

**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, 8 SEPTEMBER 2009

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, 8 September 2009**

P. EWEN
CHAIRPERSON

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

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THE WEST COAST REGIONAL COUNCIL**MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE
HELD ON 11 AUGUST 2009 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.30 A.M.****PRESENT:**

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

IN ATTENDANCE:

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

1. PRESENTATION

Messrs Dave Ritchie and Andy England gave a presentation on behalf of recreational river users. Both men have a background in white water kayaking. Mr England spoke to a power point presentation. He drew attention to the recent report on Energy Demand and Supply that was presented to the July meeting by C. Ingle. Mr England stated that electricity prices on the West Coast are among the highest in the country. Mr England advised that TrustPower have publicly stated that putting in the Arnold River scheme will not make any difference to the price of electricity. Mr England does not want the West Coast to export power. Mr England's concern is that preferred rivers might be dammed to make way for hydro schemes. He stated that one of the main attractions to the West Coast is its rivers and outdoor lifestyle. He stated a lot of people around the world are now considering hydropower to be questionable as renewable or sustainable.

Mr England is keen to progress a smarter approach to hydropower which is based on holistic evidence. Mr Ritchie stated that safety is a major concern with regard to the alpine fault, he is concerned about the collapsing of dams should there be a major earthquake. Mr Ritchie is also concerned about dams affecting river slit levels, coastal erosion and replenishment of beaches. Mr Ritchie stated that there is no planning in place for the removal dams that were built in the 1930's that have now reached the end of their useful lifecycle.

Mr Ritchie gave examples of dams overseas that could be similar to those suggested for the West Coast, he stated that there is not a lot of employment opportunities in these areas. Mr England stated that there are lot of people now coming to the West Coast for the lifestyle opportunity who are in professional employment. He feels if the outdoor lifestyle were taken away it would be even harder to recruit. Mr Ritchie feels there is a lack of a national strategy that bases the river resources in some kind of ranking order. He feels there is an opportunity to progress this in a natural and holistic way so that future hydro developments are not based on a case by case basis. He feels that it would be remiss not to take this opportunity. Mr England referred to the phrase in C. Ingle's report that talks about better enabling hydroelectric power; he feels this is too broad. He would like this phrased as better enabling smart hydro. Mr England stated he does not stand against hydro power full stop, but as kayakers every river lost is upsetting. He stated that kayakers use power also and they are not being stupid about this but he feels there are smart ways of doing hydro and dumb ways and that if it is done in a smart way then everyone is on a winner.

Cr Ewen stated that the Regional Council has a role in stating its position in this and that due to the large amount of DoC estate a lot of hydro schemes are never going to be won. He spoke of the opportunity for groups such as kayakers to make submissions on the next stage of renewable energy options. Cr Ewen is keen for this council to be seen as an authority that can facilitate progress with changes to the RMA and to progress energy options. He said that given the water resource on the West Coast then Council needs to look at those schemes that would be viable. Cr Ewen stated that Council's role is to investigate opportunities and present documents to gain debate in order to support ratepayers who are also recreational users, energy users, domestic and industry users. Cr Archer asked Messrs Ritchie and England if they felt that the majority of residents on the West Coast would share their view? Mr England stated that recreational users would be in agreement. Mr Ritchie responded that a minority of people on the West Coast would be adamantly opposed to hydro development but the majority would be in favour of smart hydro developments. Mr Ritchie stated that he is talking about the Coast as a whole but he wants the impact on specific rivers minimised and that major rivers are left undammed.

Mr England stated that he sees no advantage in the West Coast exporting power.

Cr Ewen thanked Messrs Ritchie and England for their presentation.

2. APOLOGIES

There were no apologies.

3. MINUTES

Moved (Scarlett / Davidson) *that the minutes of the previous Resource Management Committee meeting dated 14 July 2009, be confirmed as correct.*

Carried

Matters Arising

T. Scott drew attention to the error on Page 5 of the minutes that incorrectly recorded him as Cr Scott instead of T. Scott.

4. CHAIRMAN'S REPORT

Cr Ewen reported that he assisted with the tender process for the Greymouth Floodwall Design tender. He stated a good number of consultants have tendered and the requirements have now been narrowed down. A further meeting will be held this afternoon to finalise the tender.

Cr Ewen reported that he has fielded a number of calls on the hydro and kayaking debate.

Cr Ewen advised that Solid Energy Ltd invited him to visit the Strongman Mine to view progress on the Harrison Bridge. He stated he was impressed with progress and the ridgeline has now been taken off to the coal seam to allow coal to be retrieved before the fire gets to it. Cr Ewen stated that some of the timber that had been burnt is now coming away again. Cr Ewen offered to arrange a visit to the Strongman Mine for other councillors should they wish to view the site.

Moved (Ewen / Archer) *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 this report advising that mediation for Wetlands Variation 1 is scheduled for the 1st of September.

S. Moran reported that he was unable to attend the Board of Inquiry hearing for the Proposed National Policy Statement on Freshwater Management due to heavy snow on the alpine pass. A telephone hearing was arranged for last week. He stated that the main points in the submission were discussed including costs to communities of having NPS's and NES's that aren't flexible and have the one size fits all approach. Unrealistic timeframes, requirements to change RPS that relates to funding issues and matters that could be dictated by LTCCP submissions and decisions through this process, were also covered during the teleconference.

S. Moran requested that Council approve the draft submission on the Review of the Air Quality National Environmental Standard. He advised that this was emailed to councillors on Friday and Council can now adopt it if there are no changes required. S. Moran offered to answer questions from Councillors regarding this matter.

Cr Archer stated that he was delighted to see the thesis on the health effects in this report but he asked where to now. S. Moran advised that he will be looking towards the outcome from the Minister's review. S. Moran advised that the points that will be looked at are raising the amount of allowable exceedences to five, not penalising industry and to be prepared to look at 2020 as a compliance deadline. Cr Archer asked if the Minister's approach would be to accept and adopt the NES with modifications or reject it. S. Moran stated that he is hoping the Minister will go further and be looking at flexibility and will look at air sheds on a case by case basis. S. Moran stated he would like to see the Section 32 analysis done again and look at the health effects again to see if each air shed ought to be regulated. Cr Scarlett stated that this is a very good report.

S. Moran reported that the flood warning alarm level was triggered on the Grey River following a recent heavy rainfall event.

S. Moran reported that funding has been received from Environmental Science Research for further investigation into the Arahura Mussel beds.

S. Moran reported that there have been approximately 18 exceedences of the NES for PM₁₀ in the Reefton Airshed during the reporting period. Discussion took place regarding air quality in general. Cr Birchfield stated that he feels we are on the right wavelength when considering costs. He gave an example of if all coal fires in Christchurch were to be phased out then another Benmore Dam would be required for extra electricity. S. Moran stated that heat pumps are an air conditioning unit and therefore use more electricity over the summer months as well.

Moved (Archer / Scarlett)

1. *That this report is received.*
2. *That Council adopts the Ministry for the Environment's review of Air Quality as presented subject to the amendment "they didn't want that at the expense of not being able to burn coal".*

Carried

5.1.2 END OF YEAR REPORT FOR THE TOTAL MOBILITY PROGRAMME

S. Moran spoke to this report and took it as read. He stated that the results are very good with a total of 15,000 trips from 567 users. S. Moran noted that the total mobility programme is a well utilised scheme with the majority of users very happy with it.

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

Carried

5.1.3 PCP DIOXIN INVESTIGATION: TOTARA LAGOON, BITTERN CK, RUATAPU DREDGE POND

S. Moran spoke to this report advising that Jonny Horrox has been closely involved with this investigation. He stated there has been a good level of cooperation between the agencies involved including MfE, DoC and Community and Public Health. S. Moran stated that the good news is the levels of PCP and dioxins at all sites, except the dredge pond, were below levels of concern. The contents of the dredge pond cannot go anywhere therefore the levels are not considered to be a significant problem. S. Moran advised that attempts were made over two nights to catch eels without success.

S. Moran advised that the results relate to the sediments as they are insitu at the moment and if there is a disturbance of the sediments then a much closer look will need to be taken. T. Scott asked why there are no eels in the dredge pond. S. Moran responded that it is a landlocked pond but if eels could get into the dredge pond then they should be able to survive in it. Cr Archer asked what happens now, as there are no conclusions in the report. S. Moran responded that there is no issue so long as everything stays same but should there be a change in activity or proposed activity for the area then we would need to be concerned. Cr Ewen asked if it would be precautionary to have signage around the dredge pond for those who do not have access to the report? S. Moran responded that the area is fully bush enclosed and there is no evidence of walking tracks leading into the dredge pond therefore it was concluded that the area is not used for recreation.

Moved (Archer / Scarlett) *that this report is received and that no further action is taken.*

Carried

5.2 CONSENTS AND COMPLIANCE GROUP

5.2.1 CONSENTS MONTHLY REPORT

C. Dall spoke to his report advising that it has been a quiet month in the consents department. He reported that he prepared an affidavit in relation to TrustPower's application to strikeout out John Groome's appeal. C. Dall advised that he was required to attend the hearing on the 29th of July for cross examination purposes. A decision is awaited on the strikeout appeal, should this be successful then it is likely that all the appeals can be resolved without going to the Environment Court.

Moved (Archer / Davidson) *that the August 2009 report of the Consents Group be received.*

Carried

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Dall reported that it was a typical month in the compliance area with ongoing follow up visits being made to non-compliant dairy farms. C. Dall reported that there have been a number of investigations into damage caused to riparian margins by stock. C. Dall advised that Westroads have not extracted any gravel from the Blaketown beach during the reporting period. C. Dall reported that there have been no recent complaints regarding the Greymouth Aquatic Centre's boiler.

C. Dall reported that there has been a non compliant result from Globe Progress Mine in the Devils Creek area. This was related to an old mine adit in the active pit area, which has since been plugged, a second adit has now been dealt with as well.

C. Dall reported that there have been no further problems with non compliance at Pike River Coal Ltd since the problem reported by the Company last month. C. Dall advised that after following up these complaints one was more significant than the other non compliance which resulted in the coal fines being found in Big River, therefore Council staff took enforcement action.

C. Dall reported that it has been a quiet month in relation to Solid Energy's operations.

C. Dall reported that there were a variety of complaints received during the reporting period. C. Dall advised that there was only one work programme for mining received during the reporting period.

Cr Birchfield asked if the complaint received regarding flooding of property allegedly caused by development works is at Kaiata Park. C. Dall confirmed that it is and is should be easy to resolve.

Cr Archer asked if a response has been received from Grey District Council regarding the sewage breach at Blackball. C. Dall responded that Mel Sutherland from Grey District Council has provided him with an initial summary that was passed around Councillors. C. Dall stated that he is reluctant to comment too much without seeing the final report but at this stage it appears that it was an unforeseen event and that Grey District Council took as much action as they could at the time.

C. Dall stated that it is interesting to note that only 20 properties have been connected to the Blackball sewage scheme at this stage. Cr Birchfield feels that the main cause of the breach was the fact that Ford Creek reverted back to its original channel during a flood event. He advised that it is important that Grey District Council ensure that a good job is done further upstream to ensure this doesn't happen again as the sewage ponds are in the same area as the original channel.

Moved (Archer / Chinn) *that the August 2009 report of the Compliance Group be received.*

Carried

6.0 GENERAL BUSINESS

Waste Minimisation: Cr Davidson raised the matter of the Waste Minimisation Levy, which came in on the 1st of July. This is \$10 per tonne for waste and 50% of this goes to the people who dispose of the waste and another 50% goes to help fund the study. He feels this seems high and he doesn't recall any consultation on this. S. Moran responded that the Waste Working Group commented on this. He advised that each District Council would have got about \$3000 each back based on the original model but following the submission process they could now get approximately \$80,000 for Grey District Council and the government has included a clause for those councils who are particularly hard up to get more funding but a project needs to be identified to qualify. S. Moran stated that a major concern at the start was that we were paying for more bureaucracy and for another agency to start up and that the money could be better spent if \$10 per tonne was to spent on waste management in your own district.

The meeting closed at 11.43 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting – September 2009
Prepared by: S. Moran – Planning & Environmental Manager
Date: 28 August 2009

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

PLANNING

Variation 1 (Wetlands) to the Proposed Regional Land and Riverbed Management Plan
Mediation was held on the 1st of September in Greymouth. An update of progress made at the mediation will be provided at the Resource Management Committee meeting.

Variation 2 (Wetlands) to the Proposed Regional Land and Riverbed Management Plan
The submission period for Variation 2 finished on 14 August with 10 submissions received. The Summary of Submissions was notified on Wednesday 26 August. The further submission period closes on 23 September.

CIVIL DEFENCE EMERGENCY MANAGEMENTWeather Radar

The Department of Conservation has approved the concession application for an underground powerline along the McKay Creek road formation. This clears the way for easement discussions to resume with the landowner and forest management company. Target operational date remains April 2011.

Controllers Forum

Group and Local Controllers, along with several sector coordinators and emergency services representatives from around the West Coast met on the 5th of August for the Annual Controllers Forum. The Forum provided an opportunity for the Controllers to raise issues and also get an update on recent events and happenings in the sector.

The three South Island Regional Emergency Management Advisors, Peter Cameron, Simon Chambers, and John Lovell provided a range of presentations and opportunities to discuss key points particularly around making declarations: to declare or not to declare, and the role of public perception when considering making a declaration. While the current 'Swine Flu' (H1N1) pandemic appears to have peaked, the Controllers also had the opportunity to collectively discuss a possible CDEM response in the future with the West Coast DHB's Incident Controller.

The Forum provided a good opportunity to review lessons learned in other exercises and real events prior to the West Coast Exercise Ru Whenua, which is to be held on the 18th of September. The Controllers were also tested with several tasks associated with the transition from response to recovery along with their knowledge of the various forms of financial support available.

Welfare Advisory Group Meeting

The Welfare Advisory Group met on 4 August. The purpose of the meeting was to discuss how a welfare response would be coordinated should the West Coast District Health Board become overwhelmed in response to a pandemic.

Exercise Ru Whenua

Planning continues for Exercise Ru Whenua scheduled for the 18th of September. The 18 hour exercise will involve all council staff in an exercise to test CDEM roles and responsibilities of the Group.

West Coast Shake Out

West Coast Shake Out is a region wide earthquake drill to occur the same day as Ru Whenua. The objective of the earthquake drill is to get all West Coasters (schools, families, businesses) to practice what to do in the event of the big one – to drop, cover, and hold at 10.10am Friday 18 September. Numbers are slowly increasing with more expected to register closer to the date. At the time of writing (26 August) 3,810 people had registered.

National Exercise

Staff attended a meeting of the National Exercise Programme Governance Group, made up of representatives from the 16 CDEM Groups and MCDEM. There is to be a national tsunami exercise to be held on the 20th of October 2010. Each CDEM Group is able to determine their level of participation in the exercise which will in part depend on the source of the tsunami. More details will be forthcoming as the exercise development progresses.

TRANSPORT

Regional Transport Committee (RTC)

The next RTC meeting date has been moved out in order for the Regional Transport Advisory Group (RTAG) to meet and consider what is required for the review of the Regional Land Transport Strategy. The RTAG will meet on 28 September, with the RTC meeting to follow in November.

RESOURCE SCIENCE

Hydrology / Flood Warning

A low pressure system and associated frontal system brought a moderate burst of heavy rain to the Grey River area on the 1st of July 2009. This event only just triggered an alarm and based on an assessment of the event no alerts were issued. The event peaked 18mm above the first stage alarm of 3400mm.

Site	Time of peak	Peak level	Warning Issued
Grey Rv @ Dobson	02:45(1/8/09)	3418mm	Not issued due to size of event

Air Quality

There have been no exceedences of the National Environmental Standards for air quality in August and it is unlikely there will be any more now that it is getting into the warmer wetter season.

The following table is a brief summary of the 2009 winter monitoring compared to the previous three years. You can see that it had a similar number of exceedences and similar maximum 24 hour average values as previous years.

	2006	2007	2008	2009
Number of exceedences	16	21	19	17
Highest exceedence	89	130	78	91

RECOMMENDATION

That this report is received.

Simon Moran
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting
Prepared by: L Sadler, Policy Analyst
Date: September 2009

Subject: **SUMMARY OF SELECT COMMITTEE REPORT ON RESOURCE MANAGEMENT (SIMPLIFYING AND STREAMLINING) AMENDMENT BILL 2009**

Purpose

To update the Council on the Local Government and Environment Select Committee's report on the Resource Management (Simplifying and Streamlining) Amendment Bill 2009 (the Bill).

Background

Council lodged a submission and further submission, and gave evidence at a hearing on the Bill. The Select Committee has reported back to Parliament its changes to the Bill in response to submissions and hearing evidence. The report was released on 18 August, and the changes will come into effect on 1 October.

Main Changes to the Bill

The main changes recommended by the Select Committee which may affect Council's RMA functions are:

- The 10 year requirement to do full plan reviews is changed so that councils have flexibility to do rolling plan changes rather than reviewing a whole plan every 10 years, although each provision must still be reviewed at least once every 10 years.
- Proposed rules will have effect after decisions are released on submissions (unlike the current state where they have legal weight once they are notified for submissions), except for rules that protect or relate to water, soil, air, significant indigenous vegetation and habitats amongst other things.
- The further submission stage is retained, and amended to limit the scope of further submitters.
- Provisions are included to clarify how a council must incorporate a National Environmental Standard or National Policy Statement into a plan where there is duplication or conflict with an existing plan provision.
- There is now a discount policy for late consents where applications are avoidably processed late. Discounting policy will now be set nationally by regulation.

Attached to this report is a table showing the Select Committee's response on our key submission points. With respect to what we sought in our submission, most of our requests for changes to the Minister of Conservation's role and Restricted Coastal Activity status were rejected, while some of our changes sought to plan development processes were partly accepted.

RECOMMENDATION

That this report be received.

Simon Moran
Planning and Environmental Manager

SUMMARY OF COUNCIL'S SUBMISSION POINTS AND SELECT COMMITTEE'S RESPONSE

What we sought in our submission	Select Committee's response
<p><i>Minister of Conservations' role</i> Delete the Minister of Conservation or the Environmental Protection Agency (EPA) being able to approve regional coastal plans.</p> <p>Remove the Minister's role for signing off on Restricted Coastal Activities (RCA's).</p> <p>Remove the Minister of Conservation's role of monitoring the effect and implementation of coastal permits.</p> <p>Delete the provisions which enable the Minister of Conservation to lodge an appeal on an RCA application</p> <p>Delete RCAs from the Act in this review, not Phase 2.</p>	<p>No. The Minister of Conservation retains powers to approve the content of, and direct the review of, regional coastal plans.</p> <p>Yes. The Minister's role of final sign-off on RCA applications is removed. The Minister still has a representative on the consent hearing Committee, but the regional council makes the coastal permit decision.</p> <p>No. The Minister has a new monitoring role for RCA's, and regional councils must provide information to the Minister in relation to any coastal permits issued. New clauses clarify requirements for the Minister to request information and for the regional council to respond.</p> <p>No. The Minister can still lodge an appeal.</p> <p>No. RCA's remain in the Act at this stage.</p>
<p><i>Plan development and review</i> <i>10 year review:</i> Delete the requirement for 10 year full reviews of regional plans, as proposed for district plans.</p> <p><i>Effect of rules:</i> Leave in the references in sections 9-15 to "relevant regional plan" and "proposed regional plan".</p> <p>Allow any current operative plan to remain operative until the proposed plan has been through the process.</p> <p><i>Further submissions:</i> Delete the further submissions stage, and the provision for consulting with parties</p>	<p>Partly accepted. Agree that review provisions should apply equally to regional plans, RPS's, and district plans. The requirement to do a <i>full</i> review of the whole plan after 10 years is removed, but each plan provision must be reviewed at least once every 10 years.</p> <p>Partly accepted. A minor change is made to the wording, but reference to "regional plan" and "proposed regional plan" is retained.</p> <p>Partly accepted. Rules which protect water, air, soil, significant indigenous vegetation and habitats, heritage, and aquaculture management areas can have immediate effect at notification. An amendment is also made to require local authorities to identify in their plans which rules have immediate effect.</p> <p>No. Amendment made to require local authorities to prepare, and advertise the availability of, a</p>

<p>affected by a submission.</p> <p><i>Limiting appeals to points of law:</i> Keep the scope for appeals to points of law.</p>	<p>summary of outcomes sought by submitters, and to allow anyone with a public or greater interest to lodge a further submission within 10 working days.</p> <p>No, the Committee was not convinced that it will work. They think further consideration needs to be given to other ways of guiding plan development e.g. by non-statutory means, NPS's, and NES's</p>
<p><i>NPS's and NES's</i> <i>Minister's powers over process:</i> Retain the existing provision which requires the Minister for the Environment to follow a Board of Inquiry and hearing process for proposed NES's and NPS's which require changes to regional plans, instead of the proposed change which allows the Minister to use a shorter process with less participation opportunities.</p> <p><i>Council's requirement to implement NES:</i> Change the new clause 44A which requires councils to "observe" and "enforce" NES, to give councils flexibility over the extent of actioning this according to budgetary constraints.</p>	<p>Partly accepted. The clause is amended to make it clear that there is no intention to remove the right of submitters to be heard at a board of inquiry hearing into a NPS. Another amendment requires the Minister to give reasons for not accepting the recommendations of a board of inquiry, to improve the transparency and accountability of such decision-making.</p> <p>No. The requirement to "observe" and "enforce" NES's is still in this clause. Guidance is added on what to do if an NES duplicates or conflicts with plan provisions.</p>

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
Prepared by: Nichola Costley
Dated: August 2009

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

Purpose

To seek Council's approval of the 2008/09 Annual Report on the West Coast Regional Land Transport Strategy (RLTS).

Background

This report reviews the performance and achievements of the West Coast's regional land transport planning functions for the 2008/2009-year.

The Land Transport Act 1998 section 175(1) requires the West Coast Regional Council to prepare a RLTS for the West Coast region. The purpose of the RLTS is to contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system, with the Strategy taking into account how it will:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health; and,
- Ensure environmental sustainability.

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.

Every Regional Council is required to prepare an annual report on the progress in implementing the RLTS as per 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 2008 to June 2009.

A copy of the draft Report was circulated to members of the RTC for their endorsement.

RECOMMENDATION

That the Council approve the 2008/2009 Annual Report on the West Coast Regional Land Transport Strategy.

Simon Moran
Planning and Environmental Manager



WEST COAST REGIONAL LAND TRANSPORT STRATEGY

ANNUAL REPORT

2008-09

September 2009

Overview and Summary

The West Coast Regional Land Transport Strategy (RLTS) provides the framework that incorporates the vision and policies 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 is the third Annual Report for the RLTS and it provides an outline of the Strategy's progress and implementation.

The newly appointed Regional Transport Committee has continued the close working relationship between the agencies on the Committee and I thank them for their contributions and commitment to the transport sector over the past year, particularly with the development of the Regional Land Transport Programme 2009-12 (RLTP).

A deferral for the review of the RLTS was successfully sought from the Minister in order to allow time to prepare the RLTP and review the changes to transport legislation. The review of the RLTS will take place in the 2009/10 year.

The key direction for the RLTS is to ensure continued improvement, integrity, and safety of the transport network. Development and growth in the region through tourism and other industries can only be supported through robust transport networks.

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

- Buller District Council
- Grey District Council
- Kiwirail
- New Zealand Transport Agency
- Westland District Council

Ross Scarlett
Chairman
West Coast Regional Transport Committee

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1 Introduction

1.1 Purpose

This report reviews the performance and achievements of the West Coasts regional land transport planning functions for the 2008/2009-year.

The Land Transport Act 1998 section 175(1) requires the West Coast Regional Council to prepare a Regional Land Transport Strategy (RLTS) for the West Coast region. The purpose of the RLTS is to contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system, with the Strategy taking into account how it will:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health; and,
- Ensure environmental sustainability.

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

Every Regional Council is required to prepare an annual report on the progress in implementing the RLTS as per 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 2008 to June 2009.

1.3 Vision

The overall vision for regional land 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 and Policies documented within the RLTS work towards achieving this vision.

1.4 Report Structure

Section 2 outlines the specific progress made towards implementing the policies contained in the Strategy in the 2008/09 year. It also details the activities carried out by the key agencies such as the West Coast Regional Council and Regional Transport Committee, the New Zealand Transport Agency, the three District Councils, and other interest groups including the West Coast Regional Road Safety Co-ordinating Committee.

Section 3 highlights future issues that will require consideration.

Appendix 2 provides an overview of the West Coast Transport System.

2. Report on Progress

The West Coast RLTS is reviewed every three years (this will change to 6 years after the next review in accordance with the Land Transport Management Amendment Act 2008).

The current RLTS was made operative in 2006 and has a 10-year timeframe. The projects and programmes found within the strategy will be prioritised and implemented over this longer timeframe as required.

2.1 Economic Well-being

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

Over the last financial year much work has been undertaken which has had an effect on assisting with economic development in the region.

KiwiRail

In the last 12 months the Government bought the rail and ferry operations from Toll Holdings Ltd to add to its Ontrack assets, consisting of the railway track, bridges, and signalling systems. The company is now called Kiwirail, and Ontrack is a division of Kiwirail.

The West Coast is an important part of the rail network and several significant investment decisions have been made in the last 12 months that will have substantial benefit for the West Coast economy. These include:

- Kiwirail continues to invest strongly in the West Coast rail network, with over 8000 new concrete sleepers and over 10 km of new rail installed in the last 12 months. In addition to this, the replacement of the Arahura road/rail bridge is now well under way with completion expected in early 2010. The bridge upgrade programme is continuing with many other bridges replaced or significantly upgraded in the last 12 months. Much of this work is being carried out by West Coast based companies.
- The Pike River Coal Co commissioned a new coal load out facility and 2 km long rail siding at Ikamatua. This was completed in November 2008. Coal exports through this facility are due to begin in September 2009. The development of this new coal traffic has been the catalyst for a planned increase in train size from the present 30 wagon coal trains to 45 wagon trains. This extra traffic will require an extra 50 new coal wagons in the fleet and these are being manufactured at Hillside Workshops in Dunedin at present. Fifteen wagons have been completed to date.
- Westland Milk Products is building a large new dairy store at Rolleston which will require new rail sidings to be constructed together with expansion of their existing sidings at their Hokitika plant. This work has begun and will be complete by the end of 2009.
- The Kiwirail Board has approved the replacement of the iconic Tranz Alpine train with a fleet of new carriages. Work has begun on designing suitable new rolling stock and the tender/construction process will begin shortly.

New Zealand Transport Agency

Many of the NZ Transport Agency's programmed works will provide incremental benefits to the wider economic development on the West Coast by ensuring route security, more reliable journey times, and faster and safer travel. The high level of core maintenance, and the high level of service that is provided to maintain the road, especially over the winter period, provide significant and tangible benefits to the haulage industry in particular.

Re-alignments and passing opportunities have been undertaken in providing the passing lanes at Otira and Kiwi Jacks (Fox Hills), re-alignments at SH6 12 Twelve Mile, SH6 Bullock Creek Re-alignment (North of Punakaiki), SH6 Fox Hills, and curve re-shaping at SH7 Cliffs

Cutting and Palmers Bend. Pavement re-habitations have also provided opportunities for improvements to road geometric alignments, such as SH73 Jacks Hut, and SH6 Kiwi Jacks, in which widening of the carriageway to the required strategic width was also carried out.

Improvements continue to be made to the driver information systems to improve driver knowledge and timely choice of route selection based on its availability or restrictions, notably over the Alpine passes. Such measures have been largely welcomed by the haulage groups. This year has seen the addition of an additional Variable Message Sign (VMS) at Fox Glacier to indicate conditions over the Haast Pass; this is complemented by one at SH6 Makarora on the Otago boundary. This has been supported by significant improvements to the co-ordination of the highway information through development of in-house systems to manage events, VMS, and links to media and the NZTA Highway Information webpage.

Investment in structures has also been significant this year, with the ongoing work to the replacement of the Arahura Bridge and preparatory works to re-locate the permanent SH6 Ten Mile Bridge. Both sets of work will ultimately ensure continued access to this route by permitted over-dimension vehicles and remove route security issues (rockfall at Ten Mile Bridge). Removal of weight restrictions over the three SH6 Suspensions bridges (Westland) has enabled all Class 1 vehicles to now travel through South Westland.

Additional Economic Stimulus Monies were provided by the Government in March 2009 to fund additional work at SH6 Smithys Creek (Fox Hills), extension of the Gates of Haast Bridge painting, and to upgrade safety assets such as guardrails. The money was additional to that already funded with the aim of generating additional work for the construction industry.

Buller District

In the Buller District projects undertaken to assist economic development included:

- Maintaining the roading network to an acceptable standard, including resealing of 20km of roads.
- The Council has supported Pike River Coal Company as they have developed their coal handling facility at Ikamatua.
- Council has undertaken the initial stages of a bridge assessment for route security.

Grey District

Projects to assist with economic development in the Grey District included:

- Maintenance and integrity of the road network has continued with renewals works at \$2.28 million which includes \$0.98 million in resealing 37 km of road.
- General maintenance of 606 km of road network at \$1.95 million. This work includes general repairs, street cleaning, bridge maintenance, amenities, traffic services, and streetlights.
- Renewal of the Camp Creek Bridge (18m span) in the Rotomanu area commenced and was 60% complete at the end of the financial year. This renewal also improves the capacity of the network by replacing a single lane Class 1 structure with a two lane structure that meets current heavy traffic loading standards.
- Just over \$385,000 was spent on essential emergency work repairs to reinstate roads that were affected by storms and flood damage over the 2008/09 year. Fortunately this was down on the previous two years being \$800,000 in 2006/07 and \$640,000 in 2007/08.
- \$1.5 million – 6 km Atarau road strengthening project to allow for the cartage of coal over District roads from the Pike River coal mine processing facility to the handling facility at Ikamatua. The project is programmed over 2008/09 and 2009/10 and is currently 60% complete.

Westland District

Projects undertaken in the Westland District to assist economic development included:

- Maintaining and renewing the existing local road network in Westland.
- Apart from temporary closures of the Haast Jackson Bay Road which had temporary closures due to storm damage, a high level of reliability of the network was achieved, with all roads open at all times
- 26 km of road was resealed.
- 3 km of seal extension projects planned for the year were deferred into the 2009/2010 year.

West Coast Regional Council and West Coast Regional Transport Committee

Both the Council and Committee have been involved with ongoing transport advocacy on roading and funding issues. This has included:

- Working collaboratively with the NZ Transport Agency and the West Coast Councils to develop the first of the 3 year Regional Transport Programmes. The Programme required the identification of roading projects with regional significance (those projects on the State Highway or using R funds) to be prioritised.
- A submission was made to the Ministry of Transport on the revised Government Policy Statement seeking that R funding, or another form of regionally allocated funds, be continued past the 10-year R funding period.
- The Committee submitted on the Canterbury Regional Land Transport Programme to seek an earlier commencement of the design phase in the 2009-12 RLTP, and consequently the construction phase in the 2012-15 Programme for the Mingha Bluff to Rough Creek project.
- The Committee also submitted on the Southland Regional Land Transport Programme to seek the deletion of the Haast to Hollyford Investigation listed as an activity of Inter Regional Significance as this project had not been included in the West Coast Programme and consequently funding had not been allocated to it.

3.2 Environmental Well-being - Sustainability

Policy 5.2 - Ensure transport decisions promote environmental sustainability

The NZ Transport Agency has been a key driving force behind the development of the West Coast Regional Walking and Cycling Strategy in conjunction with the four Councils. The Agencies are keen to continue to seek opportunities for further improvement for sustainable modes of transport within the competing priorities for road safety.

Key achievements made by the NZ Transport Agency towards environmental sustainability include:

- Many of the improvements to seal width and re-alignments or curve shaping works have been considered for all road users, as applicable to the site. The additional widths provided, and the improved visibility offered by such improvements, typically ensure safety is improved for cyclists, where that is practicable and/or desirable.
- Pedestrian/school crossing points have been provided at SH6 Karoro and SH67 Westport for schools to encourage such activities, whilst simultaneously providing for a safe crossing of the State Highway.
- Collaborations with improvements to walking and cycling facilities to the Glaciers has been agreed and acted upon with the Department of Conservation, and physical works are planned to commence in 2009/2010 financial year.
- Construction works, and indeed scheme developments, have also been actively encouraging the use of material won from construction, or the re-use of the existing where possible, such as utilising rock to form embankment protection at SH73 Jacks Hut and at SH7 Palmers Bend, and pavement rehabilitation works which typically re-use the

existing surface once it is milled and re-laid, reducing the need for dumping and/or sourcing new material.

Grey District Council staff contributed mainly on a voluntary basis to the development of a feasibility and preliminary design study for an active transport pathway from Greymouth to the Camerons/Taramakau area, a distance of 16 km. The study has been completed and has been used as an input to a regional pathways application to the Government.

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.

3.3 Social and Cultural Well-being

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

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, and the NZ Transport Agency continued its oversight of the Road Safety Co-ordinator and road safety projects.

There is a continual need to improve the road network and the way it is used. 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 7. Crash numbers and severity for the West Coast are provided in Table 1 for a comparative analysis.

Table 1: Crash numbers and severity 2004 to 2008 – whole Region

	2004	2005	2006	2007	2008	Total	5-year Average
Fatal crashes (deaths)	10	6	4	6	7	33	7
Serious crashes	26	29	32	32	26	145	29
Minor crashes	64	72	86	85	91	398	80
Total injury crashes	100	107	122	123	124	576	115
Non-injury crashes	253	205	200	215	194	1067	213

Source: New Zealand Transport Agency

Programmes undertaken during the 2008/09 year included:

- Rural and Urban Speed;
- Drive Sober;
- Fatigue;
- Intersections;
- Restraints;
- Bikewise/Chaos at the School Gates; and,
- Winter Driving

Activities undertaken in these areas are described in further detail below:

Rural and Urban Speed

Radio advertising continues to be comprehensively used by the Regional Road Safety Co-ordinator to educate the public about the key issues of concern and to instil within the public a road safety culture. Speed campaigns around school buses were also run. Funding for a Viasis Plus Speed recording device was sourced from the four Councils, ACC, and the NZ Transport Agency (Engineering). This recording device will replace the failing speed trailer.

Drive Sober

Print and radio broadcast material were developed for promotions to complement the national programme. Relationships with the SADD coordinator were built to focus on the younger drivers as this age group is showing an increase in alcohol related driving statistics.

Fatigue

Fatigue stops were held at Hari Hari in December, Springs Junction in February, and a combined stop with Selwyn District at Lake Pearson in March. Water (hydration), cookies (food energy), and leaflets on fatigue were provided to drivers at each stop.

Intersections

Intersections continue to result in a high number of crashes. 27% of injury crashes on local roads occur at intersections (12% on State Highways). Promotional work capitalised on the national theme and catch phrases. Surveys undertaken at key locations provided the local information (non-compliances) in the promotional material.

Restraints

Restraints compliance continues to be an issue on the West Coast. Programmes to encourage the use of restraints involved Plunket, Safekids, and Police. Printed material, videos and car seat displays, as well as car seat safety checks were all used.

Bike-wise / Chaos at the School Gate

Promotional work was undertaken with cyclists at events to promote helmet use and safe cycle practices. Events such as the Mayoral Cycle Challenge attracted both young and not so young cyclists. The Chaos at the School Gate programme is intended to make the school gate environment safer. There has been strong support for this programme with several schools signing up to Feet First and the development of a KEA Crossing in the Grey District for a primary school crossing on the State Highway.

Drive to the Conditions

This programme focussed on driving to the conditions, particularly those experienced in winter. In conjunction with ACC demonstrations and hands on opportunities to fit snow chains enabled drivers to become more confident and up skilled them on when and how to fit chains in winter conditions.

The NZ Transport Agency and the road controlling authorities undertook further traffic safety infrastructure works as outlined below. All three districts have continued to maintain their roading networks in accordance with recognised roading standards.

New Zealand Transport Agency

- Safety has continued to be addressed in a holistic manner, with continued improvements to surfacing, skid resistance, minor improvements, re-alignments, passing opportunities, curve corrections, obstruction removal and edge protection all contributing to providing greater assurance of safety throughout the network.
- Lighting upgrades have been made in Franz Josef to ensure pedestrian safety, and further improvements will be made at the Fox township also.
- Pedestrian/school crossing points have been provided at SH6 Karoro and SH67 Westport for schools.

- Many works have also aimed to ensure that the State Highway network is not affected by natural events, which by default improve safety as well. Proactive works such as blasting loose or damaged material to remove or reduce the impact, has reduced the imminent risk at certain sites (SH73 Wallace Pt and Yorkeys). However, there have been significant natural events over the last year which have resulted in damage to the network. At such times the NZ Transport Agency have always been able to ensure the safety of the users of the road, and have ultimately aimed to re-instate the network in a manner whereby the risk of re-occurrence in the future is minimised through use of rock armouring, river training, or stopbank improvements.

Buller District Council

Minor road safety projects with the aim of improving road safety through the area included:

- A footpath facility provided at Punakaiki by road widening to allow safe pedestrian passage from the Punakaiki River to Dolomite Point was completed.
- Additional guard rails have been installed on the Karamea Highway.
- Further widening has been undertaken on Darkies Terrace Road which provides access to an important tourist attraction.
- The programme of footpath refurbishment within both Westport and Reefton has continued.

Grey District Council

Minor road safety projects with the aim of improving road safety through the area include:

- Minor safety projects costing \$313,155 were completed which consisted mainly of contributions to farmers for the installation of 4 stock underpasses, and intersection improvements.
- The \$1.5 million – 6 km Atarau road strengthening project also included road widening and other safety improvement components (vertical and horizontal curve easing). The project is programmed over 2008/09 and 2009/10 and is currently 60% complete.

Westland District Council

Minor road safety projects with the aim of improving road safety through the area included:

- The Council continuing to take a full role in regional transport planning and road safety promotion.
- A Strategic Study was completed which identified safety priorities on the local road network.
- Approximately 1 km of footpath was resurfaced to maintain quality for walking.

Policy 5.4 - Ensure transport related decision-making recognises access and mobility needs

Subsidised Total Mobility taxi services continue to be provided to people who are transport disadvantaged in the main centres of Westport, Greymouth, and Hokitika. In 2008/09 a total of 16,829 passenger trips were made. This continues a decreasing trend in trip numbers which may be a reflection of the current economic times. At the conclusion of the 2008/09-year, the Total Mobility Scheme had a client base of 576 patrons with 49 new users registered during the year.

A pilot project trialling shuttle services providing for the Total Mobility to outside the region commenced in 2007/08. Only West Coast Shuttle took up the opportunity. West Coast Shuttle again provided this return service to Canterbury in the 2008/09 year. A total of 28 trips were made by Total Mobility users on this service during 2008/09.

The provision of a subsidy to assist the continuation of the taxi services in Westport and Hokitika aids both the transport disadvantaged and also provides options to reduce drink

driving by providing an alternative transport system. The West Coast Regional Council provides an overview of the total mobility service operating throughout the region. The NZ Transport Agency have made improvements for access and mobility which have been advanced with the local authorities. Notably these improvements include contributions to the Westport Urban Design strategy and works to upgrade Weeniks Road Intersection in Greymouth. Junction improvements have also improved access, such as SH67 Waimangaroa, SH67a Carters Beach, SH6 Four Mile Junction, plus improvements to crossing points at SH67 Westport and SH6 Karoro.

In Westland, access and mobility have been taken into account in the design of new footpaths and streetscape improvements.

Policy 5.5 - Ensure transport related decision-making protects and promotes Public Health

- The development and adoption of the West Coast Regional Walking and Cycling Strategy identifies methods to increase active modes of transport in the region.
- Work has been undertaken throughout all Districts to ensure the continued maintenance and integrity of quality footpaths.
- In the Buller District further work has been undertaken on footpaths and kerb crossings to improve the routes identified by transport disadvantaged particularly on routes used to access doctors and the hospital.
- Planning continues on the Coastal Pathway in the Grey District to further encourage walking and cycling in the district.

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

- Input to transport related decision making from Iwi has continued through representation on the Regional Transport Committee.
- Cultural considerations have been incorporated into the design and construction of the new Arahura Bridge.

3 Conclusion – Future Issues

There are a number of projects to be undertaken or continued in the next year as part of implementing the West Coast Regional Land Transport Strategy. While the majority of these are set actions under the transport authorities own plans, wider issues include:

Review of the Regional Land Transport Strategy

The primary piece of work for the Regional Transport Committee for the 2009/10 year will be the review of the Regional Land Transport Strategy. The Minister of Transport granted a deferral for the Strategy until August 2010 in order to be able to complete the development of the Regional Land Transport Programme. Now that the Programme has been submitted, work will commence on reviewing the Strategy in light of the new legislation and other corresponding documents.

The amendments to the Act ensure that the Strategy will have an extended outlook of 30 years which is a challenge to address in any sector.

Implementation of the Regional Land Transport Programme

The development of the Regional Land Transport Programme was overshadowed by uncertainty regarding the funding available for the programmes as a result of the newly elected government. There may be a need for the Committee to revisit the priorities accorded to regional projects to ensure that projects important to the region are undertaken in a timely manner once the National Land Transport Programme has been released.

Network challenges

The NZ Transport Agency has carried out Route Security Studies over the West Coast SH6 and SH73 to develop an understanding of the best practices and techniques that can be employed to monitor and ensure the route security of these key routes. Specific sites have been looked at in terms of recent and current activity, and use has been made of previous works or studies that have been undertaken. The aim is to identify and develop a strategy for potential timely intervention of necessary works to ensure the route remains secured, and safe. Gates of Haast for route reliability and Mingha Bluff to Rough Creek for route safety remain key network issues.

In addition, a study to identify the best method for providing opportunities for passing and overtaking over the entire West Coast State Highway is currently underway. This has been identified as a key driver for increasing safety on the network.

Both studies will be developed with the specific needs and requirements of the West Coast environment to ensure that the solutions offered provide the best possible combination of measures across the whole community.

The prevalence of one lane bridges on the network will continue to affect safety particularly for those unfamiliar with the road conditions on the West Coast. The NZ Transport Agency has a national strategy for the replacement of these structures. However, due to the benefit cost ratio, West Coast bridges are not expected to place highly in the priority order for replacement.

Appendix 1

Regional Transport Committee Members (as at 30 June 2009)

Funding Members

Cr. Ross Scarlett	West Coast Regional Council - Chairman
Cr. Peter Ewen	West Coast Regional Council - Deputy Chairman
Cr. David Barnes	Buller District Council - Councillor
Cr. Peter Haddock	Grey District Council - Councillor
Cr. Kerry Eggeling	Westland District Council - Councillor
Mark Yaxley	New Zealand Transport Agency

Interest Representatives

Warren Gilbertson	Economic Development
John Canning	Safety and Personal Security
Cheryl Brunton	Public Health
Gloria Hammond	Access and Mobility
Jo Macpherson	Environmental Sustainability
Rick Barber	Te Runanga o Ngati Waewae
Terry Scott	Te Runanga o Makaawhio

Regional Transport Advisory Group Members (as at 30 June 2009)

Simon Moran	West Coast Regional Council
Nichola Costley	West Coast Regional Council
Steve Griffen	Buller District Council
Mel Sutherland	Grey District Council
Rob Daniel	Westland District Council
Wayne Osmers	New Zealand transport Agency
Mike Blyleven	New Zealand Transport Agency

Staff of the West Coast Regional Council's Transport Team

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

Appendix 2

Overview of West Coast Transport System

	Region	New Zealand	Region as % of NZ
Population	32,000	4,228,000	1%
Land area (km ²)	23,336	275,446	8%
Imports (gross tonne) ^{1, 2}	800,000	76,000,000	1%
Exports (gross tonne) ^{1, 2}	2,400,000	67,000,000	4%
Gross Domestic Product (GDP) (\$)	1,109,400,000	163,387,000,000	1%
Passenger Transport - Bus - boardings	44,884	89,683,159	0%
Passenger Transport - Rail - boardings	-	16,913,205	
Passenger Transport - Ferry - boardings	-	4,224,398	
Motor vehicles	23,000	2,850,000	1%
VKT (km)	463,900,000	39,845,600,000	1%
Fatalities on the roads	6	423	1%
Fatal and injury crashes on the roads	123	12,047	1%
Local roads - urban all (km)	286	17,251	2%
Local roads - urban sealed (km)	263	16,869	2%
Local roads - rural all (km)	1,611	65,432	2%
Local roads - rural sealed (km)	788	33,432	2%
State Highway - all (km)	872	10,893	8%
State Highway - sealed (km)	872	10,837	8%
State Highway - motorway (km)	-	172	

Source: New Zealand Transport Agency

Data based on 2006/07 figures

1. Crude indication only - based on a ratio determined in 2002 by BAH between inter-national and inter-regional freight movements.
2. Includes both inter-national and inter-regional freight movement.

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager
 Date: 25 August 2009

Subject: CONSENTS MONTHLY REPORT

CONSENTSConsents Site Visits from 25 July – 23 August 2009

DATE	ACTIVITY, NAME & LOCATION	PURPOSE
4/08/09	RC09103 - Cooks Farms Ltd, Humping and hollowing, Butlers Block (Ross)	Joint onsite meeting with the applicant and DoC canvassing best farm practices and consenting requirements for the H&H works.
11/08/09	RC09092 - Amalgamated Mining Ltd, Gold mining, Cape Terrace	To investigate the site to gain a better understanding of the proposed gold mining activities.
20/08/09	PA09038 – M & V Dunnachie, Onsite sewage discharge, Maori Creek Road	To investigate the site and gain a better understanding of the proposed onsite sewage treatment and disposal system.
21/08/09	RC07229 - SENZ, Water management systems, Stockton Coal Mine	To view the Mangatini Sump and other water management systems operating at the mine.

Non-Notified Resource Consents Granted From 25 July – 23 August 2009

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC04223 NZ Transport Agency	To disturb the bed of the Mahitahi River for the purpose of reconstructing and maintaining a rock spur. To disturb the riparian margin of the true right bank of the Mahitahi River associated with the reconstruction of a rock spur. To divert the flow in the Mahitahi River as a result of reconstructing a rock spur. To discharge sediment to water as a result of reconstructing and maintaining a rock spur in the bed of the Mahitahi River.
RC08175 A Tyler	To alter the foreshore/seabed of the CMA, Ngakawau Beach. To erect a structure (rock groyne) on the foreshore/seabed of the CMA, Ngakawau Beach. To deposit rock on the foreshore/seabed in the CMA, Ngakawau Beach. To occupy space in the CMA, Ngakawau Beach.
RC09059 P & R Mining Ltd	To undertake earthworks associated with alluvial gold mining activities, Blackwater. To take and use surface water from an unnamed tributary of Blackwater Creek for alluvial gold mining activities, Blackwater.

	To discharge sediment laden water to land where it may enter water associated with alluvial gold mining activities, Blackwater.
RC09064 Westroads Ltd	To disturb the dry bed of the New River for the purpose of extracting gravel.
RC09088 P Hampton	To undertake earthworks associated with alluvial gold mining activities, Atarau.
	To take and use ground water associated with alluvial gold mining activities, Atarau.
	To discharge sediment laden water to land, Atarau.
RC09093 Solid Energy New Zealand Ltd	To discharge stormwater from a truck refuelling facility to land in circumstances where it may enter Seven Mile creek.
RC09105 AJ Cameron Contracting	To disturb the dry bed of the Hokitika River for the purpose of gravel extraction.
RC09106 Kelvin Douglas Contracting (2004) Ltd	To disturb the dry bed of the Fox River upstream of the Coastal Marine Area for the purpose of extracting gravel.
RC09110 Avery Bros Ltd	To disturb the dry bed of the Buller River at Organs Island for the purpose of extracting gravel.
RC09111 Avery Bros Ltd	To disturb the dry bed of the Mokihinui River for the purpose of extracting gravel.

No changes to resource consents or limited notified or notified consents were granted during the reporting period.

Notified Consents Updates & Other Matters

The hearing for the consent applications made by Hydro Developments Limited's for its proposed Stockton Plateau Hydro Scheme took place in Westport on 30 and 31 July and 3 to 6 August.

RECOMMENDATION

That the September 2009 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: 31 August 2009
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 40 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits	Fully Compliant (%)
Resource consent monitoring	7	71
Dairy shed inspections	13	84
Complaint response	18	61
Mining compliance & bond release	2	100

Specific Issues

Dairy Effluent Discharges: Compliance staff investigated some complaints regarding stand off areas and undertook follow up inspections to ensure that work required to be complete prior to the upcoming season had been completed.

Greymouth Aquatic Centre Boiler: Compliance staff visited the Aquatic Centre to follow up on a complaint made regarding smoke and soot from the boiler stack. Staff found the boiler to be working effectively and within compliance limits at the time of the visit.

Globe Progress Mine – Oceana Gold: Compliance staff visited the mine site, in response to the discharge from an old mine adit in the active mining pit, "Globe Progress 2 West", which was reported to the Council in late July.

This discharge resulted in Oriental Creek receiving a high sediment loading. Oceana Gold had commissioned macroinvertebrate survey in Oriental Creek, the results of which will be forwarded to the Council.

The Company is currently investigating whether the appropriate procedures for locating and plugging old mine adits were followed. This report will also be followed to Council when completed.

A decision on what, if any, further action is appropriate will be made when these reports are received.

McLeans Pit Landfill: Compliance staff visited the Landfill in response to a complaint regarding McKnights Creek running black. The creek was found to be very discoloured and water samples were taken at several locations.

It is understood from an onsite meeting between Compliance staff, Grey District Council engineering staff and contractors undertaking work onsite, that the contractor had pumped approximately 1,000 m³ of leachate from "Pond 1" to "Pond 6". The leachate basically short circuited the treatment system and discharged to adjacent drains and to McKnights and Coal Creeks.

Compliance staff are still investigating the matter and will prepare a report on their findings for the next Council meeting.

Sewage Treatment Systems: Compliance inspections were conducted to Karoro, Blackball and the Fox Glacier sewage treatment discharge.

The Karoro and Blackball oxidation ponds require some minor works, which the GDC is to undertake. The Fox Glacier oxidation ponds were found to be non-compliant, and Compliance staff are working with the Westland District Council to remedy this.

Pike River Coal Limited: The Company has constructed an extra sump in the "Coal Slurry Processing Area" in the "Pit Bottom in Stone", a concrete bund and reshaped the adjacent road. These measures

have been taken to limit the amount of water reporting to "Pond 1" and Pike Stream, thereby helping to ensure compliance with resource consent conditions.

The Company reported that the majority of coal fines discharged to the Big River in June have been flushed away by high flows. It has replaced the faulty turbidity probe and implemented procedures to ensure that in the event of failure the discharge valve to Big River will close automatically.

Solid Energy Consent and Licence Monitoring:

Stockton Opencast Mine

Council staff and Councillors attended the Mangatini Sump opening day which provided an opportunity for local groups and interested parties to view the sump and understand the way it works.

SENZ notified the Council that the S14c trigger limit had been exceeded for a very short duration which could not be attributed to any works on site.

Terrace Mine

A non compliant discharge was reported at the mine, which indicated a slight elevation in turbidity levels above compliance limits.

SENZ informed the Council that the discharge was caused by a localised heavy rain event, however, Council staff working in the area that day noted no rain and the Council rain gauge recorded no rain. The Council was then informed that the turbidity probe was faulty and is undergoing repairs.

Complaints/Incidents between 27 July to 26 August 2009

The following 15 complaints/incidents were received during the reporting period:

Activity	Description	Location	Action/Outcome
Riverworks	Further illegal works found upstream of Jacksons	Taramakau River	Under investigation
Coal mining	Trigger limit exceeded at S14C	Stockton	No further action required
Riverworks	Silage wrap used as flood protection washing down river	Waitangitoana River	Farmer required to remove wrap and tidy area
Sediment discharge	Report of river running dirty late at night	Okari River	Unable to substantiate
Landfill	Complaint regarding dirty discharge from landfill	Hokitika	WDC required to remediate
Runoff of fertiliser	Runoff of fertiliser from yard	Hokitika	No non-compliance found
Gold mining	Sediment runoff causing adverse effects in waterway	Kaniere	Miner to undertake some remediation works
Earthworks	Complaint regarding height of fill	Cowper Street, Greymouth	Compliant
Municipal sewage	Fox Glacier oxidation ponds found to be non-compliant	Fox Glacier	WDC required to undertake remediation works
Landfill	Creek running black	McKnights Creek/McLeans Pit Landfill	Under investigation
Septic tank	Ongoing septic tank complaint	Kaiata	WCRC to inspect during rainfall
Riverworks	Works being undertaken in the wet bed of the river	Hokitika River	Consent held to undertake the works

Diesel spill	Report received of a diesel spill that had occurred 3 weeks previously, but still evident in storm water drain during rain	Granity	Under investigation
Discharge to air	Soot deposits beyond property boundary	Greymouth Aquatic Centre	Compliant at the time of visit and air quality monitoring results also compliant
Riverworks	Landowner 'cleaning out' waterway	Harihari	Under investigation

Formal Enforcement Action

No formal enforcement action was undertaken during the reporting period.

MINING

Work Programmes

The Council received the following work programme during the reporting period, which was processed within the 20-day target:

Date	Mining Authorisation	Holder	Location
28/7/09	RC06058, MP41521	D Hampton	Blackball Creek

Bonds Received

The following bonds were received in the reporting period:

Mining Authorisation	Holder	Location	Amount
RC09030	Crescent Creations	Waimea	\$6,000
RC09037	D Russ & K A Wilson	Waimea	\$6,000

Bond Releases

Mining Authorisation	Holder	Location	Amount
RC02260	Phoenix Gold	Blackball Quarry	\$5,000

Council staff have visited the site to ensure that all rehabilitation requirements have been satisfied and landowner approval of rehabilitation works has been obtained.

OIL SPILL RESPONSE

No marine oil spills were reported.

RECOMMENDATION

- 1. That the September 2009 report of the Compliance Group be received.*
- 2. That Council release the bond held for RC02260.*

Colin Dall
Consents & Compliance Manager

THE WEST COAST REGIONAL COUNCIL

To: Chairperson
Resource Management Committee
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.
29 – 30 7.1 Confirmation of Confidential Resource Management Committee Minutes
11 August 2009

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.
7. 7.1	Confirmation of Confidential Minutes 11 August 2009		Section 48(1)(a) and in particular Section 9 of 2nd Schedule Local Government Official Information and Meetings Act 1987.

I also move that:

- Chris Ingle
- Robert Mallinson
- 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.

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, 8 September 2009** 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
3.		MINUTES
	1 – 4	3.1 Minutes of Council Meeting 11 August 2009
4.		REPORTS
	5 – 6	4.1 Planning and Environmental Manager's Report on Engineering Operations
	7	4.2 Corporate Services Manager's Report
	8	4.2.1 Unaudited Annual Report for the Year to 30 June 2009
	9	4.2.2 Additional Funding Request from AHB for Tb Control
5.		CHAIRMAN'S REPORT (VERBAL)
6.0	11 – 15	CHIEF EXECUTIVE'S REPORT
7.		GENERAL BUSINESS

**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 11 AUGUST 2009,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOOUTH, COMMENCING AT 12.34 P.M.**

PRESENT:

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

The Chairman introduced Bronwyn Monopoli, Director, Animal Health Board and William McCook, Chief Executive, Animal Health Board. Bronwyn Monopoli gave a brief overview of her background and spoke of the positive relationship between the AHB and WCRC.

Mr McCook spoke to a power point presentation on the Tb pest strategy. He stated that the strategy is no longer to eradicate Tb but to contain and roll back the line in relation to other Tb infected regions.

Mr McCook was given a very clear message that it is very important that the West Coast is not left out in the cold and that we want equity with the programme. It was agreed that the West Coast Regional Council would lodge a submission to this effect.

The meeting was adjourned for lunch at 1.05 pm and reconvened at 1.24 p.m.

2. APOLOGIES:

There were no apologies.

3. CONFIRMATION OF MINUTES

Moved (Archer / Davidson) *that the minutes of the Council Meeting 14 July 2009, 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 his report advising that the Inchbonnie Stopbank upgrade has commenced and is progressing well. S. Moran reported that minor amendments to the alignment of power poles have been made. This is not expected to cause any problems and the amendments have been discussed with the Inchbonnie Rating District Committee.

S. Moran reported that a good amount of rock is being extracted from quarries at the moment.

Moved (Davidson / Chinn) *that the report be received.*

Carried

R. Mallinson spoke to this report advising that this is the full 12 month report. Total turnover was in excess of \$10M and total deficit was \$154,000 compared to the original budget of \$924,000 which included the expenditure for the upgrade of the Greymouth Floodwall. R. Mallinson advised that the investment portfolio has rallied strongly since the low point in mid March and is continuing to rally into the September quarter. R. Mallinson reported that the quarries and the VCS Business Unit have performed very well this year. He stated that apart from the investment returns this is a very positive financial result for Council. R. Mallinson advised he is currently working on the finalising of the Annual Report. Audit NZ will be carrying out the audit on the 31st of this month. Cr Scarlett asked R. Mallinson why portfolio management is listed as an expenditure item as it has not been listed in previous years. R. Mallinson responded that he would be changing this during the next annual planning round to ensure that we separately budget for this. R. Mallinson answered various questions from Councillors regarding his report.

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

Carried

5.1.1 SETTING OF RATES FOR 2009 / 10

R. Mallinson spoke to this report advising that are rates are set in accordance with the Annual Plan or LTCCP and Council is required by the legislation to formally move a resolution to set the rates.

Moved (Birchfield / Chinn)

1. *That Council set rates for the period 1 July 2009 to 30 June 2010 as per the Funding Impact Statement contained on pages 80 to 85 of the 2009/19 LTCCP.*

2. *As per the 2009/19 LTCCP, there are two instalments:*

The first instalment is due on 1 September 2009 with a 10% penalty date of 20 October 2009 as per sections 57 and 58 of the LGRA 2002.

The second instalment is due on 1 March 2010 with a 10% penalty date of 20 April 2010 as per sections 57 and 58 of the LGRA 2002.

A further 10% penalty will be charged on all accumulated rate arrears as at 1 July 2010.

Carried

5.1.2 NZ MUTUAL LIABILITY RISKPOOL

R. Mallinson spoke to this report. He advised that Council was advised by Riskpool that our premium for the 2009 / 2010 year was going to be \$18,000 but in early July after the renewal for the 2009 / 2010 year had been completed a letter was received from Riskpool advising that they were going to be making some extra calls on all members of the scheme and a warning that further calls could come each year. R. Mallinson advised that he wrote to Riskpool advising them that Regional Councils are being tainted with the liabilities of district and city councils and the actions of central government with regard to weather tight homes. R. Mallinson stated that it is very unfortunate that regional councils are being called to meet these liabilities. R. Mallinson stated that if the trustees don't change their decision then most regional councils will accept a missed call, as they need certainty of an annual premium for public liability cover. Cr Scarlett asked if legally we have a case. R. Mallinson responded that Riskpool are legally correct but morally wrong. He feels that Riskpool could have found a way around this issue but if we pull out then we still need to find public liability cover. Cr Scarlett asked if this is easy to do. R. Mallinson responded that it is easy and very cost competitive at the moment. Cr Archer stated that the big concern is the ongoing residual responsibilities of all the years in between 2003 and now because the leaky home issue is getting worse rather than getting better. Cr Archer advised that if we opt out we are still liable for the years of which we were members of Riskpool. C. Ingle stated that territorial councils who have had claims against them for weather tight homes have benefitted from the rest of New Zealand as they are now paying for them.

Cr Archer stated those TA's found to be negligent are facing additional costs and regardless of whether or not Council stays in the scheme there is no ongoing potential liability as claims are no longer being accepted for weather tight homes. It was agreed that a cost effective insurance policy would be investigated with the three local territorial authorities. Cr Robb stated that an insurance company should be looking at past claims. R. Mallinson suggested that a decision is deferred until the stance of the Riskpool Trustees is clearer. Cr Scarlett agreed with this suggestion and a decision will be made prior to 2010.

Moved (Robb / Davidson)

1. *That Council note the advance notice of Calls from Riskpool for \$3,657 and \$23,036 with respect to the 2002/03 and 2003/04 Fund years.*
2. *That Council note the future contingent liabilities with respect to the 2004/05 and 2005/06 Fund years.*

Carried

C. Ingle stated that he has a Regional Council's CEO's meeting tomorrow in Wellington and the Riskpool matter is on the agenda. He queried whether he should put forward the view that regional councils as a group should be refusing to pay this as it is a Building Act function, it is a territorial authority issue and it should be split amongst the district councils and to leave regional councils out of it. It was agreed that this would be progressed.

5.2 TWELVE MONTH REVIEW – 1 JULY 2008 – 30 JUNE 2009

R. Mallinson spoke to this report. Cr Scarlett stated this is a very good result. Cr Archer concurred with this and stated it is an excellent result.

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

Carried

6.0 CHIEF EXECUTIVES REPORT

C. Ingle spoke to his report. He advised that he attended the Minerals West Coast Forum, MP Chris Auchinvole spoke at this forum and spoke of the policy from the National Government regarding DoC is that they enable use of conservation land for mining, which is a change from the Labour Government's stance. C. Ingle advised that MP Auchinvole stated that pressure is being put of DoC to change its ways.

C. Ingle also met with Mr Andy England to discuss the energy assessment report from last month's council meeting.

C. Ingle reported that he attended a class presentation at Greymouth High School on climate change. MP Kevin Hague and Mayor Kokshoorn also attended.

C. Ingle reported that he attended the Civil Defence Controllers forum that was hosted here at WCRC on the 5th of August. There was good attendance from all district councils involved.

C. Ingle advised that he is meeting with representatives from EECA next week in Wellington regarding the possibility of having an energy strategy written up for the West Coast. EECA have advised that they have some funding in place for this purpose.

Moved (Archer / Ewen) *that the Chief Executive's Report be received.*

Carried

7.0 CHAIRMANS REPORT (VERBAL)

The Chairman reported that he attended the LGNZ conference in Christchurch at the end of July. He stated that the conference was dominated by Greater Auckland and the Auckland Super City proposal.

Cr Scarlett advised that the Chief Youth Court Judge, Judge Beecroft spoke at the conference on societal problems with youth. Cr Scarlett stated that Judge Beecroft believes that youth drinking and

to a lesser extent drugs, is linked to the behaviour of recidivist offenders. Cr Scarlett spoke of the changes society need to make to assist with the mentoring of youth.

Cr Scarlett advised that he recently met with Mark Yaxley from Land Transport New Zealand to discuss the transport programme for the West Coast. Cr Scarlett is expecting formal notification for the final policy later this month.

Cr Scarlett spoke of this morning's meeting with MP Auchinvole. Mr Auchinvole's is not impressed with DoC regarding the wetlands appeal. He feels that the wetlands matter should not go to court, he believes that we are in a time of austerity and spending money on this is ridiculous. Mr Auchinvole is to write a letter to ministers regarding this. Cr Scarlett advised that he has also written a letter to the conservation minister regarding this very same matter.

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

Carried

GENERAL BUSINESS

There was no general business.

The meeting closed at 1.55 p.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 8 September 2009
 Prepared by: S. Moran – Planning & Environmental Manager
 Date: 26 August 2009

Subject: **PLANNING AND ENVIRONMENTAL MANAGER'S MONTHLY OPERATIONS REPORT**

1. RIVER AND DRAINAGE INSPECTIONS

- All annual inspections for the Rating Districts have been completed.
- Granite Creek – Kongahu – Cleanout Proposals

2. WORKS

- a) Inchbonnie Rating District – Stopbank Upgrade
 This major work involving the placing of four culverts and approximately 40,000 m³ of compacted hardfill is continuing and good progress is being made
- b) Greymouth Rating District – Upgrade Design
 There was a good response for this tender with five firms tendering.
 The successful tenderer was Good Earth Matters Consulting at \$174,580 (G.S.T. Exclusive)

3. FUTURE POTENTIAL WORKS

There are maintenance contracts to be let for the following Rating Districts:
 Lower Waiho, Franz Josef, Waitangitaona, Matainui, Wanganui, Hokitika Southside, Raft Creek, Kowhitirangi, Vine Creek, Taramakau, Redjacks Creek, Nelson Creek, and Karamea.

4. Quarry Report For The Period 1 July To 31 July 2009

Quarry	Rock In Quarry 30/06/09	Rock Used	Rock Quarried	Rock In Quarry 31/07/09
Blackball	904	0	0	904
Camelback	0	82	82	0
Inchbonnie	8840	0	0	8840
Kiwi	1474	36	0	1438
Miedema	0	0	0	0
Okuru	1840	1280	0	560
Taramakau	0	0	0	0
Wanganui	2204	0	0	2204
Whataroa	0	72	2072	2000
Totals	15,262	1,470	2,154	15,946

Quarry Work Permitted Since 31 July 2009

Quarry	Contractor	Tonnage Requested	Permit Start	Permit Finish
Okuru	Westroads	300 rubble	12-Aug-2009	21-Aug-2009

SCHEDULE OF 2009 RATING DISTRICTS MEETINGS

Inchbonnie	Monday 12 October 2009	10.00 a.m.	Warwick Gault's Residence
Taramakau	Monday 12 October 2009	1.30 p.m.	Taramakau Settlement School
Redjacks Creek	Monday 12 October 2009	4.30 p.m.	Ngahere Fire Station
Nelson Creek	Monday 12 October 2009	5.00 p.m.	Ngahere Fire Station
Coal Creek	Monday 12 October 2009	7.00 p.m.	West Coast Regional Council Offices
Greymouth	Tuesday 13 October 2009	3.00 p.m.	West Coast Regional Council Offices
Punakaiki	Tuesday 13 October 2009	7.00p.m	Punakaiki Tavern
Wanganui	Wednesday 14 October 2009	9.30 a.m.	Hari Hari Rest Rooms
Okuru	Wednesday 14 October 2009	3 pm	Okuru Hall
Franz Josef	Thursday 15 October 2009	9.00am	Franz Josef Community Hall
Lower Waiho	Thursday 15 October 2009	9.30am	Franz Josef Community Hall
Canavans Knob	Thursday 15 October 2009	10.00am	Franz Josef Community Hall
Matainui	Thursday 15 October 2009	1pm	Whataroa Community Hall
Waitangi-taona	Thursday 15 October 2009	1.30pm	Whataroa Community Hall
Whataroa	Thursday 15 October 2009	2pm	Whataroa Community Hall
Kongahu	Friday 16 October 2009	11.00am	Little Wanganui Hotel
Karamea	Friday 16 October 2009	1.00 p.m	Karamea Fire Station
Mokihinui	Friday 16 October 2009	4.30 pm	Mokihinui Community Hall
Kaniere	Monday 19 October 2009	6.30 pm	St Johns Rooms, 134 Stafford St, Hokitika
Southside	Monday 19 October 2009	7.30 p.m.	St Johns Rooms, 134 Stafford St, Hokitika
Raft Creek	Tuesday 20 October 2009	10.00 a.m.	Kowhitirangi Hall
Kowhitirangi	Tuesday 20 October 2009	10.30 a.m.	Kowhitirangi Hall
Vine Creek	Tuesday 20 October 2009	11.00 a.m.	Kowhitirangi Hall

RECOMMENDATION

That this report is received.

Simon Moran
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting
 Prepared by: Robert Mallinson – Corporate Services Manager

Date: 27 August 2009

1. Financial Report

As agreed at the August meeting, I have not prepared a financial report for the one month of July 2009. My focus has been on finalising the Annual Report for the year to 30 June 2009, which is being received by this meeting as a separate agenda item.

2. Investment Portfolio

PORTFOLIO @ 31 July 2009 Summary & Reconciliation	Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total	
Portfolio Value @ Start 01 July 2009	2707972	3898343	1128754	1243964	583366	930569	10492968	
Contributions }	19271	0	516000	0	0	0	535271	0
Withdrawals }	0	-516000	-7015	-6498	-1341	-4417	-535271	
Realised Gains/(Losses)								
Price	-5972	1680					-4291	283902
FX	0		5708	6498	1341		13547	
adj.	2018						2018	
Unrealised Gains/(Losses)								
Price	2950	10719	106996	66314	29618	31253	247850	
FX			10044	-5531	1532	-14448	-8402	
Mgmt Fee							0	
Interest Income	10526	20789	684		852	4417	37268	
Changes Accrued Interest	3381	-658					2723	
Dividends			4222	6583			10805	
reversal Hedges 30.6.09			-8843	-26079	-1691	-33142	-69755	
Current Hedges @ 31.7.09			-4804	17619	-772	40097	52140	
Portfolio Value @ End Period 31 July 2009	2740145	3414873	1751747	1302871	612905	954328	10776870	
ytd return for 1 months		0.40%	0.83%	7.50%	6.07%	5.73%	2.37%	
							weighted average return ytd of	2.85%

Asset Allocation %'s @ 31 July 2009	Benchmarks	Tactical asset allocation range
Cash	25%	10% - 50%
Bonds	32%	10% - 50%
Australasian Equities	16%	0% - 20%
International Equities	12%	0% - 20%
Property Equities	6%	0% - 10%
Alternative Asset Classes	9%	0% - 20%
	100%	100%

Forsyth Barr Ltd shifted \$516,000 from Bonds to Australasian Equities during July 2009.

The above table shows a very encouraging rally in our portfolio, with gains of \$283,902 during July 2009 alone and a return of 2.85% for the year to date, i.e. 1 month July 2009.

The gains since the March 2009 low point in fact amount to \$677,000.

RECOMMENDATION

That this report be received.

Robert Mallinson
 Corporate Services Manager

4.2.1

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 8 September 2009
Prepared by: Robert Mallinson – Corporate Services Manager
Date: 28 August 2009

Subject: ANNUAL REPORT FOR THE YEAR TO 30 JUNE 2009

I attach the un-audited Annual Report for the Year to 30 June 2009.

The team from Audit New Zealand will be on site from 31 August.

In accordance with the audit arrangements letter of 20 July, the audit certificate and Annual Report will be submitted to the 13 October meeting for formal adoption in accordance with section 98 of the Local Government Act 2002.

The following items in the Annual Report are not complete:

1. Statement of Cash Flows – Page 22; and Note 18 – Page 35.
I disagreed with the accounting treatment required by our auditors with regard to fund flows to and from our Investment Portfolio managed by Forsyth Barr Ltd. I have taken advice on the matter and will be discussing further with Audit New Zealand. I am deferring completion of the statement pending those discussions.
2. Future Quarry Restoration Costs Liability \$85,800 – Page 21; and Note 25 – Page 37.
This liability was assessed @ 30 June 2007 in accordance with NZ IFRS requirements. We are in the process of updating this liability @ 30 June 2009 and are awaiting a report on this.
3. Financial Instrument Risk Sensitivity Disclosures – Page 40.
This is another NZ IFRS disclosure requirement. I am obtaining advice on this disclosure.

RECOMMENDATION

That the un-audited Annual Report be received.

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting
Prepared by: Chris Ingle
Date: 28 August 2009

Subject: Additional Funding request from AHB for TB Control

Purpose

To confirm whether Council wishes to fund an additional \$85,000 toward AHB ground control possum contracts this financial year; and if so, to decide how such funds can be raised, given rates have already been set for the 09/10 year.

Background

AHB advised Council in December 08 that they were looking for a total indicative regional contribution of \$705,000 for the 09/10 year's TB vector control work. This was budgeted for in the LTCCP. AHB then put in a submission to our LTCCP in May 09 asking for an increase in regional funding of \$115,000. Council turned down this request for additional funding.

Recent Events

The AHB CEO William McCook has been in recent discussions with me and has explained that the funding shortfall has been caused by the percentage figure for the regional share increasing this year due to the mix of Private land vs Crown land being treated for possum control. This year more of the operations planned are on private land than is usual. Under the funding agreements this means the percentage rises from 6.8% to 7.82% regional share. While this seems quite a small change (1.2 percentage points), in relative terms it is almost a 15% increase of the funding needed from Council.

The AHB currently has money available from Crown and Industry funders because several other regional councils have deliberately reduced their regional share this year. However, AHB are unable to fund extra work on the West Coast without a matching regional share contribution. Any contribution we make is increased ten times by the Crown/Industry funding. This means if we fund a further \$85k the AHB will spend \$850k in the region.

The Funding Shortfall 09/10

The \$705,000 already funded through the LTCCP will not be sufficient to fund the proposed AHB programme for 2009/10. Due to the potential consequences of having a 6-month funding gap for ground control work, I recommend Council agree to fund an extra \$85,000 for work in-region, but negotiate a nil increase in our contribution to AHB national costs.

Additionally, the final cost of the regional share for the 08/09 year was \$865,000, which was \$30,000 higher than the \$835,000 budgeted. We paid the additional \$30,000 but advised AHB that we intended to recover the \$30,000 from the Tb Special rate during 2009/10. This is clearly not going to be possible given funding constraints. I recommend this deficit be carried for the year and funded from an increased rate in the 10/11 financial year.

How do we Fund the additional money?

There are three options:

- a) Carry the additional expenditure during 2009/10 and allow the Tb Special rate balance to continue to increase in deficit throughout the year. The deficit in the Tb Special rate balance at 30/6/10 would need to be recovered by additional Tb Special rating during 2010/11.

- b) Initiate a change to the LTCCP. This will involve a public notice, invitation of submissions, and hearings similar to that we have just been through to finalise the LTCCP.
- c) Levy an additional Tb rate during 2009/10. The Local Government (Rating) Act 2002 does permit this. Section 23 of the Rating legislation states that:

- “(3) A local authority may set a rate that is not provided for in its long-term council community plan and funding impact statement only if—
- (a) the local authority is satisfied that the rate is required to meet an unforeseen and urgent need for revenue that cannot reasonably be met by any other means, having regard to the manner in which it has, in its long-term council community plan and funding impact statement allocated the costs of the activities or groups of activities to which the need for revenue relates; and
 - (b) the local authority has given at least 14 days' public notice of its intention to set the rate.
- (4) Notice under subsection (3)(b) must include—
- (a) the information in relation to the rate that would otherwise have been required to be included in the local authority's funding impact statement; and
 - (b) a statement of the nature of the unforeseen and urgent need for revenue and the reasons why that need cannot reasonably be met by any other means, having regard to the manner in which the local authority has, in its long-term council community plan, allocated the costs of the activities or groups of activities to which the need for revenue relates.]
- (5) The local authority must, within 20 working days after making a resolution, send a copy of it to the Secretary of Local Government.”

RECOMMENDATIONS

1. *That Council agrees to fund an additional \$85,000 toward the AHB regional share for the 09/10 year, noting that we will also carry a \$30,000 deficit from last year's overspend, and that any extra contribution to national costs are still to be negotiated.*
2. *That Council agrees to carry this additional expenditure in deficit for the 09/10 year, with the intention of increasing the TB special rate next year to recover the shortfall. This should not adversely impact cash flows for the Council.*

Chris Ingle
Chief Executive

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 8 September 2009
Prepared by: Chris Ingle – Chief Executive
Date: 28 August 2009

Subject: **CHIEF EXECUTIVES REPORT**

Meetings Attended

The meetings I have attended since the 11 August Council meeting include:

- Met with Regional Council CEOs on 20 August in Wellington to progress the IRIS software project.
- Met with EECA staff on 20 August to discuss initiating an Energy Strategy for the West Coast.
- Attended the Regional Affairs Committee Meeting in Wellington on 20 and 21 August.
- Hosting quarterly Mayors and Chairs Forum on 7 September.

Response from Transport Minister

Attached to my report is a response from Hon Steven Joyce, Minister of Transport relating to Cr Scarlett's letter to him requesting the upgrade of the Mingha Bluffs section of State Highway 73.

Response from Environment Minister

Also attached is a response from Dr Nick Smith to the letter written in May regarding National Water Policy initiatives. At the time of writing the Chairman is considering a response to this letter.

Climate Change Position Statement

An item on the Regional Affairs Committee agenda last month was the attached Local Government Leaders Position Statement. The Committee was asked to endorse the statement, but the majority of Chairs preferred to run it past their Councils first.

RECOMMENDATION

1. *That this report be received.*
2. *That the Local Government Climate Change Position Statement be endorsed by Council*

Chris Ingle
Chief Executive



Office of Hon Steven Joyce

Minister of Transport
Minister for Communications
and Information Technology

Associate Minister of Finance
Associate Minister for Infrastructure

12

13 AUG 2009

Mr Ross Scarlett
Chairman
West Coast Regional Council
PO Box 66
GREYMOUTH 7840

Dear Ross

Thank you for your letter of 13 May 2009 regarding regional transport priorities for the West Coast region. Please accept my apologies for the delay in replying.

When the government confirmed the initial list of seven roads of National Significance through the Government's Policy Statement on Land Transport Funding (the GPS) in May we indicated further roads may be added over time. I expect government will next consider that list in conjunction with the next full review of the GPS. This is likely to be around 2012. Regarding your suggestion that State Highway 73 from Christchurch to the West Coast be added to the list, I have asked officials for advice on future Roads of National Significance.

In respect to your concerns regarding the Mingha Bluffs section of State Highway 73, I agree that safety issues on our major tourist routes are a concern for us all. The GPS has increased the government's emphasis on transport investment to support economic development and productivity while at the same time committing to improving our safety performance. I expect that the NZ Transport Agency (NZTA), when applying these criteria, will place greater emphasis on routes which provide, amongst other things, access to ports, markets and key tourism locations.

I understand that, as highway authority, the NZTA has submitted a funding bid through the Canterbury draft Regional Land Transport Programme for design funding for this project. No doubt you are aware there is pressure on funding from the National Land Transport Fund and this project will need a strong case to support funding on a regionally and nationally contested priority basis.

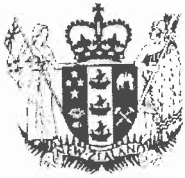
I anticipate that funding for construction could be secured by NZTA in due course based on the project's merits.

Thank you again for writing to me with your concerns.

Yours sincerely

A handwritten signature in black ink, appearing to be 'S. Joyce', written over a faint, illegible stamp or watermark.

Steven Joyce
Minister of Transport



Office of Hon Dr Nick Smith

MP for Nelson
Minister for the Environment
Minister for Climate Change Issues
Minister for ACC

17 AUG 2009

ENV 1165

Ross Scarlett
Chairman
West Coast Regional Council
PO Box 66
GREYMOUTH 7840

Dear Mr Scarlett

Thank you for your letter of 28 May 2009 outlining your concerns about the proposed National Policy Statement for Freshwater Management (NPS), the proposed National Environmental Standard for Measurement of Water Takes and centralised resource management planning.

Although I recognise that catchment-based management is a fundamental strength of our current system, I also see a need for stronger central government direction in freshwater management.

For example, the national environmental standard (NES) on the measurement of water takes provides a relatively simple and effective way of ensuring that all existing and new water take consents have consistent requirements for accurate and comprehensive measurement of water takes. Although not all water resources may be under allocative pressure, having accurate information on actual water use is critical to understanding and improving water efficiency and water resource management. We cannot properly manage what we cannot measure. I note your concern with the NES on measurement of water takes and will carefully consider whether these requirements are needed in all catchments.

The NPS is currently with an independent Board of Inquiry, with hearings planned to take place between the end of June and September 2009. I hope that you make your views known to that Board and I look forward to receiving the Board's recommendations.

Thank you for your offer to host me in at one of your upcoming council meetings or to meet me elsewhere. Should the opportunity arise, my office will contact you to arrange a suitable time to meet.

Yours sincerely

Hon Dr Nick Smith
Minister for the Environment

CLIMATE CHANGE

LOCAL GOVERNMENT LEADERS POSITION STATEMENT



This statement defines the position that Councils have collectively adopted on climate change. We commit to playing our part in helping New Zealand face the climate change challenge. The key role we will play is to lead community responses to the risks and opportunities of climate change.

Councils provide a wide range of ratepayer funded services which will be impacted by climate change. These include stormwater management, flood control, biosecurity, land-use and transport planning, civil defence, emergency management and water supply. Council services need to be future proofed and made resilient to the impacts of climate change.

We acknowledge that the evidence shows that climate change is occurring and that our understanding of climate change impacts in New Zealand will continue to grow. We will work with our communities to prepare for the future.

OUR POSITION ON CLIMATE CHANGE

We recognise that we must respond to both the actual and potential physical impacts of climate change.

We understand that there are challenges, risks and opportunities for local communities in responding to and managing the impacts of climate change.

We recognise that action now will reduce the future threats and costs of climate change. We know we must plan ahead.

Solutions to climate change challenges will not be a matter of 'one size fits all' and we recognise that climate change impacts on communities will vary around New Zealand.

Councils will individually show leadership and environmental responsibility by adopting mitigation and adaptation practices that fit with their community's needs and aspirations.

We have an active interest in shaping Central Government's mitigation policy. We will assist Central Government help local communities to prepare for climate change.

We will work with Central Government to make sure information and research is accessible to our communities. It should help them make informed choices about responding to climate change risks and opportunities.

OUR POSITION ON ADAPTATION TO CLIMATE CHANGE

We have a responsibility to help our communities prepare for and to adapt to the physical effects of climate change.

We will build on the existing work of Councils and communities – recognising that 'business as usual' will not get us to where we need to be and that a community-wide effort will be needed to address the impacts of climate change.

Councils will support and actively engage with initiatives that provide guidance and expert advice on adaptation that can be applied at the regional and local level.

We will seek Central Government's support for the development of climate change information and modelling that delivers 'local numbers' for local use.

We acknowledge that we will often need to lead on developing engineering and resilience responses to climate change impacts.

Councils will ensure that Resource Management and Local Government legislation is used to encourage adaptation to climate change – particularly when dealing with land-use change.

OUR POSITION ON CLIMATE CHANGE MITIGATION

It is Central Government's role to engage internationally on climate change and to lead mitigation action on behalf of New Zealand.

We have an active interest in providing advice to Central Government on the local consequences of, and the opportunities presented by, international and national policies to reduce green house gas emissions.

Councils will choose their own mitigation projects to meet Central Government requirements and to assist in delivering New Zealand's emission reduction targets.

Councils will support individuals, communities and businesses to lower their emissions and will advocate for Central Government to develop tools that will assist the development of low carbon options for goods and services.

THE FOLLOWING LOCAL GOVERNMENT LEADERS SUPPORT THIS POSITION STATEMENT:

Mayor of District Council	Mayor of District Council	Mayor of City Council	Mayor of City Council
Chair of Regional Council	Mayor of District Council	Mayor of District Council	Mayor of Unitary Authority
Mayor of City Council	Mayor of District Council	Chair of Regional Council	Mayor of District Council
Mayor of Unitary Authority	Chair of Regional Council	Mayor of City Council	Mayor of District Council
Mayor of City Council	Mayor of Unitary Authority	Chair of Regional Council	Mayor of City Council

DESIGN DRAFT

