protocol exists for any sites identified whilst work progresses. Transit also has a Memorandum of Understanding (MOU) with the Historic Places Trust.
- The Westland District Council has regular contact with iwi, with sites and activities of cultural significance recognised in the District Plan.
- Plan provisions for the other Districts ensure this occurs.
- Historic assessment of Richmond Quay development, Port of Greymouth, completed. Consultation on Port of Greymouth development undertaken with Te Runanga o Ngati Waewae and Greymouth Heritage Trust.

Method 5.6.3

Ensure regional transportation initiatives appropriately take account of heritage considerations in decision-making.

- Transit encourages this through the Accidental Discovery Protocol and MOU with the Historic Places Trust, and with more regular consultation with iwi.
- Grey District encourages this through the District Plan provisions.
- Consultation on Port of Greymouth development undertaken with Te Runanga o Ngati Waewae and Greymouth Heritage Trust.

4. Conclusion – Future Issues

As per section 176(1)(b) the Strategy must be renewed at least once every 3 years. The RLTS for the West Coast will be reviewed coming into 2009 under the new Land Transport Management Amendment Act 2008. This will be the last Annual Report to be undertaken on this version of the RLTS unless the review is deferred while the new Regional Transport Committee (previously the RLTC) comes up to speed regarding the new legislation.

There are still a number of projects to be undertaken or continued in the coming years as part of implementing the West Coast Regional Land Transport Strategy while the new Strategy is developed. The majority of these are set actions in the transport authorities programmes. Wider issues influencing the transport sector reflect the uncertainty regarding the change in legislation and include:

'Stepping Forward'

The Land Transport Management Amendment Act 2008 took effect from August 1 2008. As a result there will be a significant number of changes to the way the transport sector operates.

Regional Transport Committees

Under the new legislation the former RLTC's have been replaced with Regional Transport Committees. These Committees will have greater responsibilities and functions under the new legislation and will be more closely aligned with the objectives in the Act.

Three-year regional land transport programmes

Previously funding programmes were developed annually. Under the new legislation these have been extended to 3-yearly and all programmes, including these for the State Highway, are to be merged into a regional programme. This will place further responsibility on the Regional Council to prepare and submit them with assistance from the other authorities.

Review of the Regional Land Transport Strategy

The new RLTS will need to take account of the change in legislation.

Appendix 1**Regional Land Transport Committee Members (as at 30 June 2008)**

Cr. Ross Scarlett	Chair – RLTC
Cr. David Barnes	Buller District
Cr. Peter Haddock	Grey District Council
Cr. Kerry Eggeling	Westland District Council
Colin Knaggs	Transit New Zealand
Mark Yaxley	Land Transport New Zealand
Grant Turner	New Zealand RTA
John McCann	Private Road Users (AA)
Neil Campbell	New Zealand Railways Corporation
Rick Barber	Te Runanga o Ngati Wae Wae
Paul Wilson	Te Runanga Makaawhio
Warren Gilbertson	West Coast Development Trust
David Stapleton	West Coast Coastal Shipping and Ports
Malcolm White	West Coast Road Safety

Regional Transport Advisory Group Members (as at 30 June 2008)

David Stapleton	West Coast Ports
Wayne Osmer	Land Transport New Zealand
Neil Campbell	New Zealand Railways Corporation
Warren Gilbertson	West Coast Development Trust
Mike Blyleven	Transit New Zealand
Simon Moran	West Coast Regional Council
Nichola Costley	West Coast Regional Council
Steve Griffin	Buller District Council
Mel Sutherland	Grey District Council
Rob Daniel	Westland District Council

Staff of the West Coast Regional Council's Land Transport Team

Chris Ingle	Chief Executive Officer
Simon Moran	Planning and Environmental Manager
Nichola Costley	Regional Planner
Amanda Mahuika	Administration Officer

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: S. Moran – Planning and Environmental Manager
 Date: 29 August 2008

Subject: **SURFACE WATER QUALITY STATE OF THE ENVIRONMENT REPORT**

Purpose

To present to the Committee the three yearly State of the Environment report on Surface Water Quality.

Background

The report is intended to identify differences in water quality state, and changes in water quality over time at the various sites. Individual water quality parameters such as nutrients, clarity, and pathogens were compared with guidelines, and levels found in other parts of New Zealand. The key findings include the following:

- Contact recreation monitoring at contact recreation monitored sites showed that most sites had good or improving water quality with less than 5% of contact recreation monitoring samples in 2008 indicating unsafe swimming conditions.
- The invertebrate indices suggested that although pasture dominated catchments had poorer water quality than those in indigenous forest the top three quarters of sites had slight to un-impacted water quality.
- Water quality improvement was evident in levels of ammoniacal nitrogen, clarity, turbidity, and faecal coliforms – consistent with national patterns.
- While ammoniacal nitrogen has decreased, other forms of nitrogen – total nitrogen and nitrate - have increased, which is also consistent across New Zealand. It appears that while point source pollution has decreased, diffuse source pollution has increased.
- Significant improving trends were apparent for turbidity, faecal coliforms, and *E. coli*. While not statistically significant ammoniacal nitrogen and clarity were also tending toward improvement.
- Where acid rock drainage combined with high levels of dissolved and particulate metals, which often accompanied this source of acidity, significant negative effects on aquatic ecology were evident. This was not apparent where mining occurred in low pyrite geology's, or where highly calcareous rock buffered pH.
- For Lake Brunner seasonal patterns were apparent for some parameters, particularly clarity and nitrate. Clarity was poorest during summer and highest in late winter/early spring. Nitrate concentrations were lowest in summer increasing to a peak at the end of winter, then heading down again as the weather warmed. Dissolved reactive phosphorus (DRP) and total nitrogen (TN) displayed a similar albeit less defined pattern.

The executive summary of the report is attached.

RECOMMENDATION

That the Water Quality State of the Environment Report is received.

Simon Moran
 Planning and Environmental Manager

Executive Summary

This report summarises results from the West Coast Regional Council (WCRC) Surface Water Quality Monitoring Programme (SWQMP), for data up until 2007. This programme assesses surface water quality state and trends at selected sites where human impacts/pressures occur.

From 1996 to 2007, 41 sites were sampled for physical, chemical, and bacteriological water quality parameters, as well as periphyton and macroinvertebrate communities. Sites were sampled four to six times per year. Ten of these were reference sites, eight of which had a corresponding 'impact' sites down stream. An additional five sites were sampled as a part of the National River Water Quality Network (NRWQN). Other data included in this report came from the WCRC Contact Recreation water quality programme, a subset of the SWQMP. This consisted of 21 sites (in 2007), sampled monthly from November to March each year.

This report is intended to identify differences in water quality state, and changes in water quality over time at the various sites. Individual water quality parameters were compared with guidelines, and levels found in other parts of New Zealand.

State of water quality in the West Coast Region

In the previous WCRC Surface Water Quality Report many significant differences in physical, chemical, and biological water quality parameters were observed between the River Environment Classification (REC) classes of flow source, geology, land cover, and stream size. Fundamental relationships observed for these parameters amongst REC classes in 2006 remain current in 2008 (refer to Horrox 2005).

Using a combination of all water quality parameters, waterways in pasture dominated catchments had poorer water quality than those in indigenous forest, which was consistent with previous analysis (Horrox 2005). Significant water quality deterioration was observed between the upper and lower parts of a number of catchments, although there were anomalies for certain parameters at some sites. Past and present opencast and underground mining caused significant lowering of pH in areas where sufficient quantities of exposed pyrite generated acid rock drainage. When combined with high levels of dissolved and particulate metals, which often accompanied this source of acidity, significant negative effects on aquatic ecology were evident. This was not apparent where mining occurred in areas with little exposed pyrite, or where highly calcareous rock buffered pH.

The WCRC Water Plan (WCRC 2007) sets two water quality management purposes, in accordance with Schedule 3 of the RMA. These are: Contact Recreation for specific bathing and secondary contact sites; and Aquatic Ecosystem, which applies to all West Coast water bodies. Other additional guidelines from various literature have been used for assessment in this document.

Comparison of individual water quality parameters to guidelines and standards indicated a broad range of results among sites. The data collected at reference sites and the comparison between reference and impact sites suggested that the natural characteristics of water bodies vary across the region. These natural characteristics could mitigate or exacerbate anthropogenic effects and are an important consideration when comparing water quality among sites. For example, soft sedimentary geology exacerbated turbidity. Ammoniacal nitrogen levels did not pose a risk to aquatic animals, although samples at two sites exceeded this threshold 10-20% of the time. Many sites have had *Escherichia coli* (*E. coli*) levels above what is deemed appropriate for stock consumption. One site had *E. coli* levels over this threshold for more than 50% of the time. Invertebrate indices suggested that the top three quarters of sites had slight to un-impacted water quality, with the bottom quarter consistently rating moderate to poor water quality.

Contact recreation monitoring at contact recreation monitored sites showed that lake sites had good water quality, as did to a lesser extent those situated in open coastal locations. Improvements for some river and lagoon sites were apparent, although levels of faecal indicator bacteria at some have been consistently above contact recreation guidelines. Less than 5% of contact recreation monitoring samples in 2008 indicated unsafe swimming conditions.

Trends in West Coast water quality

Water quality improvement was evident in levels of ammoniacal nitrogen, clarity, turbidity, and faecal coliforms – consistent with national patterns. Improvements in these parameters benefit aquatic ecosystems, and value for commercial and recreational use. While ammoniacal nitrogen has decreased, other forms of nitrogen – total nitrogen (TN) and nitrate - have increased, which is also consistent across New Zealand. It appears that while point source pollution has decreased, diffuse source pollution has increased.

With the recent upgrade to Westport's municipal sewage treatment, major improvement in bacterial water quality occurred at Marrs and Shingle Beach's near the Buller Rivermouth. There were fewer guideline exceedances at many swimming sites in the last two to three years.

When data from all sites were combined, significant improving trends were apparent for turbidity, faecal coliforms, and *E. coli*. While not statistically significant at a $p < 0.05$ level, ammoniacal nitrogen and clarity were also tending toward improvement. As might be expected given the overall regional trend, most individual sites trended toward improved clarity. Of the sites with statistically significant trends in clarity, the downstream site on the Orowaiti River displayed a major improvement in clarity, over the sampling record. Faecal coliforms also decreased at many individual sites, consistent with the regional trend.

Although occurring at levels below those typical in New Zealand and not having an adverse effect, TN levels in the Grey and Buller Rivers have increased at a rate above the national average. Dissolved reactive phosphorous (DRP) decreased in the Buller River ($p < 0.01$). Total phosphorus (TP) increased in the Grey River ($p < 0.09$), although this trend was not statistically significant.

Lake Brunner

Phosphorus may be the nutrient that is most likely to limit algal growth in Lake Brunner based on TN:TP ratios $> 20:1$. However, the information from TN:TP ratios is still not unequivocal, because of seasonal variation, and caution is necessary when ascribing a single nutrient limitation at TN:TP ratios of between 1:5 and 1:35.

The median TN:TP ratio was $\sim 34:1$ in both the 1990's and 2000's. Seasonal patterns were apparent for some parameters, particularly clarity and nitrate. Clarity was poorest during summer and highest in late winter/early spring. Nitrate concentrations were lowest in summer increasing to a peak at the end of winter, then heading down again as the weather warmed. DRP and TN displayed a similar albeit less defined pattern.

The WCRC Proposed Water Management Plan (2007) states that water quality in Lake Brunner shall be maintained or improved. Trend analysis accounting for seasonality was conducted on data collected at the central lake monitoring site. From 1992-2007, a statistically significant trend was observed for increasing TN, phytoplankton (as inferred from chlorophyll a), TP, and decreasing clarity. Analysing a shorter data record of 2001-2007, nitrate decreased but phytoplankton remained on an upward trend.

Cashmere Bay had the poorest water quality, compared with Iveagh Bay and the central lake, with localised conditions the probable cause. While the data record for Iveagh and Cashmere Bay is shorter than that of the central lake, there appeared to be some consistency with patterns observed at the central lake site, particularly decreasing clarity.

Modelling has allowed for estimation of flow volumes and nutrient loads in the catchment and main tributaries of the lake. 18.9% of the catchment consists of high producing exotic grassland. Nutrient loadings per hectare were higher in agriculturally developed catchments, e.g. the Orangipuku River had the highest concentrations of TN. Phosphorus concentrations in tributaries increased with flow (except in the lake fed Poerua River), with less of a relationship between flow and nitrogen. Estimated nutrient yields from high producing pasture in the Lake Brunner catchment were consistent compared to the rest of the country for TN, but over double for TP.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager
 Date: 29 August 2008

Subject: CONSENTS MONTHLY REPORT**CONSENTS**Consents Site Visits from 30 July to 22 August 2008

DATE	ACTIVITY, NAME & LOCATION	PURPOSE
21/07/08	PA08035 – Domestic sewage discharge, B Church, Arnold Valley Road	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
25/07/08	PA08037 – Domestic sewage discharge, C Morgan, Lake Brunner Road	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
1/08/08	Public Enquiry – Earthworks, Blackball	To investigate an earthworks proposal to determine if a resource consent is required from the Council.
7/08/08	RC08083 – Standoff pad discharge to land and water, Reidell Farms Ltd, Kowhitirangi	To investigate the site and gain a better understanding of the proposed discharge to land and water.
7/08/08	Public Enquiry – Subdivision, 13 Mile	To investigate the site of a new subdivision proposal to determine if a resource consent is required from the Council.
11/08/08	Application Pending – Gravel extraction, Fergusons Brothers Ltd, Taramakau River	To investigate the site and gain a better understanding of the proposed gravel extraction.
12/08/08	RC08127 – Dairy effluent discharge to land and water, Mawhera Incorporation, Arahura	To investigate the site and gain a better understanding of the proposed discharge to land and water.
19/08/08	RC07124 – Domestic sewage discharge, L Christie & D Moore, Rutherglen	To discuss with the applicant requirements regarding the disposal field design for the septic tank.
20/08/08	RC08131 – Standoff pad discharge to land, JPV & T Kersten, Totara Flat	To investigate the site and gain a better understanding of the proposed discharge to land.
21/08/08	RC080134 – Stream diversion, D Marsh, Tributary of Hokitika River	To investigate the site and gain a better understanding of the proposed stream diversion.
21/08/08	Application Pending – Coal mining activities, Boatmans Creek (Reefton)	To investigate and discuss a coal mining proposal.

Non-Notified Resource Consents Granted From 30 July to 22 August 2008

CONSENT NO. & HOLDER	TYPE AND PURPOSE OF CONSENT
RC08058 Dept of Conservation	To authorise the aerial discharge of 1080 (sodium monofluoroacetate) possum control cereal baits or carrot baits (at a rate of up to 5kg per hectare) both containing between 0.08% and 0.15% weight/weight of 1080, to approximately 47,200 hectares of land in the "Waiho - Whataroa Operational" area.
RC08082 Kynnersley Farm	To disturb the bed of the Inangahua River to construct and maintain a diversion channel. To divert water through a diversion channel, Inangahua River.
RC08089 Oparara Valley Project Trust	To discharge sewage effluent to land from a pit toilet, Oparara Valley, Adams Flat.
RC08090 Latte Ltd	To disturb the bed of the Grey River to construct rock protection works. To divert water of the Grey River.
RC08093 Bold Head Farm	To undertake land disturbance associated with flipping and humping and hollowing of farmland adjacent to Bold Head Road. To discharge water containing sediment to land in circumstances where it may enter Pearn Brook, its tributaries, and the tributaries of Waikoriri Creek.
RC08095 Ferguson Brothers	To disturb the dry bed of the Buller River for the purpose of removing gravel. To take and use water from the Buller River for the purpose of washing gravel. To discharge contaminants from gravel washing to land where it may enter water (Buller River).
RC08104 T Taft	To discharge dairy effluent to land and water (unnamed creek) near DS264, Kowhitirangi.
RC08108 Solid Energy NZ	To take surface water from within the Stockton Coal Mining Licence associated with the suppression of an underground coal fire. To take ground water from the "syncline" within the Stockton Coal Mining Licence associated with the suppression of an underground coal fire. To discharge water containing contaminants to land associated with suppression of an underground coal fire where it may enter water. To discharge bromide and tracer dye to water associated with the hydrological surveying of underground coal mine workings. To dam the waters of Mine Creek within underground coal mine workings associated with suppression of an underground coal fire.
RC08112 Waitaha Schist	To disturb the dry bed of the Waitaha River for the purpose of gravel extraction.
RC08114 N Mouat	To disturb the bed of the Punakaiki River on the true right bank approximately 20 metres upstream from the SH 6 Road Bridge (the downstream end of the site) for the purpose of

removing gravel.

To disturb the bed of the Punakaiki River on the true left bank approximately 20 metres upstream from the SH 6 Road Bridge (the downstream end of the site) for the purpose of removing gravel.

To disturb the bed of the Punakaiki River approximately 1200 metres upstream from the SH 6 Road Bridge (the downstream end of the site) for the purpose of removing gravel.

RC08120
D Harcourt

To discharge dairy effluent to water (farm drain) near DS224, Kowhitirangi.

RC08122
Baker & Grant

To disturb the bed and banks of an unnamed tributary of the Hokitika River for the purpose of creating a creek diversion.

To permanently divert water from an unnamed tributary of the Hokitika River.

RC08126
Solid Energy NZ

To take and use surface water in the Stockton Coal Mining Licence associated with coal processing and associated activities.

RC08127
Proprietors of Mawhera Incorporation

To discharge dairy effluent to land and water (farm drain) near DS305, Arahura.

Changes to Resource Consents Granted During the Reporting Period

CONSENT NO. & HOLDER

TYPE AND PURPOSE OF CONSENT

RC07208
Barry Foster Contracting

To allow mining to take place in a further site within the consent/mining permit area, Waimea Forest.

RC94078
SB McGrath

To cancel a condition to allow the quarry face to be seen from State Highway 6, Evans Creek, Hari Hari.

No publicly notified or limited notified consents were granted during the reporting period.

Two whitebait stand consents were granted, and two variations to whitebait stand consents were granted.

Notified Consents Updates & Other Matters

The hearing for Meridian Energy Limited's consent applications for its proposed Mokihinui Hydroelectricity Power Scheme commence in Westport on 25 August 2008. Meridian proposes to present its proposal over a three week period, after which submitters will be heard in relation to their submissions.

RECOMMENDATION

That the September 2008 report of the Consents Group be received.

Colin Dall
Consents & Compliance Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager and Michael Meehan
 Compliance Team Leader
 Date: 1 September 2008
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 64 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits	Fully Compliant (%)
Resource consent monitoring	17	76
Dairy shed inspections	20	90
Complaint response	15	60
Mining compliance & bond release	12	67

Specific Issues

Dairy Effluent Discharges: Good compliance was noted during the 20 compliance inspections undertaken. Some of the visits were follow up visits to assess compliance with abatement notices that were issued previously.

Council staff will follow up on other non-compliances and conduct more visits to dairy sheds with poor compliance histories.

Whitebaiting: Council staff attended the West Coast Whitebaiters Association meeting in Hokitika. There were a number of concerns raised at this meeting, which staff will follow up on.

Council staff have marked out the location of whitebait stands on high priority rivers - the Wanganui, Hokitika and Taramakau Rivers.

Council staff have also been dealing with complaints regarding whitebait stands, many of which are historic. Good progress has been made resolving these issues.

Globe Progress Mine – Oceana Gold: Sediment control at the mine site has proved to be a problem with the winter weather, with the Company failing to achieve compliance with the suspended solids compliance limits imposed on its discharge consents. As a result of this, the Council has increased its monitoring of the site. The sampling results for our single July water quality monitoring round and four August water quality monitoring rounds for Devils Creek showed the discharge was exceeding the maximum suspended solids limit on all sampling occasions. Likewise, the Company's self-monitoring results show that the discharge was non-compliant on 10 out of 11 sampling occasions from 27 June to mid August.

On 12 August 2008 Compliance staff carried out the bi-monthly site visit. A tour of the operation was undertaken with Oceana Gold environmental staff. Areas looked at included Oriental sediment pond, discharge lagoon, Globe Pit, Devils Creek sediment pond and the Fossickers tailings impoundment. Matters discussed included the ongoing non-compliant discharges into Devils Creek and the mitigation measures that the Company would take to ensure improved compliance.

On 13 and 19 August 2008, further meetings were held between Council staff and Oceana environmental and operational staff to ascertain what the Company proposed to do to improve the discharges to Devils Creek. The Council required Oceana Gold to submit a letter outlining all its planned mitigation measures and timeframes, which was subsequently received on 21 August 2008. The Compliance Team Leader visited the site on 27 August 2008 to check progress on some of the mitigation measures that the Company proposed to take and was provided with further details on timeframes.

Although the Company are taking the matter seriously and have put increased resources into dealing with the sediment control problem, the timeframes for implementing some of the mitigation

measures extend into early October and it is still uncertain if the suspended solids compliance limits will be consistently achieved after those measures have been implemented.

Solid Energy Consent and Licence Monitoring: Staff carried out the following visits to Solid Energy sites:

- Stockton Opencast Mine	1
- Ngakawau Coal Handling Facility	1
- Terrace Mine	1
- Spring Creek Underground Mine	1
- Rapahoe Coal Handling Facility	1
- Rocky Creek Coal Handling Facility	1
Total	6

Stockton Opencast Mine

Results from Council's monthly sampling showed discharges from the site to be within compliance limits at the time of sampling.

Recently, SENZ and Council staff have implemented additional water quality reporting in the Mangatini Stream, which is associated with the Abatement Notice issued in December 2006 and Resource Consent RC89038. This commenced on August 1 2008. SENZ is required to maintain a 30-day rolling median for total suspended solids that is not to exceed 120g/m³. This is measured on a daily basis at the sampling site above the lime dosing plant in the Mangatini Stream. This limit reflects the water quality criteria that need to be met to ensure whitebait migration.

SENZ will provide notification and an explanation to Council if this additional limit is exceeded, as well as notification and explanation for exceedance of the existing "trigger limit", which is a single-sample maximum total suspended solids concentration of 572 g/m³.

There was one reported exceedance of the "trigger limit" (572 g/m³) in the Mangatini Stream during the last reporting period, which was attributed to the following:

1. Rainfall prior to the sample being taken (43mm in the previous 24 hours)
2. Intensive work by coal and ancillary crews in an area adjacent to the Mangatini Stream headwaters.
3. Repairs being made to a water treatment sump, which decreased the capacity of the sump to treat water generated in the area mentioned above.

Upon the discovery of this water quality issue, SENZ stood down a work crew in the affected area while the investigation was undertaken. Adequate water management infrastructure was also restored during this time.

Solid Energy has indicated to the Council that there is likely to be increased pressure on the area surrounding the "Mangatini Sump" during construction. SENZ is expecting challenges in this area with regard to water management "going forward". The Council will continue to be informed of any water quality issues.

Progress continues to be made on the construction of the Mangatini Sump. The latest projection for completion is the end of the first quarter 2009. This should improve water quality in Mangatini Stream.

Ngakawau Coal Handling Facility

The Ngakawau Coal Handling Facility was not discharging at the time of sampling.

Terrace Mine & Reefton Coal Handling Facility

The results from the August round of water quality monitoring for Terrace showed discharges were within compliance limits at the time of sampling.

Council staff carried out site visits with SENZ staff to a number of SENZ operations in the Reefton area in August, including visits to Terrace Mine, Reefton Coal Handling Facility, Terrace Opencast Rehabilitation and Burkes Creek Washery.

Spring Creek, Rapahoe & Rocky Creek

The results from the Council's August round of water monitoring for the Spring Creek, Rocky Creek and Rapahoe operations showed discharges for all of the sites were within compliance limits at the time of sampling. Nevertheless, Council staff will be keeping a close eye on the discharge at sampling site RP9, given that half of the sample results taken this year at RP9 have been out of compliance.

On 11 August 2008, the Council was informed of a discharge from the coal slurry pipeline screen to Seven Mile Creek. This is the fourth discharge of this nature to 7 Mile Creek from this plant this year.

Initial investigations have revealed that an overflow occurred as a result of a trial of new screening plates, which resulted in a small amount of coal fines entering Seven Mile Creek, which did not leave any residual coal fine deposits on the bed of the creek after the discharge.

Complaints Received Between 30 July and 29 August 2008

There were 18 complaints being received during the reporting period. A summary of these is as follows:

Activity	No. of Complaints	Description	Location	Action/Outcome
Discharge to water	1	Coal fines discharged to land where they may enter water	Spring Creek	Still under investigation
Stormwater discharge	1	Stormwater discharge	Dobson	Compliant
Discharge to land	1	Rubbish dumped on private land	Rapahoe	Referred to GDC
Gravel extraction	1	Concern about gravel extraction	Hokitika River	Compliant
Discharge to Water	1	Alleged dumping of chemicals in water	Ngahere	Still under investigation
Dairy stand off area	5	Complaints received regarding alleged dairy cows standing off in or near waterways in contravention of RMA	Grey Valley	1 abatement notice issued and further investigation required; 1 resource consent applied for and remediation work undertaken; 3 found to be in compliance with RMA
Septic tank discharge	1	Ongoing septic tank discharge to Ahaura River	Ahaura	Abatement notice issued
Gravel take	1	Gravel take outside of consent conditions	Grey River	Formal warning issued
Gravel take	1	Gravel take outside of consent conditions	Mohikinui River	Remediation work required, formal warning issued
Dairy stand off area	1	Alleged illegal stand off area	Rotomanu	Still under investigation
Discharge to Land	1	Dumping of fence wire	Barrytown	Referred to GDC

Discharge to Land	1	Dumping of concrete and fence wire	Hokitika	Referred to WDC
Discharge to water	1	Exceedance reported at Stockton	Stockton	Still under investigation
Fencing issue	1	Complaint that the Ross Pit/Lake is not fenced	Ross	Referred to DOL

Enforcement

The following 5 abatement notices and infringement notice were issued during the reporting period:

Notice	Activity	Location
Abatement	Gravel contractor taking gravel outside of resource consent conditions	Taramakau River
Abatement	Dairy effluent discharge to land where it may enter water from stand off pad	Atarau
Abatement	Septic tank discharge to Ahaura River	Ahaura River
Abatement	Alluvial gold mining discharge to water	Rutherglen
Abatement	Dairy effluent discharge to land where it may enter water	Whataroa
Infringement	Dumping of car into Buller River causing discharge of oil and engine fluids to water	Buller River

During the reporting period Aden Limited was sentenced and fined \$20,000 for an unauthorised dairy effluent discharge to land where it may enter water. The Council was also awarded a total of \$1,500 towards its solicitor's fees and costs associated with its initial investigation.

MINING

Work Programmes

The Council received the following mining work programme over the reporting period, which was approved:

Date	Mining Authorisation	Holder	Location
8/08/08	MP 41713, RC01287	G J Cooper/G Jacobs (Paramount Mining)	Kapitea Creek

Bonds Received

A single bond was received – Birchfield Ross Mining Limited, Ross (RC01150 – \$65,000).

OIL SPILL RESPONSE

No marine oil spills were reported in the reporting period.

RECOMMENDATION

That the September 2008 report of the Compliance Group be received.

COUNCIL MEETING

THE WEST COAST REGIONAL COUNCIL

Notice is hereby given that an **ORDINARY MEETING** of the West Coast Regional Council will be held in the Offices of the West Coast Regional Council, 388 Main South Road, Greymouth on **Tuesday, 9 September 2008** commencing on completion of the Resource Management Committee Meeting.

A.R. SCARLETT
CHAIRPERSON

C. INGLE
CHIEF EXECUTIVE OFFICER

<u>AGENDA NUMBERS</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.		PUBLIC FORUM (if required)
3.		MINUTES
	1 – 4	3.1 Minutes of Council Meeting 12 August 2008
4.		REPORTS
	5 – 6	4.1 Planning and Environmental Manager's Report on Engineering Operations
	7 – 8	4.2 Vector Programme Manager's Report
	10	4.3 Corporate Services Manager's Reports
		4.3.1 Draft Annual Report to 30 June 2008 for Consideration by Council
5.		CHAIRMAN'S REPORT (VERBAL)
6.	11	CHIEF EXECUTIVE'S REPORT
	12	6.1.1 Report on Assessment for Renewable Energy
7.		GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL

**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 12 AUGUST 2008,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOUTH, COMMENCING AT 12.04 P.M.**

PRESENT:

R. Scarlett (Chairman), P. Ewen, B. Chinn, A. Robb, D. Davidson, T. Archer, A. Birchfield

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), C. Dall (Consents and Compliance Manager), S. Moran (Planning and Environmental Manager),
T. Jellyman (Minutes Clerk)

1. APOLOGIES:

There were no apologies.

2. PUBLIC FORUM

There was no presentation.

3. CONFIRMATION OF MINUTES

Moved (Archer / Birchfield) that the minutes of the Council Meeting 8 July 2008 be confirmed as correct.

Carried

Matters arising

There were no matters arising.

REPORTS:

4.1 PLANNING AND ENVIRONMENTAL MANAGER'S REPORT ON ENGINEERING OPERATIONS

S. Moran spoke to this report and took it as read. The cross section work in the Waiho River and Waitangitaona River has now been completed. River analysis has also been done for these rivers. S. Moran stated that the Asset Management Plans would benefit from this additional information. This work will be continued with other rivers having this work carried out, as the benefit to communities is valuable knowledge to the flood protection schemes in these areas. S. Moran due attention to the total amounts of rock being taken from Camelback, Blackball Miedema's and Whataroa quarries. He stated that there is a lot of rock available at the moment from the work done in these quarries.

Moved (Archer / Birchfield) *that the report be received.*

Carried

4.2 VECTOR PROGRAMME MANAGER'S REPORT

C. Ingle spoke to this report on behalf of C. Pullen. C. Ingle advised that now that the Vector Management area is managed by Animal Health Board this report is just for council information, as a funder of 10% of the programme. All aerials aside from a small part of Turiwhate are now complete for the year. The Chairman stated that C. Pullen has handled this area very well.

Moved (Robb / Birchfield) *that a letter from Council be sent to C. Pullen thanking him for the way he has handled the management of the Vector Programme.*

Carried

Cr Robb passed on his gratitude to the rest of council staff and asked that staff be thanked as well. Cr Davidson expressed his concern at the level of protest regarding the VM programme. The Chairman advised that this would be discussed further with representatives from the Animal Health Board at tomorrow's meeting of the Regional Animal Health Advisory Committee meeting.

Cr Davidson asked for further information regarding the deer that died at Kaiata. The Chairman clarified that the landowner drew the area to be treated on a map but made a mistake with the boundary of the land. These coordinates were entered into the GPS system in the helicopter. The helicopter crew followed the coordinates. The Chairman further clarified that this mistake was not the fault of the Animal Health Board or the contractors involved.

Discussion took place regarding the strategies engaged by various protest groups and the handling of this whole process.

C. Ingle advised that the Vector Programme has taken up a lot of his time and time of other managers over the past few months. He has liaised with the Police during this time and supported staff. Strategies have been put in place to protect staff and contractors during this time.

Moved (Ewen / Robb) *that this report be received.*

Carried

4.3 CORPORATE SERVICE MANAGER'S REPORT

R. Mallinson spoke to this report advising that this is the full financial year result. The total deficit is \$406,000. R. Mallinson stated the council has performed well financially given the challenging investment environment over the past year.

Moved (Birchfield / Robb) *that this report be received.*

Carried

4.3.1 REFUND OF VARROA RATE

R. Mallinson spoke to this report noting that it is self explanatory as the same group of ratepayers that paid this rate also pays the Tb Pest Management rate. He advised that no group of ratepayers would be disadvantaged by this decision. Cr Archer stated that he would prefer that ratepayers are aware of how this decision is made and suggested an article in the rates newsletter. The Chairman stated that this information is already public, it is in the agenda papers which are placed on the council website.

RECOMMENDATION

Moved (Davidson / Chinn)

That the Varroa rate refund of \$11902 be transferred to the Tb Separate Rate Credit Balance.

*Carried
Cr Archer against*

4.3.2 TWELVE MONTH REVIEW – 1 JULY 2007 – 30 JUNE 2008

R. Mallinson spoke to this report and took it as read. The Chairman stated that this is a very good report. Cr Archer concurred with his comments and commended everyone involved in preparing the report. C. Ingle stated that in terms of the Vector Management targets we were the best in the country in terms of getting the programme done on time.

Moved (Archer / Robb) *that this report be received.*

Carried

LATE ITEM**SETTING OF RATE NOT PROVIDED FOR IN 2008 / 09 ANNUAL PLAN**

Moved (Birchfield / Archer) *that the late item be accepted.*

Carried

R. Mallinson spoke to this report reminding those present that this matter was discussed at the last council meeting.

Moved (Birchfield / Robb)

That Pursuant to section 23 (3) of the Local Government (Rating) act 2002, Council to set a targeted rate in accordance with sections 16, 17, and 18 on all rateable land in the Lower Waiho Separate Rating Area calculated on the capital value of each rating unit, for the purposes of repaying a loan of \$75000 over a two year period.

Estimated capital value \$9174077

Factor per \$ of Capital Value 0.005028

Calculated yield \$46125 inclusive of GST.

Carried

4.0 CHIEF EXECUTIVES REPORT

C. Ingle spoke to his report. He spoke of various meetings he attended and the Local Government Pre-Conference Tour in the Taupo / Rotorua lakes area. C. Ingle stated this was a very useful tour.

C. Ingle advised that he has just returned from the Regional Chief Executive's and the Chief Executive's Environmental Forum held in Wellington. He spoke of the background of the new CEO for the Ministry for the Environment who has come from a senior position in MAF.

C. Ingle advised that David Smol has been appointed as the new CEO for the Ministry of Economic Development. C. Ingle advised that he has spoken to Mr Smol regarding the coal levy. Cr Davidson asked C. Ingle how other CEO's feel about the coal levy. C. Ingle advised that this is probably more appropriately directed at a political level for the Chairmen and Mayors of these areas. The Chairman advised that the meeting to be held this afternoon with MP Brownlee and Auchinvole would assist this matter.

Moved (Davidson / Ewen)

That the Chief Executive's Report is received.

Carried

5.0 CHAIRMANS REPORT (VERBAL)

The Chairman reported that on the 11th of July he spoke the Hon Damien O'Connor regarding levies. He had a meeting with Hon O'Connor and Pat McManus, Mayor of Westport, regarding the Mokinui call in. This was an unsatisfactory meeting.

The Chairman attended the Local Government Conference in Rotorua.

The Mayors and Chairs meeting was held on the 4th of August. EECA (Energy Efficiency and Conservation Authority) were in attendance to discuss their proposal of insulating homes. They are seeking funding for this proposal. It was suggested to them that the Government and DHB's be approached for funding.

Moved (Scarlett / Davidson) *that this report be received.*

Carried

6.0 GENERAL BUSINESS

Cr Archer advised that he has been contacted by several residents in the Carters Beach area who have concerns about erosion. Cr Archer stated that this seems to be a similar issue to Granity and Ngakawau. Cr Archer advised the residents that he would raise this matter. He has contacted the CEO of the Buller District Council and would like to start the process of opening dialogue regarding this matter. Cr Davidson stated that he supports this, as it is a coastal marine area issue. The Chairman advised that a letter from the CEO would be appropriate to ask the Buller Council how they would like to proceed.

Cr Archer drew attention to a news article relating to the coal levy and expressed his concern that the headline stated that ratepayers may face a 50% rate rise. C. Ingle confirmed that the press release was written by Cr's Scarlett and Ewen. The losing of the Animal Health Board contract is worth \$1.1M per year to the council balance sheet, which equates to around 55% of our general rate. Therefore if we are not able to fill this gap somewhere else and still had to spend that amount of money then rates would have to go up by that amount. C. Ingle confirmed that it is unlikely that this amount would need to be spent but there will be some impact of the AHB assuming control of the vector management programme.

The meeting closed at 12.50 p.m

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 9 September 2008
 Prepared by: W. Moen – River & Drainage Engineer
 Date: 25 August 2008
 Subject: **PLANNING & ENVIRONMENTAL MANAGER'S REPORT ON
 ENGINEERING OPERATIONS**

1. RIVER AND DRAINAGE INSPECTIONS

- All Rating District annual inspections have been completed.

2. WORKS

a) Wanganui Rating District – Contract R 2008 / 4 - Stockpile Replenishing and Quarry Cleanout

This job has been completed by MBD Contracting Ltd.

The work involved the cleaning out of the quarry, the formation of a new upper bench, the replenishment of 2 existing stockpiles – 470 tonnes and the formation of 2 new stockpiles – 2,000 tonnes.

Final Cost was \$85,335.00 (G.S.T. Exclusive)

b) Taramakau Rating District – Contract R 2008 / 10 – Flood Damage & Stockpiling

This work involves the carting and placing of 950 tonnes of rock as flood damage and the placing of 2,000 tonnes as stockpiled rock.

Three tenders were received:

\$29,270.00*

\$37,960.00

\$56,825.00

The lowest tender later withdrew the tender due to a lack of due diligence and the contract was awarded to the next lowest tender, being MBD Contracting Ltd. at a tender price of \$37,960.00 (G.S.T. Exclusive)

c) Matainui Creek Rating District

This small job involves a minor cleanout of the creek through the Whataroa Golf Club area. Because of the limited and sensitive nature of the location, this work has been allocated to Arnold Contracting on an hourly rate basis.

The estimated cost is expected to be approximately \$3,000.00 (G.S.T. Exclusive)

3. FUTURE POTENTIAL WORKS

- Waitangitaona Rating District – Flood Damage
- Vine Creek Rating District – Flood Damage
- Nelson Creek Rating District – Flood Damage
- Franz Josef Rating District – Flood Damage
- Lower Waiho Rating District – Maintenance
- Nelson Creek Rating District – Flood Damage

4. RATING DISTRICT MEETINGS

- The Rating District Meetings will be held from 13 October – 21 October.

5. QUARRIES

- Wanganui Quarry has been cleaned out and blasted in this period.
- Kiwi Quarry has been drilled and blasted in this period.
- Whataroa Quarry has been drilled and blasted in this period

ROCK MOVEMENTS FOR THE PERIOD 1 JUNE TO 31 JULY 2008

QUARRY	ROCK IN QUARRY @ 31/06/08	ROCK USED	ROCK QUARRIED	ROCK IN QUARRY @ 31/07/08
Blackball	2,500	1,500	0	1,000
Camelback	0	1,048	1,048	0
Inchbonnie	9,340	0	0	9,340
Kiwi	1,280	1,420	340	200
Miedema	0	0	0	0
Okuru	1,840	0	0	1,840
Taramakau	0	0	0	0
Wanganui	20	2,750	3,330	600
Wanganui Stockpile	3,648	0	0	3,648
Whataroa	350	0	850	1,200
TOTALS	18,978	6,718	5,568	17,828

WORK PERMITTED SINCE 1 AUGUST 2008

QUARRY	CONTRACTOR	TONNAGE REQUESTED	PERMIT START	PERMIT FINISH
Kiwi	MBD Contracting	150	18/08/08	20/08/08

RECOMMENDATION

That this report be received.

Simon Moran
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – September 2008
 Prepared by: Chris Pullen
 Date: 1 September 2008

Subject: **VECTOR PROGRAMME MANAGER'S REPORT**

1.0 Contracts awarded

Contracts for aerial work have been tendered for and awarded for the operational years 2009-2010 to 2010-2011.

2.0 Operations completed

The following Vector Control results have been confirmed this report period.

OPERATION	BLOCK	CONTRACTOR	INPUT OUTPUT	NOTES
Kumara Aerial	Block 1	VCS	Input	Achieved
Taiapo Aerial	Block	VCS	Input	Achieved
Turiwhate aerial	Block	Epro Ltd	Input	Achieved
Waitaha	Block 1-3	Pelton's	Output	Pass
Upper Ahaura	Block 3	Westpest	Output	Pass
Upper Ahaura	Block 1	West Pest	Output	Pass
Taramakau	Block	VCS	Output	Pass

2.1 Operations Completed and to be Monitored:

OPERATION	BLOCK	CONTROL CONTRACTOR	NOTES
Fox	Block 1	Shute	No issues
Franz	Block 1	Shute	No issues
Arnold Valley	Block 1	Westpest	Weather delays, but on track
Kumara	Block 1	Pelton's	No issues
Arahura	Block	HUNTA	No issues

3.0 General

- i. Prior to the Turiwhate aerial the AHB undertook a research project to gauge the effect carrot bait would have on Weka. This project has been well supported by the Department of Conservation. 31 birds were tagged with radio transmitters and have been monitored prior during and after the drop and after the operation. Weekly monitoring has shown that to date none of the birds have been affected by the operation. All birds have been accounted for and are in good health. It must be noted that it is still early days and these birds will be monitored for at least another month.

- ii. Ground control work is now in full swing. We have encountered legacies of the past Target Pest control work in Northern Buller where landowners are refusing access to any contractor due to the way Target Pest handled the previous operations. The table above has indicates where the work has been completed and monitored.

Control work is still ongoing in the following districts:

- Upper Ahaura
- New Creek
- Grey Valley North
- Grey Valley West
- Buller South
- Taipo Blocks 1 and 2
- Kumara Block 2
- Arahura Block 3/ Milltown
- Kokatahi
- Kaiata

- iii. The second round tenders will be advertised during September. 21 contracts will be tendered out during this process.
- iv. All field supervisors attended the NPCA conference at Lincoln during the reporting period.
- v. The West Coast team is looking at an area at Shooting Creek on the south bank of the Hokitika River to carry out a "responsive" control project directly as a result of new dairy development work being undertaken.
- vi. The progress for 2008-2009 programme remains on target. 75 % of the first round jobs are either completed or about to be monitored.

RECOMMENDATION

That this report be received.

Chris Pullen
Programme Manager West Coast Tasman

Prepared for: Council Meeting
 Prepared by: Robert Mallinson – Corporate Services Manager
 Date: 26 August 2008
 Subject: **CORPORATE SERVICES MANAGER'S MONTHLY REPORT**

1. As discussed at the August meeting, there is no financial report for the month of July, consistent with previous years. During August my time was taken up in completing the 2008 Annual Report to audit ready stage.
2. I will be away on my USA Manager Exchange from 8 September until 8 October. During my absence the July / August 08 financials will be prepared by the Corporate Services Group Team Leader Tracy O'Malley.
3. My USA Exchange Manager Andy McCown from St Louis, Missouri will be hosted by myself on the West Coast during the first week of September.
4. In accordance with Council borrowing policy, I report that Council has borrowed \$250000 at 9.40% for 30 days from 21 August from its bankers Westpac, under the Multi Option Credit Line. Council is carrying costs pending receipt of contact income from the AHB for substantial Aerial contracts carried out during July/August by the VCS Business Unit. When this revenue is received, and our first rates instalment is issued in early September, Council will once again return to a strong cash position.

5. Forsyth Barr Ltd Portfolio Report @ 31 July 2008

PORTFOLIO @ 31 JULY 2008 Summary & Reconciliation		Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total
Portfolio Value @ Start	01 July 2008	2733074	3421783	1381877	1812269	724251	939971	11013225
Contributions	}	5768		33644	60688	8572	1839	110511 }
Withdrawals	}	-104743	-515		0		-5253	-110511 }
Realised Gains/(Losses)								0
Price								0
FX		-34312	0		0			-34312 }
				-33644	-60688	-8572	-1839	-104743 }
Unrealised Gains/(Losses)								0
Price								0
FX		15874	32980					-80316 }
				-42805	-68144	-28134	9912	110256 }
				17190	51195	3958	37913	0
Mgmt Fee								0
Interest Income		43710	56	707		1186	2962	48622 }
Changes Accrued Interest		0	19676					19676 }
Dividends				7036	35904			42940 }
reversal Hedges 30.6.08				21045	59398	5362	22860	108665 }
Current Hedges				-526	-34007	-134	-55707	-90374 }
Portfolio Value @ End Period	31 JULY 2008	2659371	3473980	1384524	1856615	706490	952658	11033638

Structured credit	87685
Emerging market debt	920680
Hedge positions	-55707
	<u>952658</u>

Asset Allocation %'s @ 31 JULY 2008	Benchmarks	Tactical asset allocation range
Cash	24%	25%
Bonds	31%	25%
Australasian Equities	13%	15%
International Equities	17%	15%
Property Equities	6%	5%
Alternative Asset Classes	9%	15%
	100%	100%

RECOMMENDATION

That this report be received.

Robert Mallinson
 Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting
Prepared by: Robert Mallinson – Corporate Services Manager
Date: 26 August 2008

Subject: **DRAFT ANNUAL REPORT FOR TWELVE MONTHS TO 30 JUNE 2008 FOR CONSIDERATION BY COUNCIL**

Enclosed with these agenda papers is the Annual Report for the year to 30 June 2008 which has been submitted for Audit.

The only small adjustment to the provisional financials submitted to the August meeting is a reduction in VCS Business Unit expenditure of \$7509.

The audit had been expected to commence on 25 August, but did not commence until 1 September. The audit team will be here for a week and will resume again on 13 October, as I will be absent from 8 September till 8 October. Normal audit time is two weeks.

The statutory deadline for adoption of the audited Annual Report is 31 October.

Council has two options.

It can call a Special Meeting in late October (say Tuesday 28 October) to adopt the Audited Annual Report. An unqualified Audit Report is expected and it is not expected that there will be any contentious issues arising from the Audit. A bare quorum attendance of 4 members at the Special meeting would be sufficient.

The other option is to miss the statutory deadline and instead have the Audited Annual Report adopted at the November meeting.

RECOMMENDATION

That Council receive the unaudited 2008 Annual Report.

That Council adopt one of the two suggested options outlined above for the adoption of the Audited Annual Report.

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 9 September 2008
Prepared by: Chris Ingle – Chief Executive
Date: 1 September 2008

Subject: **CHIEF EXECUTIVES REPORT**

Meetings Attended

The meetings I have attended since the 12 August Council meeting include:

- Attend the Development West Coast Industry Advisory Committee.
- Met twice with OceanaGold senior staff to discuss sediment issues at Globe Progress Mine.
- Attended a meeting at Grey Base Hospital regarding their building upgrade project.
- Met with Development West Coast regarding their education for enterprise project and opportunities for us to work together on projects for High School students.
- Attended the inaugural Regional Transport Committee meeting.

Carters Beach erosion meeting

I successfully applied for an Envirolink grant to secure the assistance of Doug Ramsay of NIWA to provide advice at the Carters Beach meeting on coastal erosion that is set for Friday 5 September. Doug will also inspect other West Coast beaches during his visit, to assess recent coastal changes at Blaketown, Rapahoe, Granity, Hector and Ngakawau.

LTCCP work

Work has commenced on the review of the LTCCP and preparation of the 2009-2019 LTCCP, in accordance with the timelines endorsed by Council at the June 2008 meeting.

RECOMMENDATION

That this report be received.

Chris Ingle
Chief Executive

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 9 September 2008
Prepared by: Chris Ingle – Chief Executive
Date: 22 August 2008

Subject: **REPORT ON ASSESSMENT FOR RENEWABLE ENERGY**

Background

The Council, in partnership with the Energy Efficiency and Conservation Authority (EECA), commissioned SKM Consultants to prepare an assessment of the renewable energy options for the West Coast region. SKM have prepared similar reports for several other regions in New Zealand.

The work commenced in early 2008 and I also advised the District Councils, and local energy companies, Development West Coast and Minerals West Coast of the assessment process. These agencies and the Department of Conservation had various levels of involvement in the process.

10 June Workshop

On 10 June the Consultants and an EECA representative attended a brief workshop session at our Council Chambers to review the findings of the assessment. The workshop included invited guests who had been involved with preparing the assessment.

The final approval of the document was delayed, pending the review of a key map at the back of the report. This map has now been revised and the report is ready to be formally received by Council and made available publicly and on Council's website.

RECOMMENDATIONS

- i. That the report "Renewable Energy Assessment" dated 4 August be received.*
- ii. That Council make the report available for public use.*

Chris Ingle
Chief Executive

CONFIDENTIAL COUNCIL MEETING

THE WEST COAST REGIONAL COUNCIL

To: Chairperson
West Coast Regional Council

I move that the public be excluded from the following parts of the proceedings of this meeting, namely, -

Agenda Item No. 8.

13 – 14 8.1 Confirmation of Confidential Minutes 12 August 2008

8.2 Overdue Debtors Report

15 – 77 8.3 Enforcement Matters

Item No.	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution.
8.			
8.1	Confirmation of Confidential Minutes 12 August 2008		Section 48(1)(a) and in particular Section 9 of 2nd Schedule Local Government Official Information and Meetings Act 1987.
8.2	Overdue Debtors Report (to be tabled)		

I also move that:

- Chris Ingle
- Robert Mallinson
- Chris Pullen
- Simon Moran
- Colin Dall

be permitted to remain at this meeting after the public has been excluded, because of their knowledge on the subject. This knowledge, which will be of assistance in relation to the matter to be discussed.

The Minutes Clerk also be permitted to remain at the meeting.